

AGENDA

REGULAR CITY COUNCIL MEETING

January 26, 2015

5:30 p.m.

CITY HALL COUNCIL CHAMBER

313 COURT STREET

THE DALLES, OREGON

1. CALL TO ORDER
2. ROLL CALL OF COUNCIL
3. PLEDGE OF ALLEGIANCE
4. APPROVAL OF AGENDA
5. PRESENTATIONS/PROCLAMATIONS
 - A. Certificate of Recognition to Ed Goodman

6. AUDIENCE PARTICIPATION

During this portion of the meeting, anyone may speak on any subject which does not later appear on the agenda. Five minutes per person will be allowed. If a response by the City is requested, the speaker will be referred to the City Manager for further action. The issue may appear on a future meeting agenda for City Council consideration.

7. CITY MANAGER REPORT
8. CITY ATTORNEY REPORT
9. CITY COUNCIL REPORTS
 - A. Resolution No. 15-008 Expressing Concern Regarding Rail Transportation of Crude Oil Through the City of The Dalles

CITY OF THE DALLES

"By working together, we will provide services that enhance the vitality of The Dalles"

10. CONSENT AGENDA

Items of a routine and non-controversial nature are placed on the Consent Agenda to allow the City Council to spend its time and energy on the important items and issues. Any Councilor may request an item be "pulled" from the Consent Agenda and be considered separately. Items pulled from the Consent Agenda will be placed on the Agenda at the end of the "Action Items" section.

A. Approval of January 12, 2015 Regular City Council Meeting Minutes

11. PUBLIC HEARINGS

A. Public Hearing to Receive Testimony Regarding Proposed Supplemental Budget for 2014-15 Fiscal Year [**Agenda Staff Report #15-006**]

1. Resolution No. 15-003 Adopting a Supplemental Budget for Fiscal Year 2014-15, Making Appropriations and Authorizing Expenditures From and Within Various Funds of the City of The Dalles Adopted Budget

B. Public Hearing to Receive Testimony Regarding Residential Infill Development Recommendations from the Planning Commission [**Agenda Staff Report #15-005**]

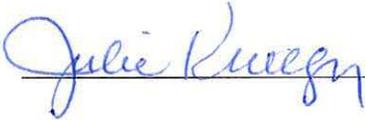
12. ACTION ITEMS

A. Resolution No. 15-004 Authorizing Transfers of Funds Between Categories of Various Funds, Making Appropriations and Authorizing Expenditures for the Fiscal Year Ending June 30, 2015 [**Agenda Staff Report #15-006**]

13. ADJOURNMENT

This meeting conducted in a handicap accessible room.

Prepared by/
Julie Krueger, MMC
City Clerk



RESOLUTION NO. 15-008

**A RESOLUTION EXPRESSING CONCERN REGARDING
RAIL TRANSPORTATION OF CRUDE OIL THROUGH
THE CITY OF THE DALLES**

WHEREAS, the City Council is committed to protecting the health, safety and welfare of its citizens, as well as sustaining the health of its local economy; and

WHEREAS, train derailments can lead to crude oil spills and explosions that pose a significant public health risk; and

WHEREAS, the impact of a derailment to the downtown core of the City of The Dalles has the potential to cause loss of life and devastation to the community, environment, and local economy;

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

Section 1. The City Council urges the Governor of Oregon to use the powers of the State to encourage federal rules to ensure safe transport of crude oil on the rail lines in Oregon.

Section 2. The City Council urges the State of Oregon to require coordination among State agencies concerning preparedness and capacity to respond to an accident involving transportation of crude oil by rail.

Section 3. The City Council urges the Federal Government to implement safety regulations regarding train speeds and rail car designs to obtain safer transport of crude oil.

PASSED AND ADOPTED THIS 26TH DAY OF JANUARY, 2015

Voting Yes, Councilors: _____
Voting No, Councilors: _____
Absent, Councilors: _____
Abstaining, Councilors: _____

AND APPROVED BY THE MAYOR THIS 26TH DAY OF JANUARY, 2015

SIGNED: _____ ATTEST: _____
Stephen E. Lawrence Mayor Julie Krueger, MMