



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
FAX: (541) 298-5490
Planning Department

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

CITY HALL COUNCIL CHAMBERS

313 COURT SREET

THE DALLES, OREGON 97058

CONDUCTED IN A HANDICAP ACCESSIBLE MEETING ROOM

THURSDAY, NOVEMBER 7, 2013

6:00 PM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES – October 3, 2013
- V. WORK SESSION – Residential Infill Policies
- VI. STAFF COMMENTS
- VII. COMMISSIONER COMMENTS/QUESTIONS
- VIII. NEXT SCHEDULED MEETING DATE – November 21, 2013
- IX. ADJOURNMENT

CITY OF THE DALLES PLANNING COMMISSION MINUTES

Thursday, October 3, 2013

City Hall Council Chambers

313 Court Street

The Dalles, OR 97058

Conducted in a handicap accessible room

6:00 p.m.

CALL TO ORDER:

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

ROLL CALL:

BOARD MEMBERS PRESENT:

Bruce Lavier, Rob Raschio, Dennis Whitehouse, Jeff Stiles

BOARD MEMBERS ABSENT:

Chris Zukin, Mark Poppoff, Mike Zingg

STAFF MEMBERS PRESENT:

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

APPROVAL OF AGENDA:

It was moved by Raschio and seconded by Whitehouse to approve the agenda as submitted. The motion carried unanimously; Zukin, Poppoff and Zingg were absent.

APPROVAL OF MINUTES:

It was moved by Whitehouse and seconded by Raschio to approve the August 22, 2013 minutes as submitted. Whitehouse, Raschio, and Stiles approved, Lavier abstained. The motion carried; Zukin, Poppoff and Zingg were absent.

PUBLIC COMMENT:

Steve Kelsey, 3850 Nob Hill Road, The Dalles, Oregon, suggested opening up available City commission/committee positions to residents outside City limits. City Attorney Parker stated there were some ordinances that required commission/committee members to reside within City limits, and City Council would need to make ordinance changes. Jim Wilcox, 416 West 7th Street, The Dalles, Oregon, said that when he was Mayor of The Dalles, there were some adhoc committees (such as the Burn Committee) that could be opened up to residents outside City limits, and he would use those opportunities to bring others in to help.

LEGISLATIVE HEARING:

Application Number: ZOA 85-13; **City of The Dalles;** **Request:** Amendments to the Land Use and Development Ordinance (LUDO) as they pertain to the provisions of House Bill 3479.

Director Gassman commented that City Council planned on having a full scale discussion on residential infill policy after these proposed LUDO amendments were completed. Gassman explained that these amendments were designed to free up the minor partition process as it pertained to House Bill 3479 (HB 3479), because currently the LUDO was in conflict with the House Bill. He emphasized that this legislative hearing was not a full review of the City's residential infill policies. Gassman said the proposed amendments would go before City Council in a public hearing, then, if adopted, to the County Commissioners for review so amendments could potentially be applied to the Urban Growth Boundary (UGB) areas. He pointed out that City Council could only approve the amendments for areas inside City limits, and the County would need to approve the

amendments for the UGB areas. Gassman handed out a copy of HB 3479 (Attachment 1). He explained that the proposed amendment language was intended to distinguish between residential and non-residential property, and some language was added in Section 2 to differentiate. References to pre-payment of funds in lieu of Waivers of Remonstrance and language regarding waivers of remonstrance as it pertained to minor partitions of residential property were omitted.

Whitehouse asked what impact the proposed amendments would have for property owners in the minor partition process, if adopted. Director Gassman said the minor partition process would remain the same, but as part of the process there would be no requirements to pay into a development fund, sign a Waiver of Remonstrance, or provide any improvements at the time of the minor partition application. Gassman explained that property owners could sell partitioned lots with no improvement encumbrances.

Testimony:

Jim Wilcox, 416 West 7th Street, The Dalles, Oregon, said that it was confusing to follow the references in the proposed language, because some of the references were general ordinances rather than Land Use and Development Ordinances. Mr. Wilcox stated that one of the ordinances he reviewed allowed property owners to Bancroft improvement expenses at 10% interest. He said City Council changed the interest rate to 1% over cost, and the current LUDO did not reflect that change. Mr. Wilcox said he felt residential, commercial and industrial parcels should not be charged to “draw a line on a map.”

Steve Kelsey, 3850 Nob Hill Road, The Dalles, Oregon, said that in the County, the people would go to the County and ask for a Local Improvements Distric (LID). The County would not require an LID. He said the City should not go to the people and require an LID. Mr. Kelsey also stated that people were not going to pay for developments, and the Planning Commission should tell the staff what to do.

Randy Hager, 2804 East 10th Street, The Dalles, Oregon, read portions of past correspondence between he and Director Gassman (Attachments 2-5) regarding minor partitioning.

Raschio asked Director Gassman if HB 3479 only applied within City limits and not to properties within the Urban Growth Boundary. Gassman said he and City Attorney Parker both agreed that was the literal reading of HB 3479.

Randy Hager, 2804 East 10th Street, The Dalles, Oregon, read HB 3479 and said that the City’s testimony at the State House of Representatives hearing was that the UGB was not to be excluded from the HB 3479.

Raschio asked if the proposed LUDO amendments would apply to the UGB areas as well as properties within City limits. City Attorney Parker said the LUDO amendments would only apply to the UGB properties if the County chose to adopt them. City’s recommendation would be to adopt the amendments. Director Gassman clarified that the City had jurisdiction for planning purposes in the UGB but no authority to adopt UGB rules. Typically, Gassman advised, when the County adopts its rules, the City administers those rules.

John Dennee, 2651 East Tenth Street, The Dalles, Oregon, read Mr. Hunicutt’s interpretation (Attachment 6) of the proposed LUDO amendments. In summary, Mr. Hunicutt’s opinion was that, due to the cross referencing in the proposed changes, the amendments would require a property owner to enter into an agreement with the City to install improvements prior to the City approving the final partition plat; and, therefore, the partition would not occur due to costs that would exceed property values.

Jerry Johnson, 3102 East 13th Street, The Dalles, Oregon, stated he understood that HB 3479 included the UGB areas because UGB residents were governed by the City. Director Gassman said the UGB areas were not governed by the City; they were governed by the County, and up to this point the County had adopted what the City had adopted. Johnson said there needed to be discussion on the definition of development at some point. He believed some current development definitions, such as drilling, could be used to require UGB property owners to install improvements.

Steve Kelsey, 3850 Nob Hill Road, The Dalles, Oregon, urged the Planning Commission to do the research and make a strong recommendation to the County that HB 3479 intended to include the UGB areas.

Chair Lavier asked staff what the process would be for making changes on residential infill policy. Director Gassman stated after these LUDO amendments were completed, the Planning Commission would have a series of work sessions to address the larger issues. Language would be drafted, and the Planning Commission would hold a public hearing to make a recommendation to City Council. City Council would then hold a public hearing.

Mayor Lawrence stated he understood Director Gassman's explanation of the process to be what City Council had directed. Gassman listed other issues that needed to be addressed as follows: 1) who would be responsible for the installation of public improvements; 2) who would pay for public improvements; 3) what to do with past Waivers of Remonstrance; 4) what to do with LIDs; and 5) what to do with street standards.

Chair Lavier called for a recess at 7:25 pm and reconvened the meeting at 7:35 pm.

After reviewing Mr. Hunicutt's written comments, Director Gassman stated there was some confusion on Mr. Hunicutt's part regarding his reference to Section 9.040.060(H) regarding street improvement requirements. Section 9.040 applied to subdivisions, not minor partitions; and Section 9.040.060 did not apply to minor partitions except for a provision in Section 9.030.050. Gassman explained that Section 9.030 pertained to minor partitions, and Section 9.040 pertained to subdivisions. Currently, LUDO had a cross reference from Section 9.030 to Section 9.040 that requires minor partitions to meet the same requirements as subdivisions. Gassman said that is why, in the proposed amendments, page 2, the cross reference was deleted so that minor partition applicants would not be required to comply with Section 9.040.060(H). In summary, Gassman advised that the proposed amendments omitted street improvements for minor partitions, while street improvement requirements would remain for non-residential properties and the construction of new dwellings.

Raschio clarified that these proposed amendments would shift the costs away from the minor partition applicant. Director Gassman said that was correct.

Chair Lavier closed the public hearing at 7:44 p.m.

Deliberation

Whitehouse clarified that these LUDO amendments were the first step in the process. Director Gassman said the amendments, if approved, would bring the City's code into compliance with HB 3479. In doing so, they would remove the street improvement requirements from the minor partition application on residentially-zoned property. Whitehouse said he was concerned about setting up two different standards for an unrepresented group. Gassman said the City did not want two different standards.

It was moved by Raschio and seconded by Stiles to recommend to City Council approval of the proposed LUDO amendments of ZOA 85-13 as submitted in staff's report. The motion carried unanimously; Zukin, Poppoff and Zingg were absent.

It was moved by Stiles and seconded by Whitehouse to recommend to City Council and the County Commission Board to adopt the proposed LUDO amendments and to include the Urban Growth Boundary areas. The motion carried unanimously; Zukin, Poppoff and Zingg were absent.

Stiles stated, for the record, that timing was an issue, and this process needed to move as quickly as possible.

Whitehouse said he hoped that, in the future, all Planning Commissioners would be in attendance for future meetings as much as possible.

STAFF/COMMISSIONER COMMENTS:

Director Gassman reported that the next regularly scheduled meeting of October 17, 2013 was cancelled. Raschio asked if the Planning Commission should meet then to continue work on the residential infill policies. Gassman said staff would not be ready by then and the Commission would meet the first Thursday in November as scheduled.

Director Gassman introduced Nick Kraemer, Planning Department's new Associate Planner.

Raschio asked if code enforcement could inspect a large growth of puncture vine on some city-owned property at Case and Kelly Streets.

Director Gassman reported that the Google project was moving forward and would have a very positive impact on the City. There was also some new development at West 6th Street and Cherry Heights in front of the new Goodwill structure, tenants to be determined.

Randy Hager, 2804 East Tenth Street, The Dalles, Oregon, summarized the challenges some UGB property owners had faced with property values and sales.

ADJOURNMENT:

Chair Lavier adjourned the meeting at 8:00 pm.

Respectfully submitted by Carole J. Trautman, Administrative Secretary

Bruce Lavier, Chairman

View: Fit 50% 100% 200%

77th OREGON LEGISLATIVE ASSEMBLY--2013 Regular Session

**Enrolled
House Bill 3479**

Sponsored by Representative HUFFMAN

CHAPTER

AN ACT

Relating to city fees; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. When the owner of property that is located in a city in Wasco County with a population greater than 5,000 and that is zoned for residential use files an application for a partition, as defined in ORS 92.010, or a subsequent application for a permit in furtherance of the partition, for the property, the city may not, as a condition of approval of the application:

- (1) Assess:
 - (a) A charge in lieu of forming a local improvement district; or
 - (b) A prepayment against an assessment for a future local improvement district; or
- (2) Require the owner of the property to enter into a nonremonstrance agreement with respect to the future formation of a local improvement district.

SECTION 2. Section 1 of this 2013 Act is repealed on July 1, 2023.

SECTION 3. This 2013 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2013 Act takes effect on its passage.

6/26/13

Attachment 2

26 June 2013
2804B
E. 10th Street
The Dalles, OR 97058

Dick Gassman
Director of Planning & other public obtacles
City of The Dalles
313 Court Street, The Dalles, OR 97058

Regarding: Partition

Dear Dick,

Please consider this partition idea that I've worked on over the last few years. A reminder Dick, that when I bought 2804 E. 10th in 2002, I was given paperwork signed by Daniel Roberts (then director or acting director of public works) stating that I could divide this .91 acre lot into 3 lots, that I confirmed with planning at which time planning was in the basement of City Hall. You'll remember that all of the sewer and water service and connection fees were identified in that paperwork. Then a lot of water under the bridge, and then the challenges of wording the ordinance with City Council and staff, leading to the planning commission hearing and subsequently the Governor signing House Bill 3479 into law this June.

Now I'm living with rumors and newspaper articles and fears and angst from people all over town; from the Mayor and past Mayors and neighbors, to comments from Nolan and Gene Parker at City Council and their advertized comments in print.

Which leads me to locate **ONE** solution. And so once again I turn to you. The question being; what is the law today specifying the complete answer to the quest for a lot partition in the urban growth boundary of The Dalles Oregon; particularly for my own home and property? I'm not after any postures or predictions. Just what can I do today that is governed by law. Please recall that my primary home has its own well and septic as is the case with the 2011/2012 constructed accessory dwelling. I clearly have been held in limbo since 2007 awaiting a legal determination over this partition issue and the development of clearly defined ordinance.

Thank you.
Sincerely,

Randolph Hager

6/28/13

**CITY of THE DALLES**313 COURT STREET
THE DALLES, OREGON 97058(541) 296-5481 ext. 1125
FAX: (541) 298-5490
Planning Department

June 28, 2013

Randy Hager
2804 B East 10th Street
The Dalles, OR 97058

Re: Partition

Dear Randy,

You have inquired about the current status of the rules relating to minor partitions in The Dalles after the passage of HB 3479. I have attached a copy of your letter and a copy of HB 3479 for reference.

First, a careful reading of HB 3479 reveals that it relates only to property in a city in Wasco County. Your property on East 10th is not inside the city limits of The Dalles, therefore the provisions of that bill do not apply to your property. As a result, the rules for minor partitions have not changed.

The final conditions for approval of a minor partition can only be determined by submitting an application. However, in the past, for those properties that are situated on unimproved streets and seek to partition, we have required full improvement. Full improvement usually means the installation of sewer and water utilities and a street with sidewalks, curbs and half street pavement. Again, the exact details depend on a variety of factors and can only be determined through a formal process.

If you are required to put in improvements as a condition of approval, that condition can be met in one of the methods provided for in the LUDO. In general you have the option of installing the improvements, paying the estimated costs of the improvements, agreeing to put in the improvements and providing financial guarantees for the estimated costs, or forming a local improvement district to install the improvements.

The City Council has indicated an intent to change the minor partition rules but put that on hold until the legislature finished with HB 3479. The Council's interest in a change will be reviewed again, beginning with a joint work session of the Council and Planning Commission on July 18. Whether the public will be allowed to participate in that discussion is up to the Council and Planning Commission. If that work session determines that changes in the LUDO are needed, there will be public hearings held at a later date.

I hope this answers the issues you raise in your letter.

Sincerely,

Richard Gassman
Director

Attachment 4

September 26, 2013

Dick Gassman
Director of Planning
City of The Dalles, OR 97058

Re: Long delayed partition

Dear Dick,

In my last correspondence, June of 2013 I requested present law definition of my right to partition.

Your response letter to me of June 28th identified that it was the city's position that as a result of the wording of HB 3479 "within a city in Wasco county", the old ordinance still demanded that I "pay into a fund" due to the location of my lot in the urban growth boundary across the street from city limits.

This bearing on my ownership of .91 acres which when purchased in 2002 addressed the then requested opportunity to partition into 3 lots with infrastructure and connection to city services projected to cost me approximately \$8900.00.

I have now proceeded to survey and describe a lot division of 1 lot into 2 lots as was allowed for the neighboring Denee property, with no requirements for fees or infrastructure improvements. This is based on our discussion following your June 28th letter, in which you identified to me that the city would not likely enforce any costs or implementation of improvements should I partition into a front lot with street frontage and a rear lot with a described ingress/egress easement.

I have now agreed to rent the house on the front lot and was asked if I would consider selling that lot once the partition was approved and recorded, which I would do probably spring of 2014. My present question being; is it still valid as you have described, that because I am not altering the frontage or requesting additional access points at the frontage, that this lot division can proceed without ordinance encumbrance? I want to address this potential scenario with my renter early in the next week beginning September 29th, 2013.

Thank you for your regards.
Sincerely,

Randolph Hager

Attachment 5

October 04, 2013

To: Planning Commission

Regards: HB 3479 vs. City of The Dalles, Wasco County Intergovernmental Agreement and Partition Jurisdiction

Planning Commission, City staff, City Council, Community and Honorable Mayor Lawrence

Records will disclose that the intergovernmental agreement recognizes the jurisdiction the City of The Dalles planning staff has over all planning actions and decisions governing my home and property at 2804 East 10th street within the urban growth boundary.

This city planning jurisdiction was in place at the time of my 2002 purchase at which time I received and verified signed paperwork on City of The Dalles public works letterhead identifying a requested 3-lot partition and the costs pertaining to that partition all under the jurisdiction of the city planning office with no mention of non-remonstrance, LIDs, or fees or funds for street improvements.

I was required to purchase a building permit under city jurisdiction for the construction of my art studio in approximately 2003 with no mention or demands for signing non-remonstrance or notice of any payment into a fund or a planning action for streets or infrastructure improvements.

In 2011 after multiple visits over three years with Dick Gassman requesting a move toward partitioning for further construction we had determined that I could, and did build a 600 square foot accessory dwelling over a garage at 2804 E. 10th street, all under the jurisdiction of city planning with no mention of fees or funds or infrastructure, or street improvements, as a consequence of the building permit.

Shortly following my move-in in September 2012, city council directed staff to provide for 3-lot partitions to occur under city ordinance with the elimination of a demand for non-remonstrance or pre payments or for demands for infrastructure improvements. There would be no need or request for city services on my property as each dwelling was served by its own domestic well and septic system. I understand that I was still postured to look to the future should a LID ever become formed. My conversations with Dick indicated that the present rate of development may indicate that east 10th street could get and LID in 50 to 100 years.

Staff failed to provide the requested ordinance change which met with disapproval by the planning commission spring of 2013 with a directive to "go back and do it right".

Presentations were then made to the Oregon Legislature and HB 3479 became LAW in June 2013 which directed the city planning authority to 'cease the demand' for non-remonstrance, and the demands for specific fee payments for infrastructure improvements, in the case of partitions up to 3 lots.

City planning staff then determined that due to the wording "within a city" that they, even though they have jurisdiction over city/county planning authority, would disallow the authority of the new law to govern their jurisdiction outside city limits within the urban growth boundary.

As a result of the new law I wrote Mr. Gassman of June 26, 2013 and requested clarity as to the present implications regarding my partition request at 2804 east 10th.

His response was to specify that HB 3479 did not provide me any protection from city ordinance that the city had jurisdiction over and that clarity could only be had by submitting an application for a minor partition.

At this point the incomprehensible becomes apparent. The city planning staff handles jurisdiction of authority. City council directs that authority to cease specific actions and provide an ordinance of recognition. Staff refuses to take the directive of city council and refuses to apply the law to the extent of their jurisdiction. The entirety of ordinance and jurisdiction becomes so thwarted that the planning commission and again the city council and the entire community have to face the insult and embarrassment of mis-guided actions and unfulfilled obligations.

My question right here is:

WILL YOU AS PLANNING COMMISSIONERS, WITNESS TO THIS DISARRAY, IN THE PRESENCE OF THIS COMMUNITY AND ON MY BEHALF, AND ON BEHALF OF SO MANY OTHERS WHO COULD PROCEED AND PROSPER WITH THE WILL OF THEIR OWN LIVES, STAND AND CORRECT THESE INJUSTICES AND BREACH OF DUTY WHILE IT IS APPARENT WHAT FAILS TO BE CORRECTED.

I have worked to have the development of the law on partitions; I seek the protection of the law on partitions; and do herein request your support in observation of the intent of the law.

I have reviewed the proposed ordinance changes. Here's what they do:

*sent out E mail
Dave Horvath 10/4/13*

Attachment 6

Staff proposes to amend Section 9.030.050(B)(2) of the LUDO to provide that street improvements do not have to be installed prior to the approval of a final partition plat, but must occur consistent with the provision of Section 10.030(A) of the LUDO.

Section 10.030(A) of the LUDO requires street improvements to be installed per the provisions of Section 9.040.060(H) of the LUDO. Section 9.040.060(H) of the LUDO requires the property owner to either 1) install the improvements, 2) agree to install the improvements, or 3) form an improvement district, before approval of a final partition plat.

Staff then proposes to amend Section 9.030.050(C) of the LUDO to require the applicant for a partition to install street improvements in accordance with Section 10.030(A) of the LUDO. As discussed above, Section 10.030(A) sends you to Section 9.040.060(H) of the LUDO, which requires street improvements to be installed or agreed upon, or an LID to be formed, before the final partition plat can be approved.

So staff is suggesting two amendments to LUDO 9.030.050. The first amendment (to subsection (B)(2)) says that street improvements don't have to be installed before a final partition plat is recorded, but that the property owner must 1) agree to install the improvements or 2) form an improvement district before the final partition plat is approved. But there is no definition in the LUDO for what constitutes an "improvement district" or how one gets formed (it doesn't appear that an "improvement district" is the same thing as a "local improvement district" under Chapter 2 of the City's Ordinances, but that is unclear.

In order to enter into an agreement to 1) install the improvements, or 2) form an improvement district (whatever that is), the property owner seeking the partition has to post a bond or prove that they have the money to pay for the improvements, and give the City Engineer the right to hold the money to ensure that the improvements are made. Given the scope of the improvements demanded by the City, no one will do this.

So, if these changes were to be approved, what the City is essentially demanding is that the street improvements be made before the final partition plat is approved, even though they're saying that's not the case. That will be the effect of these amendments.

I believe the option of agreeing to form an improvement district under LUDO 9.040.060(H)(3) before a final plat can be approved is inconsistent with HB 3479, and therefore unenforceable. I believe that the option of installing the street improvements under LUDO 9.040.060(H)(1) as a condition of obtaining final approval of the partition plat is plainly inconsistent with the staff's recommended amendments to Section 9.030.050(B)(2) and is therefore unenforceable. However, I believe that it is possible to apply LUDO 9.040.060(H)(2) consistently with both the staff recommended amendment to Section 9.030.050(B)(2) and HB 3479, meaning that if these amendments are accepted by the City Council, staff could require that a property owner enter into an agreement with the City to install all of the street/sidewalk improvements before the City would agree to approve the final partition plat. That means, of course, that the partition will never occur, as the costs to install the street/sidewalk improvements will exceed the sales price for the parcels created by the partition.



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

PHONE: 541-296-5481 EXT. 1125

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PLANNING DEPARTMENT

Memorandum

To: Planning Commission
From: Richard Gassman, Director
Date: November 7, 2013
Re: Residential Development Discussion

Goal. Our goal is to review City policies relating to public improvements associated with residential development and to forward a recommendation to the City Council. In addition to the actual recommendation, the Council will also have available the minutes of the Commission sessions.

Introduction. The issues surrounding residential development are complicated and often interrelated. As the first step in our review we will take a look at the various aspects of development, what the current City policies are, and whether there are any exceptions to the current policies. We will also briefly mention possible alternatives to the current policy. If we have time we will then begin the discussion of possible changes to current City policies. If the Commission decides to recommend a change to the current policy, we will discuss what that change might be. What we don't finish during this work session, we will take up at the next Commission session. Most changes will require amendments to the City's Land Use and Development Ordinance (LUDO). The language for those amendments will be prepared and brought back to the Commission after all the policies are fully discussed.

Scope of Discussion. Currently residential development contains a whole series of requirements related to various aspects of development. This work session will focus on those improvements that are not on private property. Generally these are referred to as public improvements, or off-site improvements. In this staff report we will use the term "public improvements". The public improvements include sidewalks, curbs, streets, storm water, sanitary sewer, and water. Unless so directed by the Commission, we will not look at such aspects of residential development as system development charges, driveways, and other regulations that apply solely on private property.

Who is Responsible for Public Improvements? The City's general policy is that property owners are responsible for bringing their adjacent right of way up to City standards. Once that is done and the City accepts the street, and underground utilities, the City then takes over the responsibility to maintain them. The sidewalk and any unimproved area within the right of way remain the responsibility of the adjacent property owner for maintenance purposes. Exceptions to this general

rule include a policy on multi-frontage lots and a gravel street policy. Multi-frontage relief is a policy that provides the City will pay for part of the total frontage cost for surface improvements of those lots that have frontage on more than one street. There is no multi-frontage relief for underground utilities. The gravel street policy provides that in certain circumstances, the City will provide the labor and equipment if the adjacent property owners pay for the materials and any contracted services needed, such as concrete contractors. Any project using the gravel street policy is subject to the City having budgeted sufficient funds to pay for the labor, equipment, and any multi-frontage relief provided by the City.

What Public Improvements. An individual property owner is typically responsible for one half of a fully improved residential street. That would include a 16 foot paving width, a 6 inch curb, and a five foot sidewalk. If the paving width for the street is scheduled to be wider than a total of 32 feet, the City would pay for the additional cost. The street would in most circumstances also have a City water main, a sanitary sewer main, and a storm water pipe. If these utilities are not already in the right of way, then the property owner is responsible for extending them to the far end of their property.

When is the Requirement for Public Improvements Triggered? Until the passage of HB 3479 by the State Legislature in 2013, the City considered either the creation of one or more new lots, or the addition of a dwelling unit, as a trigger for public improvements. If the adjacent right of way was not built to City standards then the property owner was required to either put in the required public improvements or to meet one of the identified methods of deferring public improvements. In many cases it was not feasible for the public improvements to be put in so the issue became which of the identified deferral methods would be chosen. Those methods included a Waiver of Remonstrance (WR), a Delayed Development Agreement (DDA), also sometimes called a deferred development agreement, or the pay into the fund (PF) method. With the recent LUDO amendments to comply with HB 3479, the City is in the process of removing minor partitions as a triggering event. Public improvements will still be required with a subdivision, or with a building permit for a new dwelling.

There are several reasons why it may not be feasible for the required public improvements to be put in. These include one or more of the following: lack of a storm water system, lack of engineering, or due to lack of adjoining public improvements where a single property width of improvements is not a viable long range solution. As a way of allowing development to occur without the public improvements, the City has adopted several exceptions, as stated above. These exceptions all defer the installation of the public improvements to an indefinite time. The WR and the PF are now prohibited for minor partitions. At the present time an applicant who submits a request for a single family dwelling building permit will not be required to sign a WR for the formation of a LID.

City Standards. The requirement for public improvements all refer to installing the improvements to "City Standards". Prior to 2010 these standards were spelled out in LUDO Section 10.060 J. and there was essentially a "one size fits all" approach, depending on the street category. After a thorough review of the requirements and the existing conditions, the City adopted a more flexible approach. For streets that are listed in the City's Transportation System Plan (TSP) as local and residential, the City has specific requirements for individual street segments, with additional flexibility for difficult cases. These different standards are contained in Resolution 10-007, which was made part of LUDO Section 10.060 J 5. The key element in this more flexible approach is whether the street is listed in the TSP as a local residential street. The TSP has a list of all public streets in the City, prior to recent annexations, and how they are categorized. One idea to discuss is

whether to expand the list of streets that are authorized to be less than fully improved. If the Commission is interested in looking at this idea, the next category of streets is the residential collector street. Many of the undeveloped streets on the east side are listed as collector streets. The City may not be completely free to reduce standards on all streets due to federal ADA requirements.

Types of Deferral of Construction. Over the years the City has provided a variety of approved methods that on one hand require the improvement but defer the installation. These deferral methods have different consequences. The traditional method of deferral has been the WR. This is a document where the property owner waives their right to object (remonstrate) to the creation of a local improvement district (LID) to install one or more public improvements. The WR is recorded and is tied to the property. The City started requiring these over 20 years ago and has over that time accumulated a number of these WRs for a variety of improvements. Although the City has eliminated the WR from residential development projects, one of the issues to be resolved is what to do with these old WRs. There is no time limit on them so it is possible to simply keep them. However, if the City does not intend to use them to initiate an LID then there may not be a reason to keep them. On October 28, 2013 the City Council released two WRs on a residential property at the request of the property owner, citing special circumstances. The Council did not discuss WRs in general.

The DDA is another method of deferring public improvements. Like the WR it is a document signed by the property owner and recorded. It also has no time limit. However the DDA is not tied to an LID. It is a separate agreement between the owner and the City. The DDA typically describes the events which will trigger notice from the City that the public improvements need to be constructed.

The PF is yet another way of deferring any required public improvements, but in this alternative the owner pays the estimated costs and is then relieved of any future liability. However, the improvement is not put in at that time.

HB 3479. This bill was passed by the 2013 Legislature. It prohibits the City from requiring either the WR or the PF as part of a minor partition. However, the bill restricts these methods only when tied to a minor partition. The WR or the PF may be required as part of the requirements for a building permit for a new dwelling. One of the issues for discussion is whether the City should completely discontinue the use of the PF method. The discussion could also include whether the City should reestablish the use of WR for residential development.

Costs. The cost of improvements is always an issue. However, with the prohibition on the PF method during a minor partition, the issue then becomes whether the City wishes to keep this option for the building permit stage. One of the questions that has come up is over the prevailing wage requirement for public contracts. The price of labor at the prevailing wage rate has been used to calculate the estimated costs for public improvements for the PF option. This tends to increase the cost to people wanting to use this option compared to what a property owner might pay a private contractor for the same work. However, the estimates from private contractors do not usually include the cost of engineering that is needed to make sure public improvements put in by a private contractor are located properly and will fit into a finished system. Even with that caveat, some areas are simply not ready for installation of public improvements as the necessary system engineering has not been done.

LID. The LID is a standard municipal device for installing public improvements. An LID can be formed when there are a sufficient number of property owners who have agreed to the LID. In

The Dalles the LID process is located in Ordinance 91-1127. In an LID the public improvement is installed for a number of properties and the cost is split between the properties, usually on linear foot frontage basis. All LIDs must go through a formal process by the City Council, including a public hearing. There are basically two ways to form an LID. The City can initiate the LID using WRs as all or part of the required owner approval. Owners can also initiate an LID through the City Council. Currently the LID is a valid means of installing public improvements, but in recent history the LID process has not been used for residential improvements. Some cities have chosen not to initiate an LID unless the petition is brought to the Council by the property owners, with a sufficient number of property owners requesting it, without the use of WRs. An item of discussion will be whether the City should restrict its use of the LID process for residential development.

Maintenance. Currently the City maintains all streets that are built to City standards and have been formally accepted by the City as City streets. Over the years the standards have changed and some streets that are under City maintenance now would not be accepted for maintenance if built the same way today. In addition, with the adoption in 2010 of lesser standards for some streets, it is possible for a street to be up to "city standards", for LUDO purposes, but not be up to City standards for maintenance purposes. Streets not accepted by the City as City Streets are generally not maintained by the City. An item of discussion may also include whether the City should take over, or increase, maintenance responsibility for streets that it has not accepted fully for maintenance.

Other Cities. Other cities are facing similar problems. Even larger cities do not have answers for many of the same issues we are facing. I have attached a study from the City of Portland, dated November 2012, with discussions of many of the issues we will be discussing. If you read the report you will see that some of the issues could almost be verbatim restatements of the problems we are facing.

Possible Discussion Points.

Here is list of possible discussion items. As we go through the review of residential development issues, we can add, or subtract, from this list.

1. Should the adjacent property owners be responsible for public improvements? Current policy – yes, with multi-frontage and gravel street exceptions. If the adjacent property owners are not responsible for the public improvements, who should be, and where will the money come from.
2. Should the adjacent property owners be responsible for the full range of public improvements? Current policy - yes.
3. When should the public improvements be triggered? Current policy – at time of a subdivision or addition of a dwelling.
4. Should the City require any public improvements at time of subdivision? Current policy – full improvement.
5. Should the City require any public improvements at time of building permit for a dwelling? Current policy – full improvement.
6. Should the City allow new dwellings only on streets that are fully improved or which can be made fully improved at time of construction? Not current policy.
7. What deferral options should the City use? PF, WR, DDA?

8. Should City change street standards for Residential Collector Streets? Does ADA law affect any of these decisions?
9. Should the City review the standards for local residential streets in Resolution 10-007?
10. Should the City allow public improvements for any street without installation of a storm water system?
11. Should the same requirements apply to all residential developments, including those associated with both minor partitions and subdivisions, to address the potential for “serial minor partitions” as an avenue to avoid development requirements?

Summary

If the City determines that public improvements are not required, then the discussion goes down a different path, and much of the material in this Memorandum is irrelevant.

If the City determines that public improvements are required, there are only two options – either put the improvements in as part of a project, or delay them to a later date. The advantages of deferral are obvious, but over time the disadvantages have also become obvious. The main disadvantage is that the City has not found any method that guarantees the public improvements will be put in at a later date. The PF method was devised as a way to allow the development without the construction of the public improvements, and also without the necessity of trying to get the property owner to pay at a later date or having to ensure that future property owners are aware of a potential future obligation.

With the passage of HB 3479, the City can no longer require either a WR or the PF with a minor partition. However, the bill did not place similar restrictions on other development, such as the building of a new dwelling.

Most of the lots we are currently dealing with are located on unimproved streets and the streets are not currently ready for development. The main reason usually is the lack of a storm water system in place, but often there is no engineering so that the exact location or the elevation of the improvements has not yet been determined. If the improvements are not put in with development, then arrangements must be made for installation at a later date. This starts the whole discussion all over again.

It is clear from a history of the City’s attempts to get public improvements that no simple, cost effective method has been found. The practical result of the allowance of development coupled with the failure to get improved streets results in the City actually encouraging the type of development that will make it more difficult in the future to get the public improvements. The City should consider eliminating all deferment of public improvements. This would require property owners who want to develop to figure out a way to install the public improvements at the time of construction. If we continue to allow residential development but defer the installation of the public improvements, the City must have better assurance that the deferment will result in the improvements actually being constructed. Otherwise we are increasing density, reducing the number of unimproved lots and making future public improvements that much harder to obtain.

Recommendation: Staff is not making any recommendation, other than the Commission consider and discuss all the issues and options. The Planning Commission can give staff guidance on which, if any, of these issues the Commission would like staff to further develop.

Attachments.

1. HB 3479.
2. Inventory of Streets from TSP.
3. City of Portland Unimproved Street Study. November 2012.
4. Resolution 10.007. Standards for Local Streets.
5. General Ordinance No. 91-1127. LID process.

View: Fit 50% 100% 200%

77th OREGON LEGISLATIVE ASSEMBLY--2013 Regular Session

Enrolled
House Bill 3479

Sponsored by Representative HUFFMAN

CHAPTER

AN ACT

Relating to city fees; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. When the owner of property that is located in a city in Wasco County with a population greater than 5,000 and that is zoned for residential use files an application for a partition, as defined in ORS 92.010, or a subsequent application for a permit in furtherance of the partition, for the property, the city may not, as a condition of approval of the application:

- (1) Assess:
 - (a) A charge in lieu of forming a local improvement district; or
 - (b) A prepayment against an assessment for a future local improvement district; or
- (2) Require the owner of the property to enter into a nonremonstrance agreement with respect to the future formation of a local improvement district.

SECTION 2. Section 1 of this 2013 Act is repealed on July 1, 2028.

SECTION 3. This 2013 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2013 Act takes effect on its passage.

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
1st St.											
River Rd.	Port of The Dalles	City	Local	40	22	Unstriped	Two-way	No	No	No	25
Union St.	Court St.	City	Arterial	80	29	1	One-way	Yes	1 Side	No	20
Court St.	Washington St.	City	Arterial	80	29	1	One-way	Yes	1 Side	No	20
Washington St.	Federal St.	City	Arterial	80	36	1	One-way	Yes	No	No	20
Federal St.	Laughlin St.	City	Arterial	80	28	1	One-way	Yes	No	No	20
Laughlin St.	Jefferson St.	City	Arterial	80	24	1	One-way	Yes	No	No	20
Jefferson St.	Madison St.	City	Arterial	80	31	1	One-way	Yes	No	No	20
2nd St.											
I-84	Hostetler St.	County	Collector	60	37	1	Two-way	Yes	No	No	40
Hostetler St.	City Limits	County	Collector	60	42	1	Two-way	Yes	No	No	40
City Limits	Split	City	Collector	60	36	1	Two-way	No	No	No	40
2nd St. SEB											
Split	I-84 WB On Ramp	City	Collector	NA	17	1	One-way	No	No	No	40
I-84 WB On Ramp	I-84 WB On Ramp	City	Collector	NA	21	1	One-way	No	No	No	40
I-84 WB On Ramp	Webber St.	City	Collector	NA	28	1	One-way	No	No	No	40
2nd St. NWB											
Split	I-84 WB On Ramp	City	Collector	NA	26	2	One-way	No	No	No	40
I-84 WB On Ramp	Webber St.	City	Collector	NA	24	2	One-way	No	No	No	40
2nd St.											
Webber St.	Terminal Ave.	State	Arterial	NA	48	2	Two-way	Intermittent	No	No	35
Terminal Ave.	I-84 WB Off Ramp	State	Arterial	NA	62	2	Two-way	Intermittent	No	No	35
I-84 WB Off Ramp	I-84 EB Off Ramp	State	Arterial	NA	34	2	Two-way	No	No	No	35
I-84 EB Off Ramp	Mount Hood St.	State	Arterial	NA	49	2	Two-way	No	No	No	35
Mount Hood St.	Pentland St.	State	Arterial	80	52	2	Two-way	Intermittent	Intermittent	No	35
Pentland St.	Lincoln St.	State	Arterial	80	52/35	2	Two-way	Intermittent	Yes	No	30
Lincoln St.	Liberty St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Liberty St.	Union St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Union St.	Court St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Court St.	Washington St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Washington St.	Federal St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Federal St.	Laughlin St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Laughlin St.	Jefferson St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Jefferson St.	Madison St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Madison St.	Monroe St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Monroe St.	Taylor St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Taylor St.	3rd St.	State	Arterial	60	42	2	One-way	No	Yes	No	20
2nd St. - US 30											
3rd St.	Brewery Grade	State	Arterial	100	46/72	2	Two-way	Intermittent	Intermittent	No	35
Brewery Grade	US 30 WB Merge	State	Arterial	100	87	3	Two-way	No	No	No	40
US 30 WB Merge	I-84 Access Rd.	State	Arterial	100	50	3	Two-way	No	No	No	40
I-84 Access Rd.	US 30 WB Split	State	Arterial	100	46	3	Two-way	No	No	No	40
US 30 WB Split	State Rd. to WB	State	Arterial	100	32	2	Two-way	No	No	No	40
State Rd. to WB	State Rd. to EB	State	Arterial	100	40	2	Two-way	No	No	No	40
State Rd. to EB	US 197	State	Arterial	100	36/40	2	Two-way	No	No	No	40
2nd St. - US 30 WB Through											
US 30 Merge	US 30 Split	State	Arterial	100	25	1	One-way	No	No	No	40
3rd Pl.											
6th St.	Trevitt St.	City	Arterial	60	48	2	Two-way	Intermittent	Yes	No	30
Trevitt St.	4th St.	City	Arterial	60	36	2	Two-way	Intermittent	Yes	No	25
4th St.	Pentland St.	City	Arterial	60	42	2	Two-way	Intermittent	Yes	No	25
3rd St.											
Pentland St.	Lincoln St.	State	Arterial	60	42	2	Two-way	Yes	Yes	No	20
Lincoln St.	Liberty St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit	
					Lanes	Direction					
Liberty St.	Union St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Union St.	Court St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Court St.	Washington St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Washington St.	Federal St.	State	Arterial	60	42	2	One-way	Yes	Yes	No	20
Federal St.	Laughlin St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Laughlin St.	Jefferson St.	State	Arterial	60	39	2	One-way	Yes	Yes	No	20
Jefferson St.	Madison St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Madison St.	Monroe St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Monroe St.	Taylor St.	State	Arterial	60	40	2	One-way	Yes	Yes	No	20
Taylor St.	2nd St.	State	Arterial	60	53	2	One-way	Yes	Yes	No	20
4th St.											
3rd Pl.	Lincoln St.	City	Arterial	60	40	2	Two-way	No	Yes	No	25
Lincoln St.	Liberty St.	City	Arterial	60	40	2	Two-way	No	Yes	No	25
Liberty St.	Union St.	City	Arterial	60	39	2	Two-way	No	Yes	No	25
Union St.	Court St.	City	Arterial	60	40	2	Two-way	No	Yes	No	25
Court St.	Washington St.	City	Arterial	60	40	2	Two-way	No	Yes	No	25
Washington St.	Federal St.	City	Arterial	60	37	2	Two-way	No	Yes	No	25
Federal St.	Laughlin St.	City	Arterial	60	36	2	Two-way	No	Yes	No	25
Laughlin St.	Jefferson St.	City	Arterial	60	38	2	Two-way	No	Yes	No	25
4th St. Grade											
Jefferson St.	7th St.	City	Collector	60	34	2	Two-way	No	Intermittent	No	25
7th St.	8th St.	City	Collector	60	30	2	Two-way	No	Yes	No	25
8th St.	9th St.	City	Collector	60	30	2	Two-way	Intermittent	Yes	No	25
5th St.											
Court St.	Court St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Local	60	38	Unstriped	Two-way	Yes	Yes	No	25
Washington St.	End	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
6th St. - US 30											
Chenoweth Creek	I-84 EB Off Ramp	State	Arterial	NA	24	2	Two-way	No	No	No	40
I-84 EB Off Ramp	Division St.	State	Arterial	NA	40	2	Two-way	No	No	Yes	40
Division St.	Irvine St.	State	Arterial	NA	40	2	Two-way	No	No	Yes	40
Irvine St.	Lee St.	State	Arterial	NA	40	2	Two-way	No	No	Yes	40
Lee St.	Chenoweth Loop	State	Arterial	NA	42	2	Two-way	No	No	Yes	40
Chenoweth Loop	Hostetler St.	State	Arterial	NA	40	2	Two-way	No	No	Yes	40
Hostetler St.	Pomona St.	State	Arterial	NA	39/70	2	Two-way	Intermittent	No	Yes	40
Pomona St.	Snipes St.	State	Arterial	NA	55/69	2	Two-way	Intermittent	No	Yes	40
Snipes St.	Myrtle St.	State	Arterial	NA	62/68	3	Two-way	Intermittent	Intermittent	Yes	40
Myrtle St.	Ash St.	State	Arterial	NA	68	3	Two-way	Intermittent	Intermittent	Yes	40
Ash St.	Walnut St.	State	Arterial	NA	67	3	Two-way	Intermittent	Intermittent	Yes	35
Walnut St.	I-84 EB Off Ramp	State	Arterial	NA	68	3	Two-way	Yes	Yes	Yes	30
I-84 EB Off Ramp	I-84 EB On Ramp	State	Arterial	NA	67	3	Two-way	No	Intermittent	Yes	30
I-84 EB On Ramp	Webber St.	State	Arterial	NA	67	3	Two-way	Yes	Yes	Yes	30
5th St.											
Webber St.	Cherry Heights Rd.	City	Arterial	100	64	3	Two-way	Yes	Yes	Yes	30
Cherry Heights Rd.	Chenoweth St.	City	Arterial	100	64	3	Two-way	Yes	Yes	Yes	30
Chenoweth St.	Jordan St.	City	Arterial	60-100	44	2	Two-way	Yes	Yes	No	30
Jordan St.	3rd Pl.	City	Arterial	60	45	2	Two-way	Intermittent	Yes	No	30
3rd Pl.	Trevitt St.	City	Local	60	30	Unstriped	Two-way	No	Intermittent	No	25
Trevitt St.	Garrison St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	15
Lincoln St.	Liberty St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
4th St.											
Court St.	Washington St.	City	Local	40	36	Unstriped	Two-way	Yes	Yes	No	25
Washington St.	Case St.	City	Local	40	30	Unstriped	Two-way	Yes	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
7th St.											
Irvine St.	Chenowith Loop	County	Local	50	28	Unstriped	Two-way	Yes	Intermittent	No	25
Hosteller St.	Pleasant Ct.	County	Collector	50	24	2	Two-way	Yes	No	No	25
Pleasant Ct.	Garden Ct.	County	Collector	50	24	2	Two-way	Yes	No	No	25
Garden Ct.	Richland Ct. (N)	County	Collector	50	25	2	Two-way	Yes	No	No	25
Richland Ct. (N)	Richland Ct. (S)	County	Collector	50	25	2	Two-way	Yes	No	No	25
Richland Ct. (S)	Floral Ct. (N)	County	Collector	50	25	2	Two-way	Yes	No	No	25
Floral Ct. (N)	Floral Ct. (S)	County	Collector	50	25	2	Two-way	Yes	No	No	25
Floral Ct. (S)	Home Ct. (N)	County	Collector	50	25	2	Two-way	Yes	No	No	25
Home Ct. (N)	Home Ct. (S)	County	Collector	50	25	2	Two-way	Yes	No	No	25
Home Ct. (S)	Pomona St.	County	Collector	50	25	2	Two-way	Yes	No	No	25
Pomona St.	Snipes St.	City	Collector	50-80	42	2	Two-way	Yes	Intermittent	No	25
Snipes St.	Myrtle St.	City	Collector	80	44/30	2	Two-way	Yes	Intermittent	No	25
Myrtle St.	Ash St.	City	Collector	80	56	2	Two-way	Yes	Intermittent	No	25
Ash St.	Walnut St.	City	Collector	80	56	2	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Lincoln St.	E of Lincoln St.	City	Local	60	30	Unstriped	Two-way	Yes	Intermittent	No	25
Union St.	Court St.	City	Local	60	36/42	Unstriped	Two-way	Yes	Yes	No	25
Washington St.	Case St.	City	Arterial	70	41	2	Two-way	Yes	Intermittent	No	25
Case St.	Federal St.	City	Arterial	70	40	2	Two-way	Yes	Intermittent	No	25
Federal St.	Laughlin St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
Laughlin St.	Kelly Ave.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
Kelly Ave.	F St.	City	Local	40	22	Unstriped	Two-way	Yes	Intermittent	No	25
F St.	G St.	City	Local	30	17	Unstriped	Two-way	Yes	No	No	25
G St.	4th St. Grade	City	Local	40	33/12	Unstriped	Two-way	Intermittent	No	No	25
8th Pl.											
Chenowith St.	Dead End	City	Local	60	44	Unstriped	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Local	30	20	Unstriped	Two-way	No	No	No	25
Washington St.	Case St.	City	Local	30	20	Unstriped	Two-way	Yes	Intermittent	No	25
8th St.											
W of Chenowith Loop	Chenowith Loop	County	Local	50	23	Unstriped	Two-way	Yes	No	No	25
Chenowith Loop	Cascade St. (W)	County	Local	50	24	Unstriped	Two-way	Yes	No	No	25
Cascade St. (W)	Cascade St. (E)	County	Local	50	25	Unstriped	Two-way	Yes	No	No	25
Cascade St. (E)	Cascade Ct.	County	Local	50	24	Unstriped	Two-way	Yes	No	No	25
Cascade Ct.	Hosteller St.	County	Local	50	25	Unstriped	Two-way	Yes	No	No	25
W of Snipes St.	Snipes St.	County	Local	40	20	Unstriped	Two-way	No	No	No	25
Snipes St.	Verdant St.	County	Local	50	22	Unstriped	Two-way	No	No	No	25
Verdant St.	Myrtle St.	County	Local	50	22	Unstriped	Two-way	Intermittent	No	No	25
Myrtle St.	Walnut St.	County	Local	50	24	Unstriped	Two-way	Yes	No	No	25
Webber St.	Cherry Heights Rd.	City	Local	60	44	Unstriped	Two-way	Yes	Intermittent	No	25
W of Mount Hood St.	Mount Hood St.	City	Local	60	12	Unstriped	Two-way	No	No	No	25
Bridge St.	Trevitt St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	30	Unstriped	Two-way	Yes	Intermittent	No	25
Pentland St.	Lincoln St.	City	Local	60	30	Unstriped	Two-way	Yes	Intermittent	No	25
Lincoln St.	Liberty St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Liberty St.	Union St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Union St.	Court St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Case St.	Federal St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Federal St.	Laughlin St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Laughlin St.	Kelly Ave.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Kelly Ave.	F St.	City	Local	60	30	Unstriped	Two-way	1 Side	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit	
					Lanes	Direction					
F St.	G St.	City	Local	60	30	Unstriped	Two-way	1 Side	Yes	No	25
G St.	4th St. Grade	City	Local	60	30	Unstriped	Two-way	1 Side	Yes	No	25
4th St. Grade	Harris St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
9th Pl.											
W of Kingsley St.	Kingsley St.	County	Local	40	22	Unstriped	Two-way	Yes	No	No	25
Kingsley St.	Walnut St.	County	Local	40	22	Unstriped	Two-way	Yes	No	No	25
9th St.											
Irvine St.	Chenowith Loop	County	Local	60	34	Unstriped	Two-way	Yes	No	No	25
W of Snipes St.	Snipes St.	County	Local	40	20	Unstriped	Two-way	Yes	No	No	25
Myrtle St.	Kingsley St.	County	Local	40	22	Unstriped	Two-way	Intermittent	No	No	25
Kingsley St.	Walnut St.	County	Local	40	22	Unstriped	Two-way	Intermittent	No	No	25
Cherry Heights Rd.	Wright St.	City	Local	60	44	Unstriped	Two-way	Yes	Yes	No	25
Wright St.	Jordan St.	City	Local	60	41/36	Unstriped	Two-way	Yes	Yes	No	25
Jordan St.	Mount Hood St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Bridge St.	Trevitt St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	41	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Lincoln St.	Liberty St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Liberty St.	Union St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Union St.	Court St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Federal St.	Laughlin St.	City	Local	50	26	Unstriped	Two-way	Yes	Yes	No	25
Laughlin St.	Kelly Ave.	City	Local	50	26	Unstriped	Two-way	Yes	Yes	No	5
Kelly Ave.	F St.	City	Local	40	24	Unstriped	Two-way	Yes	Yes	No	25
F St.	G St. (S)	City	Local	40	24	Unstriped	Two-way	Yes	No	No	25
G St. (S)	G St. (N)	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
G St. (N)	H St.	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
H St.	4th St. Grade	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
4th St. Grade	I St.	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
I St.	J St.	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
J St.	Harris St.	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
Harris St.	Clark St.	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
Clark St.	Lewis St.	City	Local	40	31	Unstriped	Two-way	Yes	Yes	No	25
Lewis St.	Brewery Grade	City	Local	40	43	Unstriped	Two-way	Yes	Yes	No	25
Brewery Grade	Dry Hollow Rd.	City	Arterial	50	36	2	Two-way	Yes	Yes	No	25
Dry Hollow Rd.	Oregon Ave.	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
Oregon Ave.	Quinton St.	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
Quinton St.	10th St.	City	Collector	60	35	2	Two-way	Intermittent	1 Side	No	25
NW of 10th St.	10th St.	City	Local	60	12	Unstriped	Two-way	No	No	No	25
10th St.											
Chenowith Loop	Hostetler	County	Arterial	60	41	2	Two-way	Yes	No	No	35
Hostetler	Lorenzen St.	County	Arterial	60	41	2	Two-way	Yes	No	No	35
Lorenzen St.	Emerson St.	County	Arterial	60	41	2	Two-way	Yes	No	No	35
Emerson St.	Chinook St.	County	Arterial	60	41	2	Two-way	Yes	No	No	35
Chinook St.	Pomona St.	County	Arterial	60	42	2	Two-way	Yes	No	No	35
Pomona St.	Snipes St.	County	Arterial	60	42	2	Two-way	Yes	No	No	35
Snipes St.	Stoffer Lane	County	Arterial	60	42	2	Two-way	Yes	No	No	35
Stoffer Lane	Verdant St.	County	Arterial	60	42	2	Two-way	Yes	No	No	35
Verdant St.	Myrtle St.	County	Arterial	60	42	2	Two-way	Yes	No	No	35
Myrtle St.	Kingsley St.	County	Arterial	60	43	2	Two-way	Yes	No	No	5
Kingsley St.	Eric Ct.	County	Arterial	60	43	2	Two-way	Yes	No	No	35
Eric Ct.	Sandy St.	County	Arterial	60	43	2	Two-way	Yes	No	No	35
Sandy St.	Walnut St. (N)	City	Arterial	60	44	2	Two-way	Yes	No	No	35
Walnut St. (N)	Walnut St. (S)	City	Arterial	60	44	2	Two-way	Yes	No	No	35

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit	
					Lanes	Direction					
Walnut St. (S)	Frost Ct.	City	Arterial	60	44	2	Two-way	Yes	No	No	35
Frost Ct.	Perkins Ave.	City	Arterial	60	44	2	Two-way	Yes	No	No	35
Perkins Ave.	Blakeley Dr.	City	Arterial	60	44	2	Two-way	Yes	Intermittent	No	35
Blakeley Dr.	Webber St.	City	Arterial	60	44	2	Two-way	Yes	Yes	No	35
Webber St.	Blakeley Way	City	Arterial	60	44	2	Two-way	Yes	Yes	No	35
Blakeley Way	Cherry Heights Rd.	City	Arterial	60	45	2	Two-way	Yes	Yes	No	35
Cherry Heights Rd.	Wright St.	City	Arterial	60	44	2	Two-way	Yes	Yes	No	25/20
Wright St.	Jordan St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
Jordan St.	Mount Hood St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Bridge St.	Trevitt St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Arterial	60	36/40	2	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Arterial	60	41	2	Two-way	Yes	Yes	No	25
Lincoln St.	Liberty St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Liberty St.	Union St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Union St.	Court St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
Washington St.	Federal St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Federal St.	Laughlin St. (S)	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Laughlin St. (S)	Laughlin St. (N)	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Laughlin St. (N)	Jefferson St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Jefferson St.	Kelly Ave.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Kelly Ave.	F St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
F St.	G St.	City	Arterial	60	26	2	Two-way	1 Side	Yes	No	25
G St.	H St.	City	Arterial	60	26	2	Two-way	1 Side	Yes	No	25
H St.	I St.	City	Arterial	60	26/31	2	Two-way	1 Side	Yes	No	25
I St.	J St.	City	Arterial	60	26	2	Two-way	1 Side	Yes	No	25
J St.	Clark St.	City	Arterial	50-60	26	2	Two-way	1 Side	Yes	No	25
Clark St.	Lewis St.	City	Arterial	50	26	2	Two-way	1 Side	Yes	No	25
Lewis St.	Dry Hollow Rd.	City	Arterial	50	36	2	Two-way	Yes	Yes	No	25
Dry Hollow Rd.	Oregon Ave.	City	Arterial	50	36	2	Two-way	Yes	Yes	No	25
Oregon Ave.	Quinton St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Quinton St.	9th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
9th St.	Roberts St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Roberts St.	Shearer St.	City	Arterial	60	36	2	Two-way	Yes	1 Side	No	25
Shearer St.	Thompson St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Thompson St.	Morton St. (S)	City	Local	60	24	Unstriped	Two-way	No	No	No	25
Morton St. (S)	Morton St. (N)	City	Local	60	23	Unstriped	Two-way	No	No	No	25
Morton St. (N)	Richmond St.	City	Local	60	23	Unstriped	Two-way	No	No	No	25
11th St.											
NW of Chinook St.	Chinook St.	County	Local	60	20	Unstriped	Two-way	Yes	No	No	25
Chinook St.	SE of Chinook St.	County	Local	60	24	Unstriped	Two-way	Yes	No	No	25
Blakeley Dr.	Blakeley Way	City	Local	50	32	Unstriped	Two-way	Yes	No	No	25
Wright St.	Jordan St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Jordan St.	Mount Hood St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Bridge St.	Trevitt St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Lincoln St.	Liberty St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Liberty St.	Union St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Washington St.	Federal St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Federal St.	Laughlin St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit
						Lanes	Direction				
Laughlin St.	Jefferson St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Jefferson St.	Madison St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Madison St.	Kelly Ave.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	25
Kelly Ave.	F St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
F St.	G St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
G St.	H St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
H St.	I St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
I St.	J St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
J St.	Clark St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Clark St.	Lewis St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Lewis St.	Dry Hollow Rd.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Dry Hollow Rd.	Oregon Ave.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
W of Thompson St.	Thompson St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
Thompson St.	E of Thompson St.	City	Local	40	24	Unstriped	Two-way	Yes	No	No	25
12th St.											
NW of Chinook St.	Chinook St.	County	Local	60	20	Unstriped	Two-way	Yes	No	No	25
Chinook St.	SE of Chinook St.	County	Local	60	18	Unstriped	Two-way	Intermittent	No	No	25
Blakeley Dr.	Blakeley Way	City	Local	50	32	Unstriped	Two-way	Yes	No	No	25
Jordan St.	Mount Hood St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Bridge St.	Trevitt St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Lincoln St.	Liberty St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Liberty St.	Union St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
Union St.	Court St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Local	60-80	36	Unstriped	Two-way	Yes	Yes	No	25
Washington St.	Federal St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Federal St.	Laughlin St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Laughlin St.	Jefferson St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Jefferson St.	Madison St.	City	Local	60	41	Unstriped	Two-way	Yes	Yes	No	25
Madison St.	Fork/Split	City	Local	60	30	Unstriped	Two-way	Intermittent	Yes	No	25
Fork/Split	Kelly Ave. (S)	City	Local	60	33	Unstriped	Two-way	No	Yes	No	25
Fork Split	Kelly Ave. (N)	City	Arterial	60	29	2	Two-way	No	Yes	No	25
Kelly Ave. (N)	F St.	City	Arterial	60	35	2	Two-way	Yes	Yes	No	25
F St.	G St.	City	Arterial	60	35	2	Two-way	Yes	Yes	No	25
G St.	H St.	City	Arterial	60	35	2	Two-way	Yes	Yes	No	25
H St.	I St.	City	Arterial	60	34	2	Two-way	Yes	Yes	No	25
I St.	J St.	City	Arterial	50	37	2	Two-way	Yes	Yes	No	25
J St.	Harris St.	City	Arterial	50	37	2	Two-way	Yes	Yes	No	25
Harris St.	Clark St.	City	Arterial	50	37	2	Two-way	Yes	Yes	No	25
Clark St.	Lewis St.	City	Arterial	50	37	2	Two-way	Yes	Yes	No	25
Lewis St.	View Ct.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
View Ct.	Dry Hollow Rd.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Dry Hollow Rd.	Oregon Ave.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
Oregon Ave.	Quinton St.	City	Arterial	60	37	2	Two-way	Yes	Yes	No	25
Quinton St.	Roberts St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Roberts St.	Shearer St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Shearer St.	Thompson St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
Thompson St.	Morton St.	City	Collector	60	24	2	Two-way	No	No	No	25
Morton St.	Richmond St.	City	Collector	60	24	2	Two-way	No	No	No	25
Richmond St.	E of Richmond St.	County	Collector	60	?	?	?	?	?	?	?
13th Pl.											
Riverview St.	Harris St.	City	Local	50	14	Unstriped	Two-way	No	No	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit	
					Lanes	Direction					
Harris St.	Clark St.	City	Local	50	14	Unstriped	Two-way	No	No	No	25
View Ct.	Dry Hollow Rd.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
13th St.											
Irvine St.	Emerson St.	County	Collector	60	24	2	Two-way	No	No	No	25
Verdant St.	Meek St.	County	Collector	50	32	2	Two-way	Intermittent	No	No	25
Meek St.	Gordon Ct.	County	Collector	50	32	2	Two-way	Intermittent	No	No	25
Gordon Ct.	Elberta St.	County	Collector	50	32	2	Two-way	Intermittent	No	No	25
Elberta St.	Myrtle St.	County	Collector	50	33	2	Two-way	Intermittent	No	No	25
Myrtle St.	Kingsley St.	County	Collector	50	33	2	Two-way	Intermittent	No	No	25
Kingsley St.	Walnut St.	County	Collector	50	30	2	Two-way	No	No	No	25
Walnut St.	Perkins Ave.	County	Collector	50	20	2	Two-way	Yes	No	No	25
Perkins Ave.	Webber St.	County	Collector	40	15	1	Two-way	Yes	No	No	25
Webber St.	Cherry Heights Rd.	County	Collector	40	19	2	Two-way	Yes	No	No	25
Jordan St.	Mount Hood St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Bridge St.	Trevitt St.	City	Collector	60	39	2	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Collector	60	42	2	Two-way	Yes	Intermittent	No	25
Lincoln St.	Liberty St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Liberty St.	Union St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Union St.	Court St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Collector	60	42	2	Two-way	Yes	Yes	No	25
Washington St.	Short St.	City	Collector	60	42	2	Two-way	Yes	Intermittent	No	25
Short St.	Federal St.	City	Collector	60	30	2	Two-way	Yes	Intermittent	No	25
Federal St.	Laughlin St.	City	Collector	60	30	2	Two-way	Yes	Intermittent	No	25
Laughlin St.	Jefferson St.	City	Collector	60	30	2	Two-way	Yes	Intermittent	No	25
Jefferson St.	Madison St.	City	Collector	60	30	2	Two-way	Yes	Intermittent	No	25
Madison St.	Kelly Ave.	City	Collector	60	30	2	Two-way	Yes	Intermittent	No	25
Kelly Ave.	F St.	City	Local	60	45	Unstriped	Two-way	Yes	Yes	No	25
F St.	G St.	City	Local	60	42	Unstriped	Two-way	Yes	Intermittent	No	25
G St.	H St.	City	Local	60	42	Unstriped	Two-way	Yes	Yes	No	25
I St.	Riverview St.	City	Local	40	26	Unstriped	Two-way	1 Side	Yes	No	25
Riverview St.	Harris St.	City	Local	40	26	Unstriped	Two-way	1 Side	Yes	No	25
Harris St.	Clark St.	City	Local	40	26	Unstriped	Two-way	1 Side	Yes	No	25
Clark St.	Lewis St.	City	Local	40	26	Unstriped	Two-way	1 Side	Yes	No	25
View Ct.	Dry Hollow Rd.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Dry Hollow Rd.	Nevada St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Nevada St.	Oregon Ave.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Quinton St.	Shearer St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Shearer St.	Thompson St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Richmond St.	Lambert St.	City	Local	40	22	Unstriped	Two-way	No	No	No	25
14th Pl.											
Thompson St.	E of Thompson St.	City	Local	60	24	Unstriped	Two-way	Yes	No	No	25
14th St.											
Elberta St.	Myrtle St.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Myrtle St.	Kingsley St.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Kingsley St.	SE of Kingsley St.	County	Local	50	?	?	?	?	?	?	?
Jordan St.	Mount Hood St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Bridge St.	Trevitt St.	City	Local	60	30	Unstriped	Two-way	Intermittent	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	30	Unstriped	Two-way	Intermittent	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	30	Unstriped	Two-way	Intermittent	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	30	Unstriped	Two-way	Intermittent	Yes	No	25
Lincoln St.	Liberty St.	City	Local	60	30	Unstriped	Two-way	Intermittent	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit	
					Lanes	Direction					
Liberty St.	Union St.	City	Local	60	33	Unstriped	Two-way	Yes	Yes	No	25
Union St.	Court St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Court St.	Washington St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Washington St.	Short St.	City	Local	50	26	Unstriped	Two-way	1 Side	Yes	No	25
Short St.	Federal St.	City	Local	50	26	Unstriped	Two-way	1 Side	Yes	No	25
Federal St.	Laughlin St.	City	Local	50	26	Unstriped	Two-way	1 Side	Intermittent	No	25
Laughlin St.	Jefferson St.	City	Local	50	26	Unstriped	Two-way	1 Side	Intermittent	No	25
Jefferson St.	Madison St.	City	Local	50	26	Unstriped	Two-way	1 Side	Yes	No	25
Madison St.	Kelly Ave.	City	Local	50	26	Unstriped	Two-way	1 Side	Yes	No	25
Kelly Ave.	F St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
F St.	G St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
G St.	H St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Riverview St.	Clark St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Clark St.	Lewis St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Lewis St.	View Ct.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
View Ct.	Dry Hollow Rd.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Dry Hollow Rd.	Nevada St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Nevada St.	Oregon Ave.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Oregon Ave.	Quinton St.	City	Local	50	37	Unstriped	Two-way	Yes	Yes	No	25
Quinton St.	Shearer St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Shearer St.	Thompson St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Thompson St.	Morton St.	City	Local	60	24	Unstriped	Two-way	Yes	No	No	25
Morton St.	E of Morton St.	City	Local	60	20	Unstriped	Two-way	No	No	No	25
15th Pl.											
W of Terrace Dr.	Terrace Dr.	City	Local	60	13	Unstriped	Two-way	No	No	No	25
Terrace Dr.	E of Terrace Dr.	City	Local	60	26	Unstriped	Two-way	Yes	No	No	25
G St.	E of G St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
15th St.											
W of Mount Hood St.	Mount Hood St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Mount Hood St.	Bridge St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Garrison St.	Pentland St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
Lincoln St.	Liberty St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Jefferson St.	Madison St.	City	Local	50	12	Unstriped	Two-way	Yes	No	No	25
Madison St.	Monroe St.	City	Local	50	26	Unstriped	Two-way	Yes	No	No	25
Monroe St.	Kelly Ave.	City	Local	50	26	Unstriped	Two-way	Yes	No	No	25
Kelly Ave.	G St.	City	Local	50	30	Unstriped	Two-way	Yes	No	No	25
G St.	H St.	City	Local	50	17/36	Unstriped	Two-way	Intermittent	Intermittent	No	25
I St.	Riverview St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Riverview St.	Dead End	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Montana St.	Nevada St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Nevada St.	Oregon Ave.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Oregon Ave.	Quinton St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Quinton St.	Roberts St.	City	Local	30	15	Unstriped	Two-way	No	No	No	25
Roberts St.	E of Roberts St.	City	Local	30	15	Unstriped	Two-way	No	No	No	25
16th St.	Morton St.	City	Local	60	36	Unstriped	Two-way	Yes	No	No	25
16th Ct.											
W of Nevada St.	Nevada St.	City	Local	80	60	Unstriped	Two-way	Yes	Yes	No	25
Nevada St.	E of Nevada St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
16th Pl.											
Monroe St.	Kelly Ave.	City	Local	60	29	Unstriped	Two-way	Yes	No	No	25
Kelly Ave.	G St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
G St.	17th St.	City	Arterial	60	37	2	Two-way	Yes	Intermittent	No	25
17th St.	Scenic Dr.	City	Arterial	60	36	2	Two-way	Yes	Intermittent	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
Scenic Dr.	18th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
18th St.	Dry Hollow Rd.	City	Arterial	60	35	2	Two-way	No	No	No	25
16th St.											
Mount Hood St.	Bridge St.	City	Local	60	18	Unstriped	Two-way	No	No	No	25
Bridge St.	Trevitt St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Trevitt St.	Garrison St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
W of Pentland St.	Pentland St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.	Lincoln St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Lincoln St.	Liberty Way	City	Local	60	34	Unstriped	Two-way	Yes	Intermittent	No	25
Riverview St.	Dead End	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Oregon Ave.	Quinton St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Shearer St.	Thompson St.	City	Local	60	20	Unstriped	Two-way	Intermittent	No	No	25
Thompson St.	15th St.	City	Local	60	22	Unstriped	Two-way	Intermittent	No	No	25
15th St.	E of 15th St.	City	Local	60	17	Unstriped	Two-way	No	No	No	25
Morton St.	Richmond St.	City	Local	60	15	Unstriped	Two-way	No	No	No	25
17th Pl.											
Jefferson St.	Fairview St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
17th St.											
Mount Hood St.	Bridge St.	City	Local	60	26	Unstriped	Two-way	Yes	No	No	25
Bridge St.	Trevitt St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
Trevitt St.	E of Trevitt St.	City	Local	60	29	Unstriped	Two-way	Yes	Intermittent	No	25
H St.	I St.	City	Local	50	30	Unstriped	Two-way	Yes	Intermittent	No	25
I St.	Riverview St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Montana St.	Minnesota St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Minnesota St.	Nevada St.	City	Local	50	36/39	Unstriped	Two-way	Yes	Yes	No	25
Thompson St.	E of Thompson St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
18th St.											
Jordan St.	Mount Hood St.	City	Local	60	31	Unstriped	Two-way	Yes	No	No	25
Mount Hood St.	Bridge St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Jefferson St.	20th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
20th St.	Fairview St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Fairview St.	Dead End	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
16th Pl.	E of 16th Pl.	City	Local	40	19	Unstriped	Two-way	Yes	No	No	25
Thompson St.	Morton St.	City	Local	60	28	Unstriped	Two-way	No	No	No	25
19th St.											
W of Mount Hood St.	Mount Hood St.	City	Local	50	37	?	?	?	?	?	?
Mount Hood St.	E of Mount Hood St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
W of Garrison St.	Garrison St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Fairview St.	20th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
20th St.	Dry Hollow Rd. Overlap	County	Local	50	36/23	Unstriped	Two-way	Yes	Intermittent	No	25
Dry Hollow Rd. Overlap	16th Pl.	County	Local	60	30	Unstriped	Two-way	Intermittent	No	No	25
Lewis St.											
View Ct.	View Ct.	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
View Ct.	Hospital Access	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
Hospital Access	Nevada St.	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
Nevada St.	Oregon Ave.	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
Oregon Ave.	Reservoir Access	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
Reservoir Access	Dead End	City	Arterial	80	44	2	Two-way	Yes	No	No	25
20th St.											
Scenic Dr.	Radio Way	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
Radio Way	Dead End	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
18th St.	21st Pl.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
21st Pl.	Fairview St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Fairview St.	19th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
21st Pl.											

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
10th St.	9th St.	County	Collector	40	40	2	Two-way	Yes	No	No	25
9th St.	8th St.	County	Collector	40	40/30	2	Two-way	Yes	No	No	25
8th St.	7th St.	County	Collector	40	24	2	Two-way	Yes	No	No	25
7th St.	US 30	County	Collector	40	24	2	Two-way	Yes	No	No	25
Chenowith Rd.											
UGB (~0.1 mi.)	Starlight St.	County	Arterial	60	25	2	Two-way	No	No	No	35
Starlight St.	Hiland Ct.	County	Arterial	60	24	2	Two-way	No	No	No	35
Hiland Ct.	Sunflower St.	County	Arterial	60	24	2	Two-way	No	No	No	35
Sunflower St.	Pine St.	County	Arterial	60	24	2	Two-way	No	No	No	35
Pine St.	Oak St.	County	Arterial	60	24	2	Two-way	No	No	No	35
Oak St.	Maple St.	County	Arterial	60	24	2	Two-way	No	No	No	35
Maple St.	Whitman St.	County	Arterial	60	24	2	Two-way	No	No	No	35
Whitman St.	Seven Mile Rd.	County	Arterial	60	24	2	Two-way	No	No	No	35
Seven Mile Rd.	Irvine St. on S side	County	Arterial	60	24	2	Two-way	No	No	No	35
Irvine St. on S side	Irvine St. on N side	County	Arterial	60	24/40	2	Two-way	No	No	No	35
Irvine St. on N side	Chenowith Loop	County	Arterial	60	40	2	Two-way	No	No	No	35
Chenowith St.											
Cherry Heights Rd.	8th Pl.	City	Local	60	41	Unstriped	Two-way	Yes	Yes	No	25
8th Pl.	6th St.	City	Local	60	41	Unstriped	Two-way	Yes	Yes	No	25
Cherry Heights Rd.											
Hill Rd.	Sandstone Way	County	Collector	60	24	2	Two-way	No	No	No	35
Sandstone Way	13th St.	County	Arterial	60	30	2	Two-way	No	No	No	35
13th St.	10th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
8th St.	6th St.	City	Arterial	80	44	2	Two-way	Yes	Yes	No	25
Chinook St.											
SW of 12th St.	12th St.	County	Local	60	20	Unstriped	Two-way	Intermittent	No	No	25
12th St.	11th St.	County	Local	60	21	Unstriped	Two-way	Intermittent	No	No	25
11th St.	10th St.	County	Local	60	21	Unstriped	Two-way	No	No	No	25
Clark St.											
Dead End	14th St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
14th St.	13th Pl.	City	Local	50	14	Unstriped	Two-way	No	No	No	25
13th Pl.	13th St.	City	Local	50	22	Unstriped	Two-way	No	No	No	25
12th St.	11th St.	City	Local	50	31	Unstriped	Two-way	Yes	Intermittent	No	25
11th St.	10th St.	City	Local	50	18	Unstriped	Two-way	1 Side	No	No	25
10th St.	9th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
9th St.	N of 9th St.	City	Local	60	32	Unstriped	Two-way	Yes	No	No	25
Claudia Lane											
21st St.	Dead End	City	Local	50	28	Unstriped	Two-way	Yes	Yes	No	25
Columbia View Dr.											
US 197	E Knoll Dr.	City	Collector	90-100	31	2	Two-way	No	No	No	35
E Knoll Dr.	Wasco Dr.	City	Collector	80-90	42	2	Two-way	Intermittent	No	No	35
Wasco Dr.	E Knoll Dr.	City	Collector	80	54	2	Two-way	Intermittent	Intermittent	No	25
E Knoll Dr.	Brentwood Dr.	City	Collector	80	45	2	Two-way	Yes	Yes	No	25
Brentwood Dr.	Summit Ridge Dr.	City	Collector	80	45	2	Two-way	Yes	Intermittent	No	25
Summit Ridge Dr.	City Limits (~0.4 mi.)	City	Collector	80	34	2	Two-way	No	No	No	25
Court St.											
S of 14th St.	14th St.	City	Local	80	36	Unstriped	Two-way	Yes	No	No	25
14th St.	13th St.	City	Local	80	36	Unstriped	Two-way	Yes	Yes	No	25
3th St.	12th St.	City	Local	80	37	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Arterial	80	47	2	Two-way	Yes	Yes	No	20
9th St.	8th Pl.	City	Arterial	80	47	2	Two-way	Yes	Yes	No	20
8th Pl.	8th St.	City	Arterial	80	47	2	Two-way	Yes	Yes	No	20
8th St.	7th Pl.	City	Arterial	80	48	2	Two-way	Yes	Yes	No	20

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
7th Pl.	7th St.	City	Arterial	80	48	2	Two-way	No	Yes	No	20
7th St.	5th St.	City	Arterial	80	48	2	Two-way	Yes	Yes	No	20
5th St.	4th St.	City	Arterial	80	54	2	Two-way	Yes	Yes	No	20
4th St.	3rd St.	City	Arterial	80	56	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Arterial	80	58	2	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Arterial	80	57	2	Two-way	Yes	Yes	No	20
Crest Ct.											
Royal Crest Dr.	Dead End	City	Local	60	34	Unstriped	Two-way	Yes	No	No	25
Dawson Dr./7th St.											
NW of Hostetler St.	Hostetler St.	County	Local	40	22	Unstriped	Two-way	No	No	No	25
Division St.											
W of US 30	US 30	County	Local	20	30	Unstriped	Two-way	Yes	No	No	25
Dry Hollow Rd.											
19th St.	Montana St.	City	Arterial	60-140	42	2	Two-way	No	Intermittent	No	40
Montana St.	14th St.	City	Arterial	80-120	36	2	Two-way	No	Intermittent	No	40/25
14th St.	13th Pl.	City	Arterial	80	52	2	Two-way	Yes	Yes	No	25
13th Pl.	13th St.	City	Arterial	80	52	2	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Arterial	80	53	2	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Arterial	80	53	2	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Arterial	80	52	2	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Arterial	80	52	2	Two-way	Yes	Yes	No	25
E Knoll Ct.											
E Knoll Dr.	Dead End	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
E Knoll Dr.											
Columbia View Dr.	E Knoll Ct.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
E Knoll Ct.	Columbia View Dr.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
Eliberta St.											
14th St.	13th St.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Emerson St.											
13th St.	10th St.	County	Local	50	31	Unstriped	Two-way	Intermittent	No	No	25
Eric Ct.											
SW of 10th St.	10th St.	County	Local	50	24	Unstriped	Two-way	No	No	No	25
Esther Way											
Scenic Dr.	Dead End	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
F St.											
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
10th St.	N of 10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
9th St.	8th St.	City	Local	60	36	Unstriped	Two-way	Yes	No	No	25
8th St.	7th St.	City	Local	60	36	Unstriped	Two-way	Yes	No	No	25
Fairview St.											
S of 21st Pl.	21st Pl.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
21st Pl.	20th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Fallon Ct.											
Snipes St.	Dead End	City	Local	30	15	Unstriped	Two-way	Yes	No	No	25
Federal St.											
14th St.	13th St.	City	Local	60	38	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	33	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	32/36	Unstriped	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
8th St.	7th St.	City	Local	60	18	Unstriped	Two-way	Yes	Intermittent	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street			Speed Limit
						Lanes	Direction	Parking	Sidewalk	Bike Lane	
S of 4th St.	4th St.	City	Collector	75	38	2	Two-way	Yes	Intermittent	No	20
4th St.	3rd St.	City	Collector	75	56	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Collector	75	57	2	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Collector	75	59	2	Two-way	Yes	Yes	No	20
Fire Rd.											
Washington St.	Madison St.	City	Local	60	23	Unstriped	Two-way	No	No	No	25
Madison St.	Clark St.	City	Local	60	18	Unstriped	Two-way	No	No	No	25
Clark St.	Access to I-84	City	Local	60	20	Unstriped	Two-way	No	No	No	25
Access to I-84	End	City	Local	60	25	Unstriped	Two-way	No	No	No	25
Floral Ct.											
W of 7th St.	7th St.	County	Local	40	24	Unstriped	Two-way	Yes	No	No	25
7th St.	E of 7th St.	County	Local	40	22	Unstriped	Two-way	Yes	No	No	25
Fremont St.											
Old Dufur Rd.	US 197	City	Arterial	60	22	2	Two-way	No	No	No	35
Frost Ct.											
Dead End	10th St.	County	Local	20	20	Unstriped	Two-way	No	No	No	25
G St.											
16th Pl.	15th Pl.	City	Local	60	36	Unstriped	Two-way	Intermittent	Intermittent	No	25
15th Pl.	15th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
15th St.	14th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	60	34	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	34	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	34	Unstriped	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Local	60	45	Unstriped	Two-way	Yes	Yes	No	25
8th St.	7th St.	City	Local	60	12	Unstriped	Two-way	No	No	No	25
Garden Ct.											
W of 7th St.	7th St.	County	Local	40	25	Unstriped	Two-way	Yes	No	No	25
Garrison St.											
S of 22nd St.	22nd St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
22nd St.	19th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
19th St.	Scenic Dr.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
17th St.	N of 17th St.	City	Local	60	29	Unstriped	Two-way	Yes	No	No	25
16th St.	15th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
15th St.	14th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Local	60	41	Unstriped	Two-way	Yes	Yes	No	25
8th St.	7th St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
7th St.	6th St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
Gorden Ct.											
13th St.	NE of 13th St.	County	Local	50	17	Unstriped	Two-way	No	No	No	25
Grant Cir.											
Lincoln Way	Dead End	City	Local	30	23	Unstriped	Two-way	Yes	Intermittent	No	25
H St.											
17th St.	15th St.	City	Local	60	42	Unstriped	Two-way	Yes	Yes	No	25
16th St.	14th St.	City	Local	60	42	Unstriped	Two-way	Yes	Yes	No	25
15th St.	13th St.	City	Local	60	42	Unstriped	Two-way	Yes	Yes	No	25
14th St.	12th St.	City	Local	60	42	Unstriped	Two-way	Yes	Yes	No	25
13th St.	11th St.	City	Local	60	37	Unstriped	Two-way	Yes	Yes	No	25
12th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Lim
						Lanes	Direction				
10th St.	9th St.	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
Harris St.											
13th Pl.	13th St.	City	Local	40-60	36	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	50	32	Unstriped	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Hermits Way											
W of Ledge St.	Ledge St.	County	Local	50	20	Unstriped	Two-way	No	No	No	25
Ledge St.	Dead End	County	Local	50	20	Unstriped	Two-way	No	No	No	25
Hiland Ct.											
Dead End	Chenowith Rd.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Home Ct.											
W of 7th St.	7th St.	County	Local	40	23	Unstriped	Two-way	Yes	No	No	25
7th St.	E of 7th St.	County	Local	40	15	Unstriped	Two-way	No	No	No	25
Hostetler St.											
10th St.	8th St.	County	Collector	40	35	2	Two-way	No	No	No	30
8th St.	Dawson Dr.	County	Collector	50	35	2	Two-way	No	No	No	30
Dawson Dr.	7th St.	County	Collector	50	35	2	Two-way	No	No	No	30
7th St.	US 30	County	Collector	40	35/44	2	Two-way	No	No	No	30
US 30	2nd St.	County	Local	40	28	Unstriped	Two-way	No	Intermittent	No	30
2nd St.	N of 2nd St.	County	Local	40	40	Unstriped	Two-way	No	No	No	15
I St.											
17th St.	15th St.	City	Local	50	36	Unstriped	Two-way	Yes	No	No	25
I St.											
13th St.	12th St.	City	Local	50	35	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	50	35	Unstriped	Two-way	Yes	Yes	No	25
Irvine St.											
W of 13th St.	13th St.	County	Local	40	20	Unstriped	Two-way	No	No	No	25
13th St.	Chenowith Rd.	County	Local	40	24	Unstriped	Two-way	No	No	No	25
Chenowith Rd.	9th St.	County	Local	40	24	Unstriped	Two-way	No	No	No	25
9th St.	E of 9th St.	County	Local	40	24	Unstriped	Two-way	Yes	No	No	25
W of 7th St.	7th St.	County	Local	40	15	Unstriped	Two-way	No	No	No	25
7th St.	US 30	County	Local	40	33/20	Unstriped	Two-way	Yes	Intermittent	No	25
J St.											
13th St.	12th St.	City	Local	50	14	Unstriped	Two-way	No	No	No	25
12th St.	11th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	50	22	Unstriped	Two-way	Yes	No	No	25
Jefferson St.											
18th St.	17th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
17th St.	Scenic Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
15th St.	14th St.	City	Local	60	24	Unstriped	Two-way	No	No	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25
S of 4th St.	4th St.	City	Arterial	80	30	2	Two-way	No	No	No	20
4th St.	3rd St.	City	Arterial	80	56	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Arterial	80	60	2	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Local	80	60	Unstriped	Two-way	Yes	Yes	No	20
Jordan St.											
S of 23rd St.	23rd St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
18th St.	14th St.	City	Local	50	12	Unstriped	Two-way	No	No	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
9th St.	N of 9th St.	City	Local	60	27	Unstriped	Two-way	Yes	No	No	25
S of 6th St.	6th St.	City	Local	60	40	Unstriped	Two-way	Intermittent	Yes	No	25
Kelly Ave.											
16th St.	15th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
15th St.	14th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Arterial	60	44	2	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Arterial	60	44	2	Two-way	Yes	Yes	No	20
10th St.	9th St.	City	Arterial	60	36	2	Two-way	No	Yes	No	20
9th St.	8th St.	City	Arterial	50	33	2	Two-way	No	Yes	No	20
8th St.	7th St.	City	Arterial	50	33	2	Two-way	No	Yes	No	20
Kingsley St.											
S of Loring St.	Loring St.	County	Local	40	?	?	?	?	?	?	?
Loring St.	14th St.	County	Local	40	36	Unstriped	Two-way	Yes	No	No	25
14th St.	13th St.	County	Local	40	36	Unstriped	Two-way	Yes	No	No	25
10th St.	9th Pl.	County	Local	40	22	Unstriped	Two-way	No	No	No	25
9th Pl.	9th St.	County	Local	40	22	Unstriped	Two-way	No	No	No	25
Lambert St.											
13th St.	Old Dufur Rd.	City	Local	40	19	Unstriped	Two-way	No	No	No	35
14th St.	13th St.	City	Local	60	37	Unstriped	Two-way	Yes	Intermittent	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	40	26	Unstriped	Two-way	Intermittent	Yes	No	25
9th St.	8th St.	City	Local	40	26	Unstriped	Two-way	Intermittent	Yes	No	25
8th St.	7th St.	City	Local	40	18	Unstriped	Two-way	Yes	Intermittent	No	25
S of 4th St.	4th St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	20
4th St.	3rd St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	20
Ledge St.											
Sandstone Way	Hermits Way	County	Local	50	20	Unstriped	Two-way	No	No	No	25
Lee St.											
7th St.	US 30	County	Local	40	20/24	Unstriped	Two-way	Yes	Intermittent	No	25
Lewis St.											
S of 21st St.	21st St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
21st St.	19th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	40	28	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	40	28	Unstriped	Two-way	Yes	Intermittent	No	25
12th St.	11th St.	City	Local	40	30	Unstriped	Two-way	Yes	Intermittent	No	25
11th St.	10th St.	City	Local	40	29	Unstriped	Two-way	Yes	1 Side	No	25
10th St.	9th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Liberty St.											
15th St.	14th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
2th St.	11th St.	City	Local	60	18	Unstriped	Two-way	Yes	No	No	25
1th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	31	Unstriped	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
6th St.	4th St.	City	Local	60	32	Unstriped	Two-way	Yes	Yes	No	20

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
4th St.	3rd St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	20
Liberty Way											
Scenic Dr.	Lincoln St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	20
Lincoln St.											
16th St.	15th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
15th St.	14th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
13th St.	12th St.	City	Local	60	18	Unstriped	Two-way	No	No	No	25
12th St.	11th St.	City	Local	60	23	Unstriped	Two-way	No	Intermittent	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
8th St.	N of 8th St.	City	Local	60	14	Unstriped	Two-way	No	No	No	25
7th St.	6th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
4th St.	3rd St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Arterial	60	42	2	Two-way	No	Yes	No	20
Lincoln Way											
Grant Cir.	16th St.	City	Local	50	32	Unstriped	Two-way	Yes	Intermittent	No	25
Lockwood St.											
Starlight St.	Sunflower St.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Sunflower St.	Pine St.	County	Local	50	12	Unstriped	Two-way	No	No	No	25
Pine St.	Oak St.	County	Local	50	12	Unstriped	Two-way	No	No	No	25
Oak St.	Maple St.	County	Local	50	22	Unstriped	Two-way	Yes	No	No	25
Maple St.	Murray Dr.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Lorenzen St.											
S of 10th St.	10th St.	City	Local	40	18	Unstriped	Two-way	No	No	No	25
Loring St.											
NW of Myrtle St.	Myrtle St.	County	Local	40	10	?	?	?	?	?	?
Myrtle St.	Kingsley St.	County	Local	40	12	Unstriped	Two-way	No	No	No	25
Kingsley St.	Webber St.	County	Local	40	12	Unstriped	Two-way	No	No	No	25
Madison St.											
15th St.	14th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
12th St.	11th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
S of 3rd St.	3rd St.	City	Arterial	80	59	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Arterial	80	61	2	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Arterial	80	61	2	Two-way	Yes	Yes	No	20
1st St.	Fire Rd.	City	Arterial	80	54	2	Two-way	Yes	Intermittent	No	20
Maple St.											
Lockwood St.	Chenowith Rd.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Meek St.											
SW of 13th St.	13th St.	County	Local	50	16	Unstriped	Two-way	No	No	No	25
Minnesota St.											
Dead End	17th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Monroe St.											
15th St.	16th Pl.	City	Local	80	14	Unstriped	Two-way	No	No	No	25
3rd St.	2nd St.	City	Local	80	60	Unstriped	Two-way	Yes	Yes	No	20
2nd St.	N of 2nd St.	City	Local	80	61	Unstriped	Two-way	Yes	Yes	No	20
Montana St.											
Dry Hollow Rd.	17th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
17th St.	15th St.	City	Local	60	35	Unstriped	Two-way	Intermittent	Intermittent	No	25
15th St.	14th St.	City	Local	60	27/35	Unstriped	Two-way	No	Intermittent	No	25
Morton St.											
18th St.	16th St.	City	Local	60	23	Unstriped	Two-way	No	No	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street			Speed Limit	
					Lanes	Direction	Parking	Sidewalk	Bike Lane		
16th St.	15th St.	City	Local	60	23	Unstriped	Two-way	No	No	No	25
15th St.	14th St.	City	Local	60	24	Unstriped	Two-way	No	No	No	25
14th St.	12th St.	City	Local	60	24	Unstriped	Two-way	No	No	No	25
12th St.	10th St.	City	Local	60	18	Unstriped	Two-way	No	No	No	25
10th St.	Old Dufur Rd.	City	Local	60	18	Unstriped	Two-way	No	No	No	25
Mount Hood St.											
City Limits (~0.2 mi)	Sunset Valley Rd.	City	Arterial	60	25	2	Two-way	Yes	No	No	35
Sunset Valley Rd.	23rd St.	City	Arterial	60	26	2	Two-way	Yes	No	No	35
23rd St.	Skyline Rd.	City	Arterial	60	26	2	Two-way	Yes	No	No	35
Skyline Rd.	21st St.	City	Arterial	60	24	2	Two-way	1 Side	No	No	35
21st St.	20th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	35
20th St.	19th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	35
19th St.	18th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	35
18th St.	17th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
17th St.	16th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
16th St.	15th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
15th St.	14th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Arterial	60	42	2	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
of 2nd St.	2nd St.	City	Local	60	50	Unstriped	Two-way	Yes	No	No	25
Murray Dr.											
Unpaved Surface	Lockwood St.	County	Local	50	20	Unstriped	Two-way	No	No	No	25
Lockwood St.	Chenoweth Rd.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Myrtle St.											
S of Loring St.	Loring St.	County	Local	40	?	?	?	?	?	?	?
Loring St.	14th St.	County	Local	40	?	?	?	?	?	?	?
14th St.	13th St.	County	Local	40	12	Unstriped	Two-way	No	No	No	25
10th St.	9th St.	County	Local	40	20	Unstriped	Two-way	No	No	No	25
9th St.	8th St.	County	Local	40	20	Unstriped	Two-way	No	No	No	25
8th St.	7th St.	City	Local	60	23	Unstriped	Two-way	No	No	No	25
7th St.	US 30	City	Local	80	44	Unstriped	Two-way	Yes	Yes	No	25
Nevada St.											
19th St.	17th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
17th St.	16th Ct.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
16th Ct.	15th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Oak St.											
Murray Dr.	Lockwood St.	County	Local	50	15	Unstriped	Two-way	No	No	No	25
Lockwood St.	Chenoweth Rd.	County	Local	50	34	Unstriped	Two-way	Yes	Intermittent	No	25
Old Dufur Rd.											
10th St.	Morton St.	City	Arterial	60	30	2	Two-way	Yes	No	No	35
Morton St.	Richmond St.	City	Arterial	60	30	2	Two-way	Yes	No	No	35
Richmond St.	Fremont St.	City	Arterial	60	24	2	Two-way	No	No	No	35
Fremont St.	Lambert St.	City	Collector	60	23	2	Two-way	No	No	No	35
Lambert St.	City Limits (~0.1 mi.)	City	Collector	60	23	2	Two-way	No	No	No	35
Oregon Ave.											
of 16th St.	16th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
6th St.	15th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
15th St.	14th St. (W)	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
14th St. (W)	14th St. (E)	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
14th St. (E)	13th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway	Jurisdiction	Classification	ROW Width	Street Width	Number of Travel		On-Street Parking	Sidewalk	Bike Lane	Speed Limit	
					Lanes	Direction					
13th St.	12th St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
12th St.	11th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Pentland St.											
16th St.	15th St.	City	Local	60	40	Unstriped	Two-way	Yes	Yes	No	25
15th St.	14th St.	City	Local	60	30	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
12th St.	11th St.	City	Local	60	20	Unstriped	Two-way	Yes	No	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
8th St.	7th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
7th St.	6th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
3rd St.	2nd St.	City	Local	50	40	Unstriped	Two-way	Yes	Yes	No	20
Perkins Ave.											
13th St.	10th St.	County	Local	30	20	Unstriped	Two-way	No	No	No	25
Pine St.											
Unpaved Surface	Lockwood St.	County	Local	50	12	Unstriped	Two-way	No	No	No	25
Lockwood St.	Chenoweth Rd.	County	Local	50	34	Unstriped	Two-way	Yes	Intermittent	No	25
Pleasant Ct.											
7th St.	E of 7th St.	County	Local	40	25	Unstriped	Two-way	Yes	No	No	25
Pomona St.											
W of 10th St.	10th St.	County	Local	60	22	Unstriped	Two-way	No	No	No	25
10th St.	7th St.	County	Local	80-50	43	Unstriped	Two-way	Yes	Yes	No	25
7th St.	US 30	County	Local	40	44	Unstriped	Two-way	Yes	Yes	No	25
Quinton St.											
Dead End	Roberts St.	City	Local	60	36	Unstriped	Two-way	Yes	No	No	25
Roberts St.	16th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
16th St.	15th St.	City	Local	60	36	Unstriped	Two-way	Yes	No	No	25
15th St.	14th St. (W)	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
14th St. (W)	14th St. (E)	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
14th St. (E)	13th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
13th St.	12th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
12th St.	10th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Collector	50	36	2	Two-way	Yes	1 Side	No	25
Radio Way											
20th St.	21st St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
21st St.	23rd St.	City	Local	50	36	Unstriped	Two-way	Yes	Intermittent	No	25
Richland Ct.											
W of 7th St.	7th St.	County	Local	40	23	Unstriped	Two-way	Yes	No	No	25
7th St.	E of 7th St.	County	Local		12	Unstriped	Two-way	No	No	No	25
Richmond St.											
16th St.	14th St.	County	Local	40	?	?	?	?	?	?	?
14th St.	13th St.	County	Local	40	?	?	?	?	?	?	?
13th St.	12th St.	County	Local	40	22	Unstriped	Two-way	No	No	No	25
12th St.	10th St.	County	Local	40	19	Unstriped	Two-way	No	No	No	25
10th St.	Old Dufur Rd.	City	Local	40	18	Unstriped	Two-way	No	No	No	25
River Rd.											
NW End	Port of The Dalles	County	Collector	40	25/32	2	Two-way	No	No	No	10
Port of The Dalles	Bargeway Rd.	County	Collector	40	25/32	2	Two-way	No	No	No	40
Riverview St.											
17th St.	16th St.	City	Local	50	32	Unstriped	Two-way	Yes	Yes	No	25
16th St.	15th St. (W)	City	Local	50	32	Unstriped	Two-way	Yes	Intermittent	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Juris- diction	Classi- fication	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lan	Speed Limit
15th St. (W)	15th St. (E)	City	Local	50	32	Unstriped	Two-way	No	No	No	25
15th St.	14th St.	City	Local	50	32	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th Pl.	City	Local	50	32	Unstriped	Two-way	Yes	Yes	No	25
13th Pl.	13th St.	City	Local	50	32	Unstriped	Two-way	Yes	Yes	No	25
Roberts St.											
S of Quinton St.	Quinton St.	City	Local	50	?	?	?	?	?	?	?
Quinton St.	15th St.	City	Local	50	36	Unstriped	Two-way	Yes	No	No	25
12th St.	10th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Royal Crest Dr.											
Wasco Dr.	Sherman Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Sherman Dr.	Brentwood Dr.	City	Local	60	34	Unstriped	Two-way	Yes	Yes	No	25
Brentwood Dr.	Crest Ct.	City	Local	60	34	Unstriped	Two-way	Yes	Yes	No	25
Crest Ct.	Summit Ridge Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Sandstone Way											
Cherry Heights Rd.	Ledge St.	County	Local	50-60	21	Unstriped	Two-way	No	No	No	25
Sandy St.											
Walnut St.	10th St.	City	Local	50	23	Unstriped	Two-way	No	No	No	25
Scenic Dr.											
Trevitt St.	Garrison St.	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
Garrison St.	Grant Cir.	City	Collector	60-100	36	2	Two-way	Yes	Yes	No	25
Grant Cir.	Liberty Way	City	Collector	60	36	2	Two-way	Yes	Intermittent	No	25
Liberty Way	20th St.	City	Collector	60	36	2	Two-way	No	Intermittent	No	25
10th St.	Sorosia St.	City	Collector	60	36	2	Two-way	No	Intermittent	No	25
Sorosia St.	Pioneer Cemetary	City	Collector	60	36	2	Two-way	No	Intermittent	No	25
Pioneer Cemetary	Terrace Dr.	City	Collector	60	30/32	2	Two-way	No	Intermittent	No	25
Terrace Dr.	Jefferson St.	City	Collector	60	36	2	Two-way	Intermittent	Intermittent	No	25
Jefferson St.	Esther Way	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
Esther Way	16th Pl.	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
Seufert Park Rd. (Lone Pine Dr.)											
US 197	Indian Rd.	City	Local	60	29	Unstriped	Two-way	No	No	No	25
Indian Rd.	Seufert Park	County	Local	60	21	Unstriped	Two-way	No	No	No	25
Seven Mile Rd.											
UGB (~0.5 mi.)	Chenowith Rd.	County	Collector	60	24	2	Two-way	Intermittent	No	No	25
Shearer St.											
16th St.	N of 16th St.	City	Local	50	12	Unstriped	Two-way	No	No	No	25
13th St.	12th St.	City	Local	50	35	Unstriped	Two-way	Yes	Yes	No	25
12th St.	10th St.	City	Local	40	16	Unstriped	Two-way	No	No	No	25
Sherman Dr.											
S of Royal Crest Dr.	Royal Crest Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Short St.											
14th St.	13th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Skyline Rd.											
Mount Hood St.	City Limits (~0.2 mi.)	City	Collector	60	18	2	Two-way	No	No	No	35
Snipes St.											
10th St.	Fallon Ct.	County	Collector	60	22	2	Two-way	No	No	No	35
Fallon Ct.	9th St.	County	Collector	60	32/20	2	Two-way	Intermittent	No	No	35
9th St.	8th St.	County	Collector	60	44	2	Two-way	Yes	Intermittent	No	35
8th St.	7th St.	City	Collector	60	44	2	Two-way	Yes	Intermittent	No	35
7th St.	US 30	City	Collector	60	54/44	2	Two-way	Yes	Intermittent	No	35
Sorosia St.											
rd St.	21st St.	City	Local	50	20/40	Unstriped	Two-way	Intermittent	No	No	15
1st St.	Scenic Dr.	City	Local	50	20	Unstriped	Two-way	No	No	No	15
Starlight St.											
Unpaved Surface	Lockwood St.	County	Local	50	34	Unstriped	Two-way	No	No	No	25
Lockwood St.	Allen Pl.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25

TABLE A-1
Street System Inventory
City of The Dalles

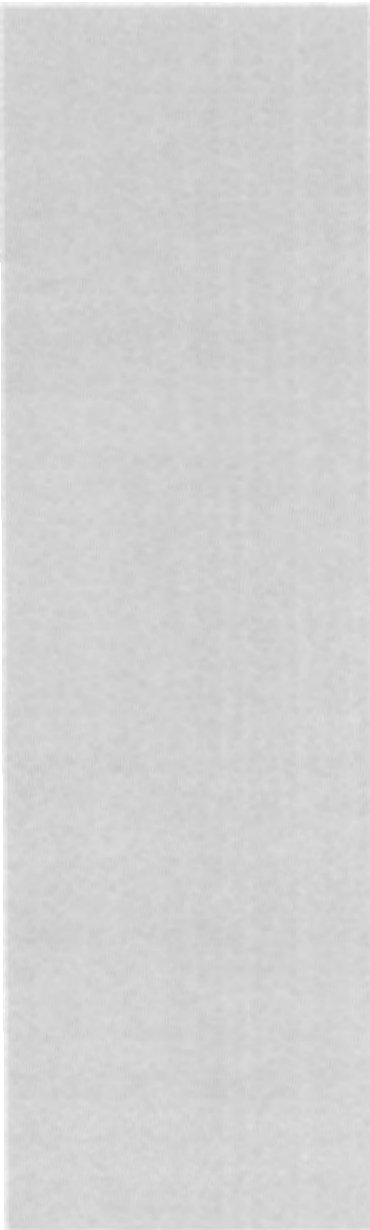
Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	speed Limit
Allen Pl.	Chenowith St.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
State Rd.											
US 30 WB	US 30 EB	City	Local	60	39	Unstriped	Two-way	No	No	No	40
US 30 EB	Summit Ridge Dr.	City	Local	60	41/24	Unstriped	Two-way	Intermittent	Intermittent	No	40
Summit Ridge Dr.	Viewpoint Access Rd.	City	Local	60	24	Unstriped	Two-way	No	No	No	40
Viewpoint Access Rd.	City Limits (~0.2 mi.)	City	Local	60	24	Unstriped	Two-way	No	No	No	40
Stoffer Lane											
S of 10th St.	10th St.	County	Local	50	16	Unstriped	Two-way	No	No	No	25
Summit Ridge Dr.											
S of Brentwood Dr.	Brentwood Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Brentwood Dr.	Royal Crest Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Royal Crest Dr.	Columbia View Dr.	City	Local	60	36/34	Unstriped	Two-way	Yes	Yes	No	25
Columbia View Dr.	Dead End	City	Local	60	15	Unstriped	Two-way	No	No	No	25
Dead End	State Rd.	City	Local	60	15	Unstriped	Two-way	No	No	No	25
Sunflower St.											
Unpaved Surface	Lockwood St.	County	Local	50	33	Unstriped	Two-way	Yes	No	No	25
Lockwood St.	Chenowith Rd.	County	Local	50	34	Unstriped	Two-way	Yes	Intermittent	No	25
Sunset Valley Rd.											
Mount Hood St.	City Limits (~0.1 mi.)	City	Local	40	20	Unstriped	Two-way	Yes	No	No	35
Taylor St.											
3rd St.	2nd St.	City	Collector	80	53	2	Two-way	Yes	Yes	No	25
2nd St.	N of 2nd St.	City	Local	80	60	Unstriped	Two-way	Yes	Yes	No	25
Terminal Ave.											
6th St.	Dead End	City	Local	80	44	Unstriped	Two-way	Yes	No	No	25
Terrace Dr.											
Scenic Dr.	15th Pl.	City	Local	60	27	Unstriped	Two-way	No	No	No	25
15th Pl.	15th St.	City	Local	60	25	Unstriped	Two-way	No	No	No	25
Thompson St.											
S of 18th St.	18th St.	City	Arterial	60	26	2	Two-way	Yes	No	No	25
18th St.	17th St.	City	Arterial	60	27	2	Two-way	Yes	No	No	25
17th St.	16th St.	City	Arterial	60	26	2	Two-way	Yes	No	No	25
16th St.	14th Pl.	City	Arterial	60	26	2	Two-way	No	No	No	25
14th Pl.	14th St.	City	Arterial	60	26	2	Two-way	No	No	No	25
14th St.	13th St.	City	Arterial	60	25	2	Two-way	No	No	No	25
13th St.	12th St.	City	Arterial	60	26	2	Two-way	No	No	No	25
12th St.	11th St.	City	Arterial	60	28	2	Two-way	No	No	No	25
11th St.	10th St.	City	Arterial	60	25	2	Two-way	Intermittent	No	No	25
Trevitt St.											
17th St.	16th St.	City	Collector	60	36	2	Two-way	Yes	Yes	No	25
16th St.	15th St.	City	Collector	60	30	2	Two-way	1 Side	Yes	No	25
15th St.	14th St.	City	Collector	60	30	2	Two-way	Intermittent	Yes	No	25
14th St.	13th St.	City	Collector	60	30	2	Two-way	Intermittent	Yes	No	25
13th St.	12th St.	City	Collector	60	36	2	Two-way	Intermittent	Yes	No	25
12th St.	11th St.	City	Collector	60	36	2	Two-way	Intermittent	Yes	No	25
11th St.	10th St.	City	Collector	60	36	2	Two-way	Intermittent	Yes	No	25
10th St.	9th St.	City	Collector	60	36	2	Two-way	Intermittent	Yes	No	25
9th St.	8th St.	City	Collector	60	33	2	Two-way	Intermittent	Yes	No	25
8th St.	7th St.	City	Collector	60	31	2	Two-way	No	Yes	No	25
7th St.	6th St.	City	Collector	60	33	2	Two-way	No	Yes	No	25
6th St.	3rd Pl.	City	Collector	60	30	2	Two-way	No	No	No	25
Union St.											
14th St.	13th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	60	35	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	33	Unstriped	Two-way	Yes	Yes	No	25

TABLE A-1
Street System Inventory
City of The Dalles

Roadway		Jurisdiction	Classification	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lane	Speed Limit
10th St.	9th St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	25
9th St.	8th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
8th St.	7th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	25
7th St.	5th St.	City	Arterial	60	36	2	Two-way	Yes	Yes	No	20
5th St.	4th St.	City	Arterial	60	37	2	Two-way	Yes	Yes	No	20
4th St.	3rd St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Arterial	60	40	2	Two-way	Yes	Yes	No	20
1st St.	Fire Rd.	City	Local	60	40	Unstriped	Two-way	No	No	No	20
US 197											
City Limits (~0.1 mi)	Columbia View Dr.	State	Arterial	NA	45	Unstriped	Two-way	No	No	No	45
Columbia View Dr.	Merge with US 30	State	Arterial	NA	55/47	Unstriped	Two-way	No	No	No	45
Merge with US 30	I-84 EB Ramps	State	Arterial	NA	39	Unstriped	Two-way	No	No	No	45
I-84 EB Ramps	I-84 WB Ramps	State	Arterial	NA	31	Unstriped	Two-way	No	No	No	45
I-84 WB Ramps	Seufert Park Rd.	State	Arterial	NA	51	Unstriped	Two-way	No	No	No	45
Seufert Park Rd.	Bridge	State	Arterial	NA	45	Unstriped	Two-way	Intermittent	No	No	45
Verdant St.											
13th St.	10th St.	County	Local	60	34	Unstriped	Two-way	No	No	No	25
10th St.	8th St.	County	Local	50	21	Unstriped	Two-way	No	No	No	25
View Ct.											
21st St.	19th St.	City	Local	60	36	Unstriped	Two-way	Yes	Intermittent	No	25
14th St.	13th Pl.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
13th Pl.	13th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
3th St.	12th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Lowpoint Access Rd.											
State Rd.	City Limits (~0.2 mi.)	City	Local	40	24	Unstriped	Two-way	No	No	No	25
Walnut St.											
13th St.	Sandy St.	County	Local	50	28	Unstriped	Two-way	No	No	No	25
Sandy St.	10th St.	County	Local	50	30	Unstriped	Two-way	No	No	No	25
10th St.	9th Pl.	City	Collector	60	24	2	Two-way	Yes	No	No	25
9th Pl.	9th St.	City	Collector	60	33	2	Two-way	Yes	No	No	25
9th St.	8th St.	City	Collector	60	25	2	Two-way	Yes	No	No	25
8th St.	7th St.	City	Collector	60	25/46	2	Two-way	Yes	Intermittent	No	25
7th St.	6th St.	City	Collector	60	47	2	Two-way	Yes	Intermittent	No	25
Wasco Dr.											
S of Royal Crest Dr.	Royal Crest Dr.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
Royal Crest Dr.	Columbia View Dr.	City	Local	60	44	Unstriped	Two-way	Yes	Yes	No	25
Washington St.											
S of 14th St.	14th St.	City	Local	80	29	Unstriped	Two-way	Yes	Yes	No	25
14th St.	13th St.	City	Local	80	39	Unstriped	Two-way	Yes	Yes	No	25
13th St.	12th St.	City	Local	80	53	Unstriped	Two-way	Yes	Yes	No	25
12th St.	11th St.	City	Local	80	52	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	80	54	Unstriped	Two-way	Yes	Yes	No	20
8th Pl.	8th St.	City	Local	25	20	Unstriped	Two-way	No	Intermittent	No	25
8th St.	7th Pl.	City	Local	25	14	Unstriped	Two-way	No	No	No	25
7th St.	5th St.	City	Arterial	75	52	2	Two-way	Yes	Yes	No	20
5th St.	4th St.	City	Arterial	75	51	2	Two-way	Yes	Yes	No	20
4th St.	3rd St.	City	Arterial	75	53	2	Two-way	Yes	Yes	No	20
3rd St.	2nd St.	City	Arterial	75	54	2	Two-way	Yes	Yes	No	20
2nd St.	1st St.	City	Arterial	75	54	2	Two-way	Yes	Yes	No	20
st St.	Fire Rd.	City	Local	75	?	?	?	?	?	?	?
Jobber St.											
Loring St.	13th St.	County	Local	50	20	Unstriped	Two-way	No	No	No	25
13th St.	12th St.	City	Local	50	28	Unstriped	Two-way	No	No	No	25
10th St.	8th St.	City	Arterial	70	44	2	Two-way	Yes	Yes	No	35

**TABLE A-1
Street System Inventory
City of The Dalles**

Roadway		Juris- diction	Classi- fication	ROW Width	Street Width	Number of Travel Lanes	Direction	On-Street Parking	Sidewalk	Bike Lan	Speed Limit
8th St.	6th St.	City	Arterial	70	44	2	Two-way	Yes	Yes	No	35
6th St.	2nd St.	State	Arterial	NA	44	2	Two-way	No	No	No	35
2nd St.	1st St.	City	Collector	60	44	2	Two-way	Yes	Yes	No	40
1st St.	Bargeway Rd.	City	Collector	40	32	2	Two-way	No	No	No	40
Whitman Ct.											
Dead End	Chenowith Rd.	County	Local	50	34	Unstriped	Two-way	Yes	No	No	25
Wright Dr.											
Wright St. S Int.	25th St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
25th St.	Wright St. N Int.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Wright St.											
Wright Dr. S Int.	Wright Dr. N Int.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
Wright Dr. N Int.	23rd St.	City	Local	50	36	Unstriped	Two-way	Yes	Yes	No	25
11th St.	10th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
10th St.	9th St.	City	Local	60	36	Unstriped	Two-way	Yes	Yes	No	25
9th St.	N of 9th St.	City	Local	60	35	Unstriped	Two-way	Yes	Intermittent	No	25



**“Up Out of the Mud”
Street
by
Street
Initiative**

November, 2012



“Up Out of the Mud” Street by Street Initiative

Portland’s Dirt and Gravel Street Problem

Of the 2,070 centerline miles of City streets, approximately sixty (60) are still dirt and gravel streets. Forty five (45) centerline (cl) miles of unpaved streets are in single family residential areas, on “residential streets” and 167 cl miles of residential streets are paved without any curb or sidewalk. The remaining residential streets have curb with sidewalk fragments, a sidewalk on one side, or two complete sidewalks. Many of these dirt and gravel streets are from more recently annexed areas of the city, such as the Cully neighborhood and the outer eastside. Others are from areas like southwest Portland, which have significant topography, drainage or lack of infrastructure constraint, which limits the ability to implement the existing, one-size fits all, design standard for residential streets - the “traditional residential street standard”.

For adjacent property owners, dirt and gravel streets can be a problem for a variety of neighborhood livability issues, including the quality of local access, property values, and traffic management. At the neighborhood level these streets are the weak links the City’s local street transportation and stormwater management networks. For transportation networks, this includes all modes of travel, particularly pedestrians. Good street connectivity, one of the foundations of the City’s Transportation policy, depends on public rights-of way that both exist *and* are improved, so that pedestrians do not have walk through the mud to get somewhere.



*All streets in Portland:
2,070 centerline miles*

*Local “residential” streets:
1,006 centerline miles*

*Local residential streets that are
unpaved:
45 centerline miles*

*Local residential streets that have no
curb or sidewalk:
167 centerline miles*

Since the founding of the city, improvement of all local streets has been the responsibility of the adjacent property owners, either as a single property owner through a public works permit or more commonly through a Local Improvement District 'LID', which has multiple property owners participating.

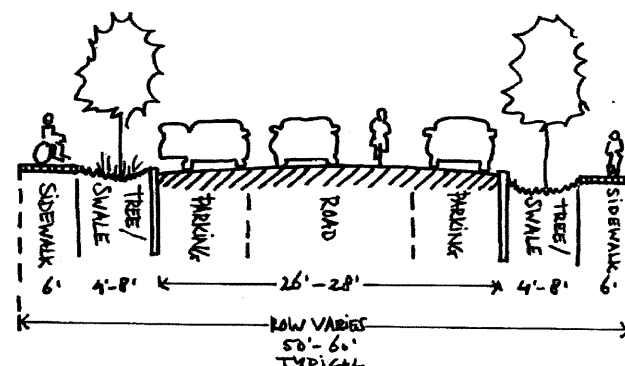
One size does not fit all

Currently, property owners who want to form an LID to improve their streets, for the most part, have just one design standard to use- the 'traditional residential street' standard, regardless of what part of the City the street is in. While the existing standard provides a high level of quality for transportation purposes and stormwater management, it is also very expensive to make work in many parts of the City. The average cost estimate for this design is \$1,500/ lineal feet, which works out to be approximately \$300/month/20 years through the Local Improvement District Program (based on a typical 50 ft frontage).

Simply allowing dirt streets to be improved with gravel does not meet the City's needs for two key reasons. First, gravel streets deteriorate quickly, thus they are a poor investment in terms of maintenance. Second, these streets do not meet Americans with Disabilities Act (ADA) standards.

**Street by Street Initiative:
Create more flexible/affordable design standards**

It has been and remains the policy of the City of Portland that streets are constructed at the expense of abutting property owners and are maintained by abutting property owners until street improvements are constructed to the standards of, and accepted for maintenance by, the City. [City Code Chapter 17.42, Property Owner Responsibility for Streets, paragraph .010 A., Policy].



Traditional Residential Street design standard

Approximate typical LID cost per property owner:
\$300/month/20 years
(based on 50 ft of street frontage)

The Street by Street Initiative was developed to create a more effective process for improving unpaved (dirt and gravel) and streets paved but without curb and sidewalk. This starts with developing new design standards that achieve two basic purposes. First is to provide more design flexibility, because most local streets in Portland are unique, in terms of how they function within the surrounding street network, the local topography, existing right-of-way widths and stormwater conditions.

Something is Better than Nothing

Second, by allowing more basic design options that at least meet our minimum needs for local and emergency response access, the cost to participate in an LID can be greatly reduced. By reducing the cost, we can encourage greater participation in the formation of LIDs and more quickly reduce the miles of dirt and gravel streets.

New Design Standards

Eligibility criteria

The two new design standards, in addition to the existing 'Traditional Residential Street' will be available to residential streets that meet the following criteria:

What is Out of the Mud doing?

- Expanding the City's residential streets styles
- Expanding resident's options for funding and city backed financing
- Establishing a policy of an optional In Lieu of improvements fee for infill development
- Promoting the hiring of private contracting to build residential streets

- Zoning: streets to be improved must be in areas where the adjacent zoning is single family residential (R-5 etc.).
- Street classification: streets to be improved must be classified in the *Transportation System Plan (TSP)* as 'Local Service Streets' for all modes. Local Service Streets that are also within Pedestrian Districts are not eligible.

Brief History of Design Standards

- On July 31, 1991, City Council passed Resolution 34885 authorizing the Bureau of Transportation to implement Performance Standards for neighborhood streets and adopted "skinny" street standards and a transformation began how residential streets were thought of - narrower streets with queuing travel lanes.
- On July 31, 1991 City Council passed Resolution 34886 authorizing the Bureau of Transportation to implement a contract streets program, allowing residents of an existing neighborhood to build and maintain, where appropriate, a temporary "substandard" street. This resolution resulted from Ordinance 162651, (passed by City Council January 10, 1990), authorizing the Bureau to proceed with development of a program to enable residents of existing neighborhoods to construct non-city-maintained streets under City permit.
- On January 20, 1995 City Council passed Resolution 35360 endorsing the Cheap and Skinny Streets Program and directed implementation of a pilot project in Brentwood-Darlington. The

60 miles of unpaved street exist in the City because:

- Streets may have been annexed into the City in this condition
- People may prefer the restricted slower and lower traffic
- High cost of pavement, curb, sidewalks, storm systems to improve
- Neighbor agreement is necessary to collectively fund a street improvement, even with some "obligated" with a waiver of remonstrance
- Infill development is not assigned the burden of fully improving streets to standard

partnership with Bureaus of Transportation, Environmental Services, and Community Development, provided full urban street improvements including drainage, narrow streets, and sidewalks on both sides and relied upon investment of Bureau of Housing and Community Development (BHCD) funds for financing 70% of the total costs.

- In 1998 the Bureau of Transportation adopted the Pedestrian Design Guidelines, an element of the Pedestrian Master Plan, and established 11ft sidewalk corridors (0.5' curb, 4.0' furnishings zone, 6.0' through pedestrian zone (paved sidewalk), and 0.5' frontage zone) as the recommended width on the residential street.
- Portland's Stormwater Management Manual (SWMM) was adopted by the Bureau of Environmental Services on July 1, 1999, and revised in 2004 and 2008. The SWMM outlines the City's stormwater management requirements for all development and redevelopment projects on both private and public property and emphasizes the use of vegetated surface facilities, often swales for existing neighborhood redevelopment, fit within in the sidewalk corridor zone.
- In 2004 the Bureau of Transportation adopted Administrative Rule TRN-1.09 - Design Standards for Public Streets and Creating Public Streets and Pedestrian Connections through the Land Use and Building Permit Process as the design standards for public streets and established right of way and street widths for residential streets at 26ft wide roadway and 11ft sidewalk corridors.

Infill and small land divisions dominate single family development activity. In the last three (3) years eighty percent (80%) of the new lots formed through subdivisions were created by small lot (< 10) subdivisions and none formed from large lot (>50) subdivisions.

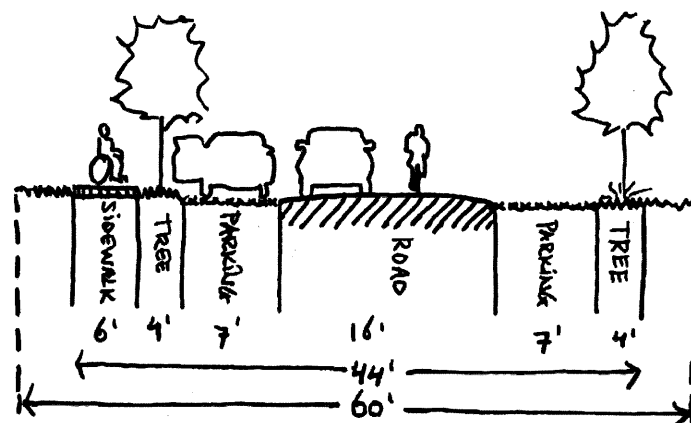
- On Aug 29 2012 Council passed Resolution 36952 adopting the recommendations of the Cully Neighborhood Local Street Plan and that the Cully Local Street Plan will serve as the strategy guiding development of the transportation system in the Cully Neighborhood by improving network connectivity and safety for all travel modes, exploring more context-based options for improving local streets, and focusing investments based on community priorities. The Plan recommends, in concept, the “separated” residential street, “shared” residential street or walkway only, as approved options for improving substandard streets in Cully.
- Equity in the Portland Plan calls for public agencies to aim to provide basic services to all Portlanders, which, due to the history of annexations and development, public services are not distributed equally across the city.

Title II of the Americans with Disabilities Act (ADA) prohibits discrimination on the basis of disability by State and local government entities, and when public entities build new or alter existing facilities, Title II requires the new construction/alterations be made accessible to individuals with disabilities. The ADA does not require public agencies to provide pedestrian facilities when none currently exists; however, when a public agency provides a pedestrian facility, it must be accessible to persons with disabilities to the extent technically feasible.

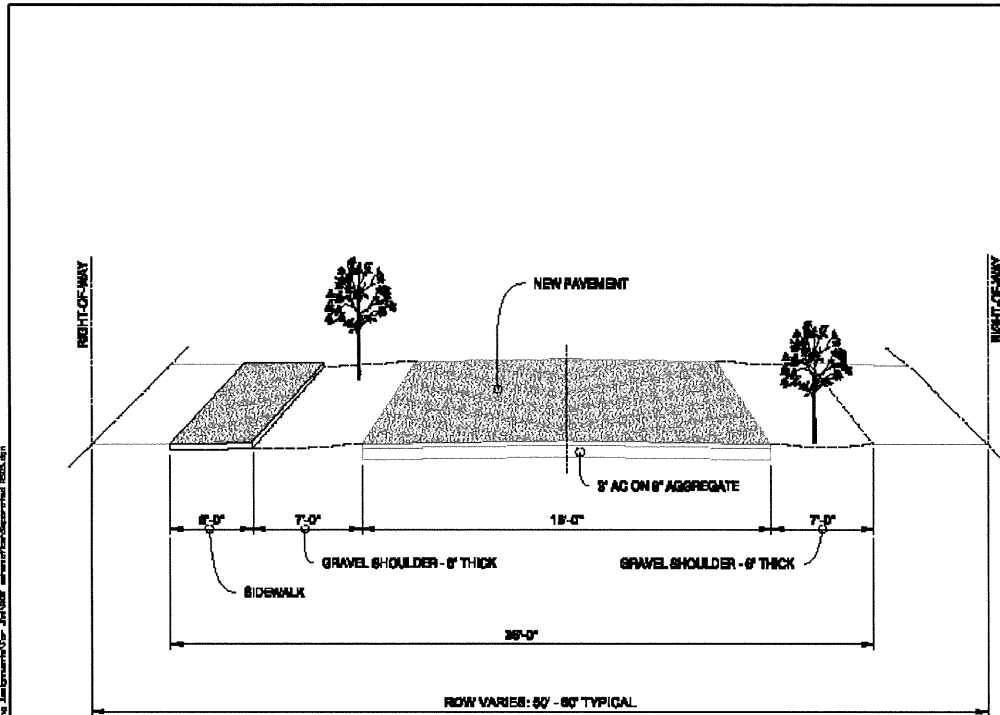
Separated Residential Street

The separated residential street provides the basic elements of an improved local street. This design is estimated to reduce the typical property owner cost for participating in a street improvement LID by as much as 70% over the traditional design, where it meets the design criteria, including drainage.

- The paved roadway (4 inches of asphalt on 8 inches of compacted rock) portion of the street is 16 ft in width, without curbs.
- On both sides of the paved roadway are gravel shoulders with a minimum width of 7ft. The primary purpose of the shoulder area is for on-street parking, street trees and stormwater management. The intent is also to allow secondary uses, such as landscaping, basketball hoops, and benches, subject to additional City approval.
- On one side of the street will be a 6 ft wide minimum concrete sidewalk, separated from the paved roadway by the gravel shoulder area.
- Stormwater management: All stormwater runoff is intended to be managed with the gravel shoulder area through infiltration. Additional stormwater management improvements to accommodate drainage may be required as needed on a case by case basis, as determined by a Bureau of Environmental Services review.



Approximate typical LID cost per property owner:
\$85/month/20 years
(based on 50 ft of street frontage)




NOTES:

1. STORMWATER MANAGEMENT IN GRAVEL SHOULDER SUBJECT TO APPROVAL BY BES; ADDITIONAL STORMWATER IMPROVEMENTS MAY BE NEEDED IN AREAS WITH POOR INFILTRATION.
2. GRAVEL SHOULDERS ACCOMMODATE PARKING, STREET TREES AND STORMWATER RUNOFF INFILTRATION.

SEPARATED RESIDENTIAL BASE STREET DESIGN STANDARD
WITHOUT PUBLIC STORMWATER SYSTEM

Rev. Date: 1/19/2012 0:00:00 PM File Name: S:_L\1161\1161_Standard\Drawings\Standard\1161_Standard\1161_Standard.dwg

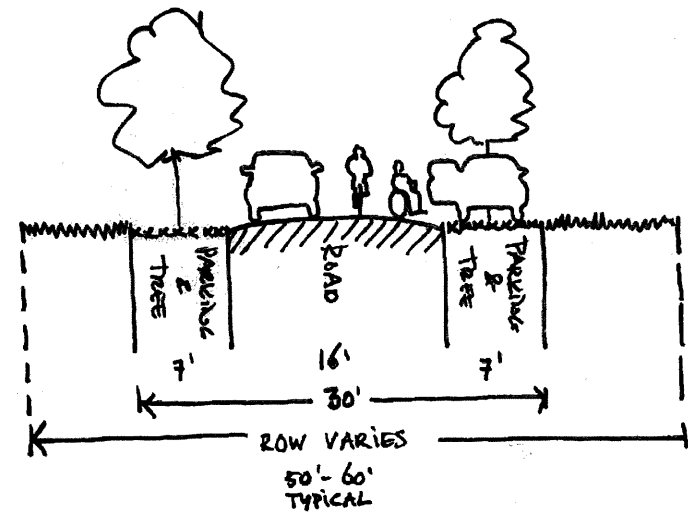
<p>The selection and use of this Standard Drawing, while designed in accordance with generally accepted engineering principles and practices, is the sole responsibility of the user.</p>	 <p>BUREAU OF TRANSPORTATION CITY OF PORTLAND, OREGON</p> <p>City Engineer _____</p>	
	<p>Standard Drawing Title</p>	
<p>Note: All materials and workmanship shall be in accordance with the City of Portland Standard Construction Specifications.</p>	<p>Effective Date: 03/01/2012</p> <p>Cells Book No.: -</p> <p>Resolving Report Date: -</p>	<p>Standard Drawing No.</p>

Shared Residential Street

The 'Shared Residential' street design is provided as another option to help further reduce the cost by eliminating the sidewalk entirely. Because this will require all modes of travel to potentially mix within the paved roadway, there are additional criteria for eligibility and standard for design:

- Additional eligibility criteria: The traffic volume is projected to be 500 vehicles/day or less.
- Additional design standards:
 - To ensure a low speed traffic environment, traffic calming elements are also required. At a minimum this includes speed bumps. These streets will also have a posted speed limit of 15 mph. The cost of the speed bumps is incorporated into the \$65/month LID estimate.
 - To ensure good visibility of pedestrians using the street, a sight distance analysis will be performed.
- The community has recommended shared streets be evaluated post construction and after a period of time after they have been in use to inform recommended best practices for maintenance such as in the edge treatment, landscaping, and smoothness of surfacing.

ORS 811.111, requires a 15 mph speed limit when driving on an alley or a narrow residential roadway, 18ft wide or less at any point.



Shared Residential Street

Approximate typical LID cost per property owner:
\$65/month/20 years
(based on 50 ft of street frontage)

Traffic Calming

Separated Residential Street

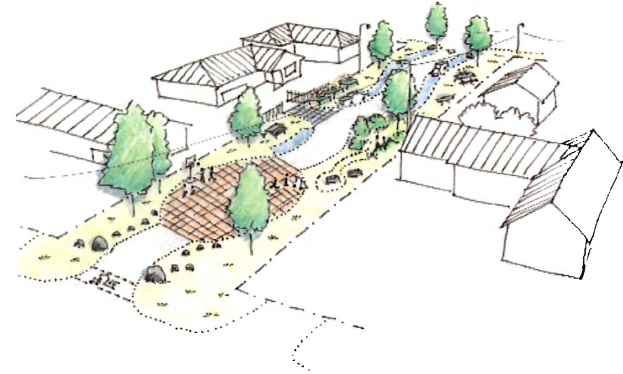
Traffic calming is an optional upgrade for the Separated Residential Street, based on the desires of the adjacent property owners and City Traffic Engineer approval. A wide variety of potential traffic calming tools, from speed bumps to ‘chicane’ alignments and pinch points that allow only bike and pedestrian through traffic in the middle of the block, will be available to slow traffic speeds. Any traffic calming added to the street design would be an additional cost to the basic design.

Shared Residential Street

Because pedestrians will mix with bikes and cars within the 16 ft paved roadway, traffic calming is a requirement for a Shared Residential Street design. The design speed of these roadways is 15 mph, which the Oregon Vehicle Code currently requires for narrow residential streets. This design speed can be achieved with speed bumps, the minimum requirement. Speed bumps have proven to be among our most cost effective tools for speed reduction. Speed bumps are included in the estimated \$65/ month typical LID cost per property owner. The need for additional traffic calming measures will be evaluated on a case by case basis.

Stormwater Management

The intent of the two new design standards is to utilize the gravel shoulder portion for stormwater management through infiltration. This approach primarily depends on the local infiltration rate, which varies across the City. The Residential Street Based Design Standards without



There are many design options for traffic, from relatively inexpensive speed bump calming to curvilinear designs that create more flexible public spaces within the right-of-way. Paint and landscaped edges should also be further explored.

public stormwater system as shown may be applicable to about one third of the area of the city.

Given challenges of topography, landslide concerns and low infiltration rates in some areas, such as SW Portland, the costs of stormwater management required for traditional street improvements may be prohibitively expensive for repaving of streets in established neighborhoods. In response to these constraints the Bureau of Environmental Services and the Portland Bureau of Transportation are collaborating on approaches to utilize the road shoulder to convey and manage stormwater as technically feasible. These approaches depend primarily on the local site conditions and infiltration rates and would be reviewed by BES on a case by case basis. In all cases, the conveyance of a 10-year storm event must be considered in terms of downstream safety for both local residents and the right-of-way and must discharge to an approvable disposal point. Depending on site circumstances, solutions could range from simple, over-land flow, to road-side ditches, to conventional curb and gutter and underground piped systems paired with other neighborhood scale stormwater management facilities.

Maps showing stormwater management areas, infiltration rates, high ground water elevations, and topography will help inform the drainage design necessary.

Maintenance Responsibility

The City accepts maintenance responsibility for streets built to the design standard where the city has formally accepted them This currently

The City Engineer, based on findings that a standard improvement is not feasible, may allow a temporary street improvement, not maintained by the City, which requires present and future owners be counted in favor of any proposed standard improvement of said street [City Code, 17.88.020, For Buildings and Planning Actions] by agreeing to a waiver of remonstrance.

Residential Streets Maintained Today:

	Public	Private
Paved		
Without Curb	78%	22%
With Curb	99%	1%
Unpaved	0	100%
Unimproved	0	100%

includes almost all streets paved with curb and the majority of streets paved without curb. Maintenance of all unpaved local streets in Portland is the responsibility of the adjacent property owners.

Streets built to either of the two new design standards will become City maintained for the pavement portion of street. The gravel shoulders and separated sidewalk will remain the responsibility of the adjacent property owner.

Low-Income Deferral

Large percentages of dirt and gravel streets are in generally low-income neighborhoods, such as Cully, Brentwood-Darlington and outer NE/ SE Portland. Even with the significant cost reduction of the new design standards, many property owners will still find the monthly LID assessment too expensive.

The pros and cons of some financing options were explored. These are included in Appendix C.

PBOT's experience with LIDs formed since the redesign of the LID program in 2000 indicates that participation can be enhanced through program's that help with affordability, such as grants and/or low-income deferrals.

Waivers of remonstrance, (waiver), a property's obligation to not plead in objection to formation of a local improvement district and recorded against the property, exist on approximately seven percent (7%) of City parcels. The city may require development to sign a waiver of remonstrance for future street and stormwater improvements as a condition of development if the development will be benefited by the street and stormwater improvements.

Issuance by the City reached a peak in 1994 – 1997, and the most often sought developer request in public works appeals. Although it obligates the parcel into formation of an LID a waiver does not obligate Council to approve an LID; a waiver only obligates the property to be counted in favor of an LID.

On November 4 1998, City Council passed Resolution 35738 directing the Local Improvement Administrator reinvent the Local Improvement District (LID) program.

Since the LID redesign, 34 local improvement districts (LIDs) have been formed by City Council. Of the 23 with completed final assessments, all but 4 were formed with majority petition support (not relying upon waivers for formation). Two were council initiated, and two were petition-initiated with less than majority petition support, with waivers of remonstrances making up the difference.

LID Program modifications proved to be an important tool for improving local streets however their effectiveness is limited by the cost to individual property owners. LID's in low income neighborhoods have generally only been successful with a subsidy from an outside funding source.

The Street by Street Initiative recommends a new low income deferral program be made available to the LID program in areas that are not eligible for tax increment or Community Development Block Grant financing. This financing option would be eligible to all property owners participating in an LID in which a majority of households within the LID earn less than 80% of the area's median family income. The option would allow deferral of payment for the first five years after final assessment is imposed.

Americans with Disabilities Act (ADA)

Both the Separated Residential Street and the Shared Residential Street designs meet the requirements of the ADA in terms of surface treatment and cross slope.

Sidewalk(s) only

In some cases, simply adding a walkway may be appropriate on unimproved rights-of-way that provide access to no or a limited number of adjacent properties. This may allow for creation of a critical connection to a school or other neighborhood destination that does not need a strong accommodation for motorized vehicles. Construction through an LID of a roadway in need of sidewalk only will be allowable. The approximate typical LID cost per property owner is \$20/ month/ 20years (based on 50 ft of street frontage).

Utilities

The new design standards are not intended to change existing design standards or code requirements in relation of the placement of utilities.

Emergency Response Access

Portland Fire Bureau operations are regulated by Title 31 of the City Code which specify minimum street design standards for emergency response access. While a 20 ft local street width is preferred, the Fire Bureau has acknowledged that, in the case of residential dirt and gravel streets, the 16 ft width proposed is a significant enhancement to access and response time compared to the existing condition.

Work in Progress

There are several additional elements to the Bureau of Transportation's overall approach to helping dirt and gravel streets and streets that may be paved without curb and sidewalk and do not meet the design criteria of a shared street, to get improved more effectively that will require additional refinement and public involvement. These include:

In-fill Development: In-Lieu of Fee

There is a good opportunity to introduce more flexibility in terms of how in-fill development participates in the improvement of substandard and dirt and gravel streets. Under the current standards, in-fill development on an unimproved street is required to either build frontage improvements to the Traditional Residential Street standard or sign a waiver of remonstrance (which waives the property owner's right to object to the formation of an LID to improve the street). The problem with frontage improvements is that often their functionality is limited if they do not directly connect to other street improvements. It would be better if the funds used for frontage improvements were available to help form an LID that gets the entire street improved as an alternative.

The in-lieu-of fee proposal would allow the option of the City collecting a fee in-lieu of the frontage improvements that could be set aside as leverage funds for forming an LID for the entire unimproved street. Issues associated with the fee amount, how broadly it could be used (for instance on adjacent unimproved street that is more ripe for an LID), and how the broader neighborhood participates in design decision making are needed.

Information Access

To help encourage property owners interested in creating an LID to improve a dirt and gravel streets, the Street by Street Initiative proposes development of a webpage on the Bureau of

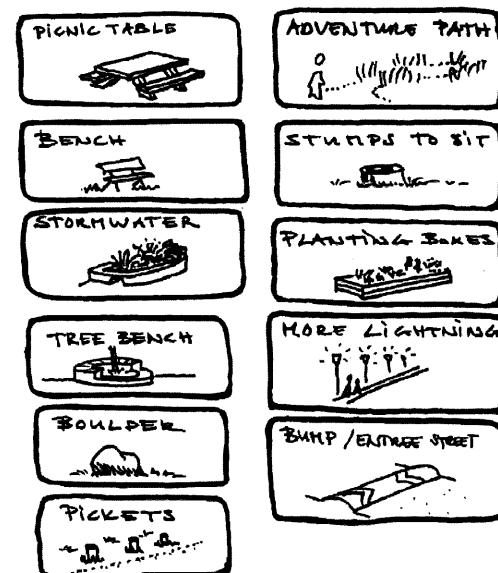
Transportation’s website that allows them to more quickly and easily assess whether their street would be eligible for the new design standards. Readily available information would include maps that identify streets that would be eligible for the new design standards, as well as geographical information that would help identify potential issues such as stormwater management design, street connectivity and key destinations (see Appendix A).

Design Enhancements

In 1990, the National Association of Home Builders, the Urban Land Institute, and the American Society of Civil Engineers joined to publish a milestone in urban street design, Residential Streets, which advocates: designing to minimize traffic volumes and speeds in residential areas; properly scaled streets; streets planned to avoid excessive stormwater runoff; streets which can serve as meeting places and centers of community activity.

The new design standards are intended to also allow for more creative use of the public right-of-way. Based on the desires of the neighborhood, these street designs also provide opportunities for additional design elements that can enhance the aesthetics and livability of streets.

For several decades now, Europe has been developing street designs that build on the shared street standard by encouraging additional non-transportation uses that enhance the overall quality of life for the adjacent residents. Known as ‘home zones’, and woonerfs, these streets not only are designed to minimize traffic speeds but to become safe spaces for a wide range of activities. (see Appendix E)



Potential additional design elements that could be considered if desired, as part of the new street designs to which could assist streets serving as meeting places and centers of community activity.

Design Approval Process & Public Involvement

A process for involving the residents of a street and the broader neighborhood in decision making around the specific design of the shared streets, particularly in relation to the types of traffic calming tools used and design enhancements, needs to be developed to ensure the design functions well within the surrounding street network -

In 2004 the Bureau of Transportation adopted Administrative Rule TRN-1.09 - Design Standards for Public Streets and Creating Public Streets and Pedestrian Connections through the Land Use and Building Permit Process as the design standards for public streets and established right of way and street widths for residential streets at 26ft wide roadway and 11ft sidewalk corridors, a “Traditional Residential Street Standard”.

For Buildings and Planning Actions the City Engineer, based on findings that a standard improvement is not feasible, [due to drainage, topography, lack of infrastructure, or other conditions], may allow a temporary street improvement, not maintained by the City[City Code, 17.88.020].

It may be in the City’s interest to consider also for buildings and planning actions, for the City Engineer, based on findings that a traditional residential standard improvement is not feasible, to consider other types of residential street improvements that are appropriate to their context and constructed to the standards of and accepted for maintenance by the City. It also may be in the City’s interest to consider the same for streets improved as LIDs, not just for building and planning action-related streets, which are typically public works permits.

Whereas the LID program includes provisions to consider public input of the residents of a particular street proposed for improvements, as part of the residential street context street improvements required by building and planning actions do not have a public input opportunity.

Cost Estimates

The Bureau's level of confidence in the cost estimates for this project is low. Despite the best efforts of developing efficient and effective cost estimates, each street is unique and must be designed and constructed to address the context of issues and unique environment that presents itself.

RESOLUTION NO. 10-007

**A RESOLUTION ESTABLISHING PUBLIC
IMPROVEMENT GUIDELINES FOR CERTAIN
LOCAL STREETS NOT SUBJECT TO PROVISIONS
IN THE LAND USE AND DEVELOPMENT
ORDINANCE**

WHEREAS, the City Council has determined that public improvements for certain local streets can best be provided by flexible guidelines rather than fixed standards which are adopted as part of the City's Land Use and Development Ordinance; and

WHEREAS, the City Council has viewed many of the streets proposed to be covered by these guidelines; and

WHEREAS, the City has had the opportunity to review the proposed guidelines on several occasions, and

WHEREAS, on March 15, 2010, the City Council adopted General Ordinance No. 10-1303, which provided for the creation of new development standards for streets in residential zones, which standards were intended to be flexible as to street trees, sidewalks, planting strips, and widths; and

WHEREAS, General Ordinance No. 10-1303 provided that the new development standards for streets in residential zones were to be established by City Council resolution; and

WHEREAS, the City Council conducted a discussion item for the proposed guidelines on March 29, 2010; and

WHEREAS, following the discussion item on March 29, 2010, the City Council approved the guidelines and directed staff to prepare a Resolution adopting the guidelines; and

WHEREAS, it is in the best interest of the public for the City Council to adopt the proposed public improvement guidelines;

**NOW THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL, AS
FOLLOWS:**

Section 1. Public Improvement Guidelines Adopted. Public improvement guidelines are hereby adopted for those streets as listed in the document entitled "Street Segment List," attached hereto as Exhibit "A."

Section 2. City Manager Authorized to Approve Exceptions. The City Manager is authorized to make exceptions to these guidelines on a case by case basis.

Section 3. Effective Date. This resolution shall be effective as of April 26, 2010.

PASSED AND ADOPTED THIS 26TH DAY OF APRIL, 2010.

Voting Yes, Councilor: _____

Voting No, Councilor: _____

Absent, Councilor: _____

Abstaining, Councilor: _____

AND APPROVED BY THE MAYOR THIS 26TH DAY OF APRIL, 2010.

James L. Wilcox, Mayor

Attest:

Julie Krueger, MMC, City Clerk

Street Segment List

This list of public improvement requirements for the specified street segments is a supplement to the street standards in the LUDO. In order to qualify for this list a street segment must be identified as a local street in the City's Transportation System Plan and be located in a residential zone.

The street segments are divided into categories based on a variety of on site factors including the level of current public improvements, the extent of existing build out of the adjacent lots, the topography, the length and location of the street segment, and the position of the street segment as part of an overall City wide pedestrian network.

When determining public improvement requirements for these street segments, City staff are encouraged to be flexible, using the following categories as guidelines. If on site conditions prevent using the standards established for a category, City staff are authorized to require a lesser set of public improvements.

From time to time new streets are created that have not yet been identified in the TSP. If these streets meet the general requirements for this list, City staff are authorized to determine the public improvement requirements until such time as the Council has the opportunity to revise this list.

Private streets are included at the end of the list for the sole purpose of identifying them as private streets. The City does not maintain private streets. As private streets they generally do not come within the requirements for public improvements.

This List generally identifies what type of development would be required for each category. For those with less than full public improvement, the actual public improvement requirements will be detailed as part of the permit process. In addition to public improvements, right of way is also sometimes an issue. This list does not attempt to suggest what right of way width is appropriate, although a width of 40 feet is a minimum preferred width. The right of way width is a separate issue that applies to only a few of these streets as most of the right of way widths have already been set. Right of way width would also be established on a case by case basis where needed at the time of permit application.

As properties develop, or redevelop, the owner would be required to develop the streetscape to the minimum requirements of the relevant category. Additional improvements, if feasible, would be allowed and encouraged, but not required.

STREET SEGMENT CATEGORIES

A-1 Full Improvement. Properties adjacent to these street segments will be responsible for full improvement, which is full pavement of the roadway, curbs, sidewalks on both sides of the street, and a storm water system in place. Category A-1 includes street segments that can handle this level of public improvement at this time. The improvements would be required to be installed at the time of development. This category includes street segments with one or more of the following characteristics.

1. Located in a new subdivision with required full improvement.
2. Street segments that are already fully improved or predominantly fully improved.
3. Street segments that will provide future access to significant areas of town.

6th from 3rd Place to Liberty
7th Pl from Court to Case
7th from Trevitt to Court
7th from Hosteller to Chenoweth Lp
8th from Snipes to Walnut
8th from Bridge to 4th St Grade
8th Pl from Court to Case

9th from Cherry Heights to 10th
 11th from Wright to E of Thompson
 12th from Jordan to Kelly
 13th from Kelly to H St
 13th from Riverview to Lewis
 13th from View Ct to Oregon
 13th from Quinton to Thompson
 13th Pl from Riverview to Clark
 13th Pl from View Ct to Dry Hollow
 14th from Jordan to Dry Hollow
 14th from Riverview to Lewis
 15th from W of Mt. Hood to Bridge
 15th from Trevitt to Liberty
 15th from Jefferson to H St
 15th from Riverview to end
 15th from Montana to Quinton
 15th from 16th to Thompson
 16th from Bridge to Liberty Way
 16th from Riverview to end
 16th from Oregon to Oakwood
 16th Court E and W of Nevada
 16th Pl from Monroe to Kelly
 17th from H to Riverview
 17th from Montana to Nevada
 17th from Thompson to E of Thompson
 17th Pl from Jefferson to Fairview
 18th from Mt. Hood to Bridge
 18th from Jefferson to 19th
 19th from W of Garrison to Garrison
 19th from Fairview to Dry Hollow
 20th from 18th to 19th
 21st from end to Lewis
 21st from View Ct to E of Claudia Lane E Knoll Ct
 22nd from W of Garrison to Garrison
 23rd from Wright Street to Mt. Hood
 Brentwood Dr from E of Summit Ridge to Columbia View
 Bridge St from 18th to 8th
 Case St from 8th Pl to 7th
 Chenowith St from Cherry Heights to 8th Pl
 Clark St from end to N of 9th St
 Court St from S of 14th to 12th
 Crest Court
 Eiberta
 Esther Way
 F St from 14th to 7th
 Fairview from S of 21st Pl to 20th
 Federal from 14th to 7th
 G from 16th Pl to 7th
 Garrison from S of 22nd to Scenic
 Garrison from 16th to 6th
 H from 17th to 10th
 Harris from 12th to 13th Pl
 I Street from 13th to 9th
 I St from 17th to 15th
 J St from 13th to 9th
 Jordan from 9th to 14th

Exhibit "A"

Jordan from S of 23rd to 23rd
Knoll Ct
Knoll Dr
Laughlin from 14th to 7th
Lewis from S of 21st to 19th, from 14th to 9th
Liberty from 15th to 6th
Lincoln from 16th to N of 8th
Lincoln Way from Grant Cir to 16th
Madison from 15th to 11th
Minnesota
Montana from Dry Hollow to 14th
Nevada
Oregon
Pomona from 10th to commercially zoned property
Pentland from 16th to 6th
Quinton from end to 10th
Riverview
Roberts from 12th to 10th
Royal Crest
Shearer from 12th to 13th Sherman Dr
Summit Ridge
Union from 14th to 10th
Verdant from 13th to 10th
View Ct
Wasco Dr
Washington from 14th to 7th Pl
Wright St from Wright Dr to 23rd
Wright St from 11th to 9th

A-2. Deferred Full Improvement. These street segments are appropriate for full improvement but do not as yet have a storm water system, or other needed infrastructure in place. Segments placed in this category may not be required to put in all improvements at the time of development. For those improvements not installed, the developer would pay into the City's development fund. The criteria for A-2 are generally the same as A-1 but also may include street segments that provide or are planned to provide access to significant parts of the community that are as yet undeveloped.

10th from Thompson to Richmond
12th from Dry Hollow to E of Richmond
14th East of Dry Hollow to Richmond
Lambert
Morton.
Richmond.
16th from Morton to Richmond

B. Status Quo. This category recognizes that certain areas of the City, as well as isolated streets and street segments, have been developed to a set of standards that are less than what we consider full improvement, but are unlikely to provide opportunities for full improvement. For these streets we will identify the area, the standard where possible, and accept the existing standard for that area. There will likely be several different sets of standards in this category. Key elements for placing street segments in this category include:

- 1 Existing substantially full build out.
2. A set of identifiable and common improvements.
3. A short or dead end street.

New construction will be required to meet the existing area improvements, but not be required to build to a higher standard.

Blakely Addition. Full pavement and curbs. No sidewalks.

11th from Blakely Dr to Blakely Way

12th from Blakely Dr to Blakely Way

Blakely Dr

Blakely Way

Webber from 12th to 13th

Cascade Court. Paved section, but no curbs or sidewalks.

8th between Hostetler and Chenoweth Loop

Cascade St

Cascade Ct

Sorosis Park Area. Fully paved with curbs and sidewalks, except no sidewalks adjacent to areas outside or fronting areas outside the UGB, or next to the park.

20th from Scenic Way to Dead End

21st from Radio Way to Sorosis

21st Place off W 21st

23rd from Radio way to E of Sorosis

Radio Way

Sorosis

West 6th Area

Division from W of US 30 to commercially zoned area.

Lee from 7th to commercially zoned area

Others

9th from Irvine to Chenoweth

13th from Richmond to Lambert

13th from Emerson to end

18th from 16th Place to end

19th from W of Mt. Hood to E of Mt. Hood

21 Pl from 21st to Fairview

25th from W of Wright Dr to Wright Dr

Emerson – has sidewalks on one side but not full pavement to sidewalk

Bridge street between 20th and 22nd and S of 19th

Chinook from SW of 12th to 10th

Claudia Lane at E 21

Grant Cir at Lincoln Way

Harris from 8th to 9th

Monroe from 15th to 16th Pl

Perkins

Short St – full pavement and curbs, no sidewalks.

Walnut from 13th to 10th

Wright Dr at 25th

C. Partial Improvement. Most of the lots adjacent to these street segments will be required to install partial public improvements. Full improvement is the goal, but may not always be feasible, either due to existing development, topography, or lack of needed infrastructure. In particular, these street segments are seen as being an integral part of the pedestrian network. If full improvement is not feasible, then we will work to achieve adequate and uniform right of way with sidewalks on at least one side. Actual requirements will be determined on a case by case basis.

7th from Kelly to 4th Street Grade

7th from Chenoweth to Irving

16th from Mt. Hood to Bridge

16th from Golden Way to 15th

Exhibit "A"

17th from west of Mt. Hood to Garrison
18th from Thompson to Morton
18th from Jordan to Mt. Hood
Irvine from W of 13th to E of 9th, from W of 7th to commercially zoned area
Jefferson from 18th to 10th (including Terrace Dr)
Kingsley from S of Loring (W 16th) to W 13th
Liberty Way
Meek
Myrtle from 8th to 10th
Roberts from Quinton to 15th
Shearer from 10th to 12th
Shearer from 13th to 14th
Verdant from W 10th to W 8th
Webber from Loring (W 16th) to W 13th

D. Minimal improvement: For development or redevelopment in these areas we will focus on obtaining uniform right of way width and pavement for travel lanes. At least 40 feet of right of way is a goal. Generally these areas will not have sidewalks, or storm water systems. Most of the lots on these streets are already developed with few existing public improvements. Generally these are streets with one or more of the following characteristics:

1. Streets that are of limited length.
2. Dead end streets.
3. Streets with a low volume of traffic.
4. Few, if any, public improvements.
5. Streets that are not scheduled to be connected to other streets in the future.
6. Existing housing.
7. Uneven right of way width.

8th from W of Chenowith Loop to Chenowith Loop
9th from Myrtle to Walnut
9th Pl from W of Kingsley to Walnut
11th from NW of Chinook to SE of Chinook
12th from NW of Chinook to SE of Chinook
14th from Elberta to SE of Kingsley
14th Pl from Thompson St to E of Thompson
15th Pl from W of Terrace Dr to E of Terrace Dr
15th Pl from G to E of G
Eric Ct
Fallon Ct
Flora Ct
Frost Ct
Garden Ct
Gorden Ct
Home Ct
Jordan from 14th to 18th
Kingsley from 10th to 9th
Lorenzen Ct
Loring St (W 16th) from Meek to Webber
Pleasant Court
Richland Ct
Stoffer Ln
Sandy Ln
Washington from S of 14th to 14th
Wright Street N of 9th

Other Streets

1. Streets not included in the TSP

For various reasons some streets are not listed in the TSP. In those situations, City staff will use the guidelines listed above to determine the appropriate level of public improvement. An example of one local street not in the TSP is E 9th Street east of Morton.

2. Private streets

Private streets are listed for identification purposes only. They are not subject to the LUDO requirements for public improvements.

Denton
Jordan past about 24th
Bennett Way
Streets in the Lone Pine area except Lone Pine Blvd
Floral Street
Home Street
Russula Way
Amanita Dr
Morel Ct
Morel Dr
Chantrelle
Meadow Way
Sterling Drive

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GENERAL ORDINANCE NO. 91-1127

AN ORDINANCE PRESCRIBING METHODS AND PROCEDURES FOR MAKING LOCAL IMPROVEMENTS; FOR LEVYING AND COLLECTING SPECIAL ASSESSMENTS; FOR CREATION AND ENFORCEMENT OF ASSESSMENT LIENS; AND REPEALING GENERAL ORDINANCE NOS. 658 AND 840, AS AMENDED, AND DECLARING AN EMERGENCY.

THE PEOPLE OF THE CITY OF THE DALLES DO ORDAIN AS FOLLOWS:

Section 1. Definitions. As used in this ordinance, the following definitions apply, except where the context requires otherwise:

- A. "Local improvement" means a capital construction project, or part thereof undertaken by the City of The Dalles pursuant to this ordinance;
- (1) Which provides a special benefit only to specific properties or rectifies a problem caused by specific properties; and
 - (2) The costs of which are assessed against those properties in a single assessment upon the completion of the project; and
 - (3) For which the property owner may elect to make payment of the assessment plus appropriate interest over a period of at least ten (10) years.

For purposes of subsection (A), the status of a capital construction project as a local improvement is not affected by the accrual of a general benefit to property other than the property receiving the special benefit.

- B. "Single assessment" means the complete assessment process, including pre-assessment, assessment, or reassessment, as provided for in this ordinance.
- C. "Special benefit only to specific properties" shall have the same meaning as "special and peculiar benefit", as that term is used in ORS 223.389.

City of The Dalles Ordinances

- D. "Capital construction" means the construction, modification, replacement, repair, remodeling or renovation of a structure, or addition to a structure, which is expected to have a useful life of more than one year, and includes, but is not limited to:
- (1) Acquisition of land, or a legal interest in land, in conjunction with the capital construction of a structure.
 - (2) Acquisition, installation of machinery or equipment, furnishings or materials which will become an integral part of a structure.
 - (3) Activities related to the capital construction, such as planning, design, acquisition of interim or permanent financing, research, land use and environmental impact studies, acquisition of permits or licenses or other services connected with the construction.
 - (4) Acquisition of existing structures, or legal interests in structures, in conjunction with the capital construction.
- E. "Structure" means any temporary or permanent building or improvement to real property of any kind, which is constructed on or attached to real property, whether above, on or beneath the surface.
- F. "Capital improvements" means land, structures, facilities, as that term is defined in ORS 288.805, machinery, equipment or furnishings having a useful life longer than one year.
- G. "City Engineer" means the duly appointed City Engineer, or any consulting engineering firm who contracts with the City to provide engineering services.

Section 2. Combining improvements. Several proposed improvements may be combined in one proceeding, and may be described in one notice of publication.

Section 3. Initiation of Projects for Local Improvements. For a proposed local improvement district which includes only residential properties, such a project shall be initiated by the Council only in accordance with the written implementation policy as adopted by City Council resolution. The Council shall initiate a project for a local improvement by adopting a motion to direct the City Engineer to proceed in the manner outlined in Section 3 (A).

City of The Dalles Ordinances

For a proposed local improvement district which consists of non-residential properties, whenever the City Council considers it necessary that a local improvement be made and paid for in whole or in part by special assessment, or whenever the owners of a majority of the property to be included in the district which will benefit specially from the improvement file a written petition with the Council to make a local improvement, the Council shall by motion direct the City Engineer: [as amended by Ordinance 07-1277 adopted by City Council February 12, 2007.]

- A. To make a survey and written report of such project and file the report with the City Clerk within 30 days from the date of the resolution, unless council grants an extension of time. The report shall contain:
- (1) A plat or map showing the general nature, location, and extent of the proposed improvement and the lands to be assessed to pay any part of the costs thereof;
 - (2) A description of the type of the proposed improvement and an estimate as to the length of its useful life;
 - (3) A description of the location and land use of each lot, tract, or parcel of land or portion thereof, which will be specially benefitted by the improvement, together with the name of the owner thereof;
 - (4) A description of the boundaries of the district benefitted by and to be assessed for the improvement;
 - (5) The percentage of the land within the district which is vacant and unused for urban purposes;
 - (6) The assessed valuation of each lot, tract or parcel of land within the district according to the last county assessment roll, and the amount of the delinquent taxes and assessments, and the amount of taxes and assessments levied but not delinquent for each lot, tract and parcel of land within the district; and
 - (7) An estimate of the probable cost of the project, including legal, administrative, engineering, and construction costs attributable thereto, and any bond issuance costs, and a recommendation as to a fair apportionment of the whole or any portion of the cost of the project to the property specially benefitted, including any potential multi-frontage relief which may be available for a property which has frontage adjacent to more than one side of an unimproved street, in accordance with a formula for calculating such multi-frontage relief as is established by the City. [as amended by Ordinance 07-1277, adopted by Council February 12, 2007.]

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Section 4. Resolution declaring intent to form district; Notice to owners. After having considered the City Engineer's report, if the council desires to undertake the project, it shall by resolution declare its intention to form a local improvement district. The resolution shall:

- A. Direct the City Clerk to cause to be published once each week for two successive weeks, in a newspaper of general circulation in The Dalles, a notice stating:
- (1) The council has declared its intention to form a local improvement district and that the report of the City Engineer is on file in the City Clerk's office, subject to examination; and
 - (2) The estimated total cost of the improvement (less the amount thereof to be borne by the City, if any); and
 - (3) A description of the district to be specially benefitted by the improvement; and
 - (4) The date by which remonstrances may be filed with the City Clerk; and
 - (5) The project will be suspended for six months if remonstrances are filed by the owners of two-thirds (2/3) of the dollar amount to be assessed against the property which is to be specifically benefitted; and [As amended by Ordinance No. 95-1198, passed by City Council and approved by the Mayor September 11, 1995.]
 - (6) The date when the Engineer's report and any objections thereto will be considered by the council and all interested persons; and
 - (7) The Council intends to characterize the cost as an assessment for a local improvement.
- B. Direct the City Clerk to send a notice by mail to the last known address for each owner for the various lots, tracts or parcels of property within the improvement district, which notice shall state:
- (1) The estimated total cost of the improvement (less the amount thereof to be borne by the City, if any),
 - (2) A brief description of the property owned by the person to whom the notice is sent,
 - (3) The time within which remonstrances may be filed,

- (4) The date when the report of the Engineer and any objections thereto will be heard by the council and all interested persons;
 - (5) An estimate of the proposed assessment;
 - (6) A brief description of the methods by which the owner may pay for the assessment, if the assessment is actually imposed on the property; and
 - (7) The Council's intention to characterize the cost as an assessment for a local improvement.
- C. Under the charter and for the purpose of this ordinance, an "owner" entitled to remonstrate against a proposed improvement shall be the record holder of the title to the land, or a purchaser in possession of the land under a land sale contract. Provided further, that such a contract must be recorded in Wasco County, Oregon, or if not, the purchaser must attach to his remonstrance a duly certified or photostatic copy of his land sale contract, or a verified statement from the record holder of legal title that such a contract exists and that the purchaser is in possession thereunder. For the purpose of the notice described in Section B hereof the "owner" shall be the record holder of legal title unless a land sale contract or memorandum thereof is of record showing the name of purchaser.

Section 5. Improvement Assessment Procedure.

- A. Resolution declaring intent to proceed. Remonstrances shall be in written form, and must be received by the deadline set forth in the Notice of Intent to Form. The Council shall consider any remonstrances filed and objections made to the City Engineer's report. If the Council finds that the project has not been defeated by remonstrances, and that the City Engineer's report is reasonable and just, the Council may by resolution adopt the report and declare its intention to proceed with the improvement. The Council may require a supplementary report from the City Engineer, or it may amend the report prior to adoption.

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- B. Contract Bidding Procedures. After the Council has declared its intention to proceed with the local improvement, it may direct the City Engineer to prepare plans and specifications, and call for bids to let out the work on contract. The Council may provide that the work shall be done by City forces. Contracts issued for work on the local improvement project shall comply with the rules and regulations for competitive bidding adopted by the City Council, acting as the local contract review board, and with the provisions of the Oregon Revised Statutes concerning public contracts.
- C. Review of Engineer's Final Report. When the cost of the local improvement district has been determined, after the work is done, the council shall decide whether the property benefitted shall bear all or a portion of the cost. The City Engineer shall prepare the assessment to the respective lots within the assessment district and file it in the City Clerk's office. Notice of such assessments shall be mailed or personally delivered to the owner of each lot proposed to be assessed, which notice shall state the amounts of assessment proposed on that property and shall fix the deadline for filing objections with the Clerk. The grounds for objection shall be stated in the objection filed with the Clerk. The council shall consider such objections and may adopt, correct, modify or revise the assessments and shall determine the amount of the final assessment to charge against each lot within the district, according to the special and peculiar benefits accruing thereto from the improvement, and shall by ordinance spread the assessments.

Section 6. Special conditions requiring alternative financing procedures. When in the opinion of the council, on account of topographical or physical conditions, unusual or excessive public travel, or other character of the work involved, or when the council otherwise believes the situation warrants it, it may contribute what it deems a fair proportion of the cost of such improvement from funds of the City, and the amount to be assessed to the property benefitted shall be proportionately reduced. Nothing herein contained shall preclude the council from using other available means of financing improvements, including federal or state grants-in-aid, sewer service or other types of service charges, revenue bonds, general obligation bonds, provided that such means of financing comply with the provisions of Article XI, Section 11b of the Oregon Constitution.

Section 7. Appeals. Any person who feels aggrieved by any assessment imposed under the provisions of this ordinance, may within 20 days from the date of passage of the ordinance levying the assessment, file an appeal with the circuit court of the State of Oregon for Wasco County. Such appeal and the requirements and formalities thereof, shall be heard, governed and determined and the judgment thereon rendered and enforced so far as is practical in the manner provided for appeals from reassessments contained in the Oregon Revised Statutes.

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Section 8. Assessment records - Liens. The assessment ordinance shall direct the City Clerk to enter in the docket of City liens a statement of the respective amounts assessed upon each particular lot, tract or parcel of land within the improvement district, together with the name and address of the record owner thereof. The docket of City liens is a public writing and the original and certified copies of any matter authorized to be entered in the docket are entitled to the force and effect of a public writing. From the date of entry of any assessment upon any lot, tract or parcel of land or part thereof, the sum so entered shall be deemed to be an assessment levied and a lien upon the property, which lien shall have priority over all other liens or encumbrances on the property insofar as the laws of the State of Oregon allow.

Section 9. Assessment collection procedure. The sum of money assessed for any improvement as provided in this ordinance shall not be collected until by order of the council not less than ten (10) days' notice is given by the City Clerk by publication in a newspaper of general circulation published in the City of The Dalles, Oregon, of the collection of the assessment. Publication of said notice in one issue of said newspaper shall be sufficient, and such notice shall identify the local improvement for which the assessment is to be made, each lot to be assessed, and the final assessment for each lot. The notice shall also state that such assessment must be paid within 20 days from the date of first publication of the notice, or bonded within 20 days from the date of first publication of the notice, as provided in the Bancroft Bonding Act. At the time of publication of the notice, the City Clerk shall cause to be mailed to the owner of each lot or tract of land assessed, at his/her last known address, a notice setting forth the substance of the notice of collection of assessment, and including specifically the particular lot or tract of land owned by the person to whom notice is sent, and the amount of the assessment. Assessments which are not paid or bonded within the time stated shall bear interest at ten percent (10%) per annum beginning with the last day on which assessment is required to be paid. The owner to whom the notice is mailed as required by this section shall be the "owner" as defined in Section 4 C of this ordinance.

Section 10. Assessment - Ascertainment of owner. For the purpose of ascertaining who is the owner of any lot, tract, or parcel of land or part thereof assessed for the improvements herein described, the City Clerk may take the certificate of any abstractor, abstract company or person or persons engaged in the searching or examination of titles, who may be designated by the council for said purpose, which certificate shall state who is the record owner or contract purchaser of record for each such lot, parcel, or tract of land or part thereof subject to said assessment on the date the council declared its intention to proceed with the improvement, as shown by the records in the office of the County Clerk of Wasco County, Oregon.

Section 11. Assessment deficit - Notice - Collection. If the proposed assessment has been made on the basis of estimated cost, and upon completion of the work the cost is found to be greater than the estimated cost, the council may, by resolution, make a deficit assessment for the additional cost. The City Clerk shall send notice thereof by mail to the last known address of any affected property owner, at least ten (10) days prior to hearing, setting forth a hearing date and place where objections may be made. The council shall make a just and equitable deficit

City of The Dalles Ordinances

assessment by ordinance, and such deficit assessment shall be consolidated with the initial assessment in the lien docket. Such deficit assessment shall be collected in the same manner as the original assessment.

Section 12. Assessment rebate credit - Method of payment. If, upon the completion of a project, it is found that any sum, which has been assessed upon any property, is more than sufficient to pay the cost of the improvement, the council must ascertain and declare the same by ordinance. The excess sum must be entered in the docket of City liens as a credit upon the appropriate assessment. If any such assessment has been paid, the person who paid the same, or his legal representative, shall be entitled to the payment of the portion of the rebate credit which exceeds the cost of the improvement.

Section 13. Bancroft Bonding provisions.

- A. The provisions of the Bancroft Bonding Act set forth in Chapter 223 of the Oregon Revised Statutes, except as modified by the provisions of this section, shall apply to assessments for local improvements.
- B. The provisions relating to rebonding procedures, as set forth in the Oregon Revised Statutes, are hereby adopted by reference.
- C. An owner may submit an application to pay the final assessment in installments over a period of not less than ten (10) years. The application shall provide that the applicant agrees to pay interest at the rate of ten percent (10%) per annum on all unpaid assessments, together with an amount determined by the Council to be sufficient to pay a proportionate part of the cost of administering the bond assessment program including, but not limited to, legal, printing and consultant's fees. The first payment shall be due and payable at the expiration of six months from the date of assessment in the bond lien docket. The next payment shall be due and payable within six (6) months of the due date of the first payment. Payments shall be made on a semi-annual basis thereafter.
- D. An owner shall have the option to file a written election with the Council to have the final assessment payable over a period of less than ten (10) years. The written election shall:
 - (1) Be signed by the owner or a duly authorized representative thereof;
 - (2) Contain a description of the assessed property and the local improvement for which such assessment is made; and

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- (3) Contain a statement that the owner acknowledges that the Oregon Constitution provides that such assessments may be levied over a period of not less than ten (10) years, and that the owner irrevocably waives such right arising under the Oregon Constitution to have such assessment levied over a period of not less than ten (10) years.

- E. Upon receipt of a written election, the Council shall determine, by resolution, the period of years over which the assessment may be paid. The election shall be recorded in the bond lien docket for the local improvement to which such assessment relates. From and after the time at which such election is recorded, it shall be valid and binding upon all subsequent owners of the property or any part thereof.

Section 14. Authority to abandon and rescind improvement proceedings - Refunds. The council shall have full power and authority to abandon and rescind proceedings for improvements hereunder at any time prior to the final consummation of such proceedings, and if liens have been assessed upon any property under this procedure, they shall be canceled, and any payments made thereon shall be refunded to the payor, his assigns or legal representative.

Section 15. Effect of procedural errors. No improvement assessment shall be invalid by reason of a failure to give, in any report, in the proposed assessment, in the ordinance making the assessment, in the lien docket or elsewhere in the proceedings, the name of the owner of any lot, tract or parcel of land or part thereof, or by mistake in the name of any such person or the entry of a name other than the name of such owner, or by reason of any error, mistake, delay, omission, irregularity, or other act, jurisdictional or otherwise, in any of the proceedings or steps hereinabove specified, unless it appears that the assessment as made, insofar as it affects the person complaining, is unfair and unjust; and the council shall have the power and authority to remedy and correct all such matters by suitable action and proceedings.

Section 16. Assessment foreclosure procedures. The City may proceed to foreclose as delinquent any lien for assessments made hereunder or made under previous ordinances and charter provisions of the City of The Dalles, in the manner and at the time provided in ORS 223.505 to 223.595, as now or hereafter amended. In supplementation of this law, the City Clerk is hereby designated as the person required to prepare the delinquent list as provided in ORS 223.515, and the City Treasurer is hereby designated as the officer responsible for collection of the unpaid liens or assessments named in the list, and the Mayor and City Clerk are hereby designated as the persons who shall execute to the purchaser a deed of conveyance, as described in ORS 223.570.

City of The Dalles Ordinances

Section 17. Reassessments. Whenever all or part of any assessment for improvements was or is declared void or set aside for any reason or its enforcement refused by any court by reason of jurisdictional or other defects in procedure, whether directly or by virtue of any court decision or when the council is in doubt as to the validity of all or part of any such assessment by reason of such defects in procedure, the council may by ordinance make a new assessment or reassessment with respect to all or part of the original assessment upon the lots which have been benefitted by all or part of the improvement to the extent of their respective and proportionate shares of the full value of such benefit. Such reassessment shall be made in accordance with the provisions set forth in the Oregon Revised Statutes.

Section 17(A). Reapportionment of Assessments. Property held in single ownership at the time of adoption of a resolution declaring the intent to form a local improvement district, need not be divided by the City for the purpose of levying assessments except when the City receives actual notice of the division of ownership of such property prior to the adoption of the ordinance spreading the assessments. After an assessment has been levied upon a contiguous parcel of property in single ownership as provided in this ordinance, there shall be no division or reapportionment of the assessment lien except under the following procedure:

- A. The owner of all or any portion of a parcel of contiguous land subject to a single assessment may make application to the City Clerk for a division and reapportionment of the assessment. The application shall contain a legal description of each parcel of land into which the property is proposed to be divided, together with the name and address of each of the owners and any other party having an interest in such property.
- B. After the receipt of the application, the City Clerk shall mail a notice to each owner and party having an interest in the property. The notice shall set forth the date and time of the meeting of the City Council when the matter shall be considered, which meeting shall not be scheduled earlier than ten days from the mailing of the written notice.
- C. Prior to or during the meeting of the City Council at which the application will be considered, the City Engineer shall make a report and recommendation to the Council for the apportioning of the assessment lien between portions of the property to be divided, and describing the effect of such a division upon the City's security.
- D. During the meeting, the applicant and any owner or party having an interest in the property may be heard, and the Council may make a decision at such meeting, or the Council may defer its decision to another meeting to be scheduled within 30 days.

City of The Dalles Ordinances

- E. The City Council shall make no reapportionment of an assessment which will impair the security of the City for the collection of the assessments upon the property, and the Council may impose conditions upon such reapportionment for the protection of the City.
- F. A reapportionment of an assessment shall become effective only after the adoption of an ordinance declaring such reapportionment and providing for the amendment of the City lien docket to conform with the ordinance. [Section 17A added by Ordinance 94-1192, passed by the Council and approved by the Mayor August 22, 1994.]

Section 18. Cancellation of proceedings and rebate of liens. In the event any improvement project is not defeated by remonstrance, and the council determines to proceed with the work after the hearing, a contract for the doing of the work shall be let, or the work shall be commenced within one (1) year from the date of the hearing except as provided in this section. In the event the contract is not let or the work commenced within one (1) year from the date of the hearing, the proceedings to establish the local improvement district shall be of no force and effect, and any liens docketed or assessments collected shall be canceled and rebated. If any litigation, including eminent domain proceedings, is initiated concerning the formation of a local improvement district, the one (1) year period shall not commence until the litigation has been finally resolved. Where the council determines, in its best judgment, that it would be advisable to postpone commencement of a portion or portions of the work for a time past the 12 month period herein provided, in order to achieve a more orderly development of the project, it may so declare in its resolution of intention to proceed with the improvement. The council shall review the project on a periodic basis. Assessments for the portion or portions of the work to be done at a later date may be held in abeyance by the council until the council determines to proceed with the remaining portion or portions of the work. A record of the estimated proposed assessments so held in abeyance shall be recorded in the Deed Records of Wasco County so as to provide notice to all interested persons that the property to be benefitted by completion of the project is subject to further assessment.

Section 19. Purchase of Non-Remonstrance Agreements. A property owner, or property owners, who has or have previously signed a waiver of remonstrance agreement to participate in a local improvement district to construct a public improvement which specifically benefits their property, where a local improvement district has not yet been established, shall have the right to purchase their interest in the waiver of remonstrance agreement by paying an amount to the City for the value of the improvement(s) that would otherwise have been constructed under the local improvement district. The amount to be paid shall be calculated by the City on a frontage foot basis. The amount paid to the City to purchase the interest in the waiver of remonstrance agreement shall be deposited into a fund which the City maintains for the construction of local public improvements. Upon payment of such a sum, the waiver of remonstrance agreement shall

be considered to be cancelled and null and void. For waivers of remonstrance agreements recorded with the County Clerk, the City shall record an appropriate document indicating the waiver of remonstrance agreement has been terminated and is no longer in full force and effect. [Section added by Ordinance No. 07-1277, adopted by City Council February 12, 2007.]

Section 20. Repeal. Ordinance No. 658 passed October 5, 1949, and approved October 6, 1949, as amended, and Ordinance No. 840, as amended, are repealed. [Section renumbered by Ordinance No. 07-1277, adopted by City Council February 12, 2007.]

Section 21. Emergency clause. Inasmuch as it is the duty of the council to provide by ordinance the procedure for making local improvements and there is pending for immediate consideration of the council several requests for local improvements, and it is the duty of the council to maintain the public health and safety, now, therefore, an emergency is declared to exist and this ordinance shall go into full force and effect immediately upon its passage and approval. [Section renumbered by Ordinance No. 07-1277, adopted by City Council February 12, 2007.]

Passed by the Council and approved by the Mayor June 6, 1991.

TO: Planning Commission

FR: Concerned East Side Local Citizens

RE: Residential Infill

DATE: November 6, 2013

A group of local concerned citizens would like to provide comments for consideration during upcoming residential infill planning. For the past eight years, we have urged city council and staff to develop a plan that would provide incentive for city infill rather than continuing to develop plans that tax citizens above their ability to pay or finance.

We are suggesting the planning commission consider proposing to the city council that all existing remonstrance agreements be removed as they are nothing more than a lien on private residential property. As with the Manning case reported in The Dalles Chronicle last week, the two remonstrance agreements on their property were signed by a previous owner nearly ten years ago. When Manning's purchased their home, they did not know about these remonstrances nor did they know their financial impact. Each time a property with remonstrance sells, it devalues the property when the potential purchaser finds out about the remonstrance and walks away or demands a lower price. This will continue to become reality as more citizens in The Dalles realize the unreasonable financial burden a remonstrance (most likely signed by previous owners) will bring.

Another city practice that we believe is slowing development is the change in city ordinance that outlines a developer as someone seeking to build on one piece of property. Previous city ordinance was in alignment with Oregon state practice of defining a development as more than three homes. Dave Hunnicut stated at the Town Hall meeting held in The Dalles, earlier this summer that legislature never intended a development to compose of fewer than four homes. Residential infill development is not happening because street costs, at an astounding figure of \$351 foot, can easily comprise 40% or more of the value of the home and property.

Potential solutions to assist funding for street improvements could be attained by:

- using funds that are currently being collected for new street improvements such as system development charges (SDCs)
- gas tax
- transportation fees
- monthly storm drain fees
- franchise fees
- corrected, restructured for availability urban renewal funds
- funds redirected from collected revenue for discontinued projects
- future potential revenues resulting at the termination of tax-exempt business enterprise zones

A citizen, whose property sits on a street deemed below city standards who wishes to add an addition to their home, or even a garage, is currently required to sign a remonstrance in order to attain a permit. We have spoken to many people who want to but will not build due to a required remonstrance and the cost per foot for the improvements.

Former business owner of local restaurant, Big Jim's and later a contractor, Ted Beckley experienced first hand the frustrations and problems experienced trying to develop in The Dalles. He left our city as another long term resident whose experiences and success were tainted by the city's unreasonable, inconsistent requirements. Mr. Beckley further stated in his correspondence:

“There must be a better way to improve our city. Why has Henderson, NV grown from 26,000 residents in 1968 to 460,000 today. Bend, OR has grown from 8,0000 people in 1968 to 79,000 today. The Dalles has more to offer than both of these other cities put together. The Dalles had 11,000 people in 1968 and today there are 13,000 people. What are we doing wrong? I miss my old town, but I enjoy living in a vibrant city.”

Our legislature recently assisted residents of The Dalles by passing legislation that would prevent The Dalles from requiring citizens during partitioning to pay into a fund for future street developments/improvements. Legislators were appalled that citizens were required to pay into a fund (at any time) without knowledge of if or when street improvements would be made.

At least one of our current city councilors are under the impression that west side residents have already paid for their streets in the past. We believe that some individual citizens have paid for sidewalks and curbs along their property but have not been responsible for the cost of the street or infrastructure under the street.

One size street does not fit all. In our dry climate, why not let more water filter through the ground rather than collect and dump unfiltered water in the river. Many streets are fine and in fact better for our environment without storm water systems.

As you discuss and consider ways to promote residential infill and street development/improvements, please find ways to accomplish these without taxing citizens beyond reason.

Attached: Manning letter to City Council

Dear City Council, Staff & Honorable Mayor,

November 6, 2013

My name is Kindra Manning. My husband Sean and I and our two children reside at 2919 E. 9th Street in The Dalles. Due to employment demands and availability of work for my husband, we accepted his job transfer to Martinez, California in April of 2013.

We listed our home, situated on .8 acre connected to city water and equipped with its own septic; for sale with Bonnie Long in May 2013. This listing brought to our attention a potential lien in the form of a non-remonstrance signed in January 1994 by previous owner, David G. Kenworthy. Prior to this title report we were not ever made aware that a city lien encroached on our homes' title. As a matter of fact Sean and I both attended a city council meeting December 5, 2005 at which time, having notice from our city manager, Nolan Young that issues regarding facilities development and the continued promotion of a Gravel Street policy would be on the agenda. A vote by city council concluded not to proceed with any infrastructure or facilities development and with no other facilities development pending we concluded that our obligation was complete. That may have been a bit naive but there was nothing to tell us any different.

In June, shortly after listing our property, we received a near full price offer from a local family. After speaking with Dick Gassman and being told that a \$60-80k lien was on our title, this buyer terminated their offer and wrote so in addendum on July 28, 2013.

Another buyer revoked their offer after speaking with a city staff member and was told that if they were to purchase our home they would certainly be forced to pay for street improvements as soon as any development occurred, on any properties adjoining east 9th street.

The costs that were being quoted to prospective buyers by the city is approximately 40% of the value of our home. I cannot imagine how gifting up to 40% of our homes value for a street and a larger waterline will greatly improve our lives.

The first lien was placed on our property in 1994 and since then costs associated with the cities LID's have grown disproportionately to our home's real market value making this ordinance an obsolete tool for the city's future ideals for building roads in residential areas. We will not ever be able to create future streets in The Dalles or improve infrastructure by clinging to these ordinances of the past. The city of The Dalles should not continue to support ordinances that will likely assess homeowners out of their homes and literally onto the streets we were forced to pay for.

I should have the right to sell my home without the encumbrance of these liens and ask that the city remove all waivers of remonstrance associated with the property at 2919 E 9th so that buyers can purchase our home without the threat of future costs holding them hostage as we have felt it has held us for so many years now.

Nolan has said in the Agenda Staff Report that city council has the ability to change its policies and to remove the waiver of remonstrance on our title allowing us to sell our home unencumbered. I strongly urge the council to make these policy changes today so as to avoid a tidal wave of sales forfeitures across the city of The Dalles.

Granting our request for removal of both waivers of remonstrance will not have any direct impact on the City budget and will not likely interfere with future LID projects. It is time for growth and forward progress in The Dalles and it is time to rid our city of ordinances and policies that hold back the opportunities for growth and prosperity. I want to thank you in advance for being the voice of change and allowing me to reconnect my family through the sale of our home.

Sincerely,
Kindra Manning

improvements

Ted Beckley <tedbeckley@gmail.com>

Thu, Oct 31, 2013 at 4:28 PM

To: loyalq@gmail.com

Hi Linda,

Thanks for the note on your meeting.

The problems I had with planning and installing our subdivision was when we had the first stages of planning we agreed on 2 different stages of building but it was drawn out for the final completion. Dick Gassman and I agreed on stage one to complete 10th street and 12th street improvements and after that was completed I could start 11th street improvements. When I wanted to sell one of the houses I built and put in the street, curbs, storm-drain and sidewalk, (on stage one) Dick Gassman informed me that they would not allow subdividing one lot until the whole project was completed , even 11th street which we agreed to finish after stage one was completed. We finished both stages so we would be allowed to sell one house that was completed. Now I have a lot of my retirement money tied up in a town that is DEAD.

There needs to be more competition in improving our streets and sidewalks, some of the estimate's I have seen are 4 times the dollar amount I had to pay.

There must be a better way to improve our city, Why has Henderson, NV. grown from 26,000 people in 1968 to 460,000 Today and Bend OR. has grown from 8000 people in 1968 to 79,000 today ? The Dalles has more to offer than both of these other Cities put together. The Dalles had 11,000 people in 1968 and today there are 13,000 people , What are we doing wrong?

I miss my old Town, but I enjoy living in a Vibrant City,

Ted Beckley

Henderson, NV.

341 383-2000

Concerned owner

To the editor:

We are writing to share some thoughts regarding the Nov. 14 City Council work session, Residential Infill Development Policies and Procedures.

For the past seven years we have been troubled by the city's interest in passing on horrific street development costs of approximately \$350 per foot to property owners for the streets surrounding our home. As a homeowner at the edge of the city limit, property sizes are much bigger than in the city core. Even at a 75-foot lot, this fee is still financially back-breaking. At 220 feet, it is ruinous.

Why is East Ninth Street and Richmond under a proposed full LID? Unfortunately for us, we own two pieces of property on these streets that will cost us over \$110,000 for sidewalks and streets our tiny neighborhood does not need. Not even "corner lot relief" will spare us. Most of our neighbors' charges would run \$60,000 to \$80,000. This is just unbearable to anyone, let alone people whose finances can barely keep them in their homes. Presently, Richmond Street is in good condition; not long ago the county installed adequate ditches.

Richmond is a steep hill that dumps onto Old Dufur Road. Many times in icy winters, ditches on the side of Richmond have been used by drivers to slow or stop themselves before sliding onto Old Dufur Road. Sidewalks would prevent this fail-safe, and we don't have enough foot traffic to justify them.

Recently, street improvements to Jefferson, 10th and 12th, as well as Brewery Grade, were completed without cost to homeowners. An attempt to create an LID for Thompson Street at \$100 per foot was thwarted by property owners. Why was Thompson Street's proposed cost so much less per foot?

A storm sewer fund has been established to offset cost of new developments. Those funds should be used when improving streets. Storm sewers are one of the biggest costs, therefore this fund should be built up enough to pay for such LIDs.

This huge expense will suck all of the equity out of these homes and leave some homeowners upside down on their mortgages. In addition, costs this high can stifle growth and create a precedent for other neighborhoods in town.

We implore the city council to listen and speak on behalf of the citizens. If the city cannot afford to improve streets, why would the city think property owners could financially bear the complete cost?

Loyal Quackenbush
The Dalles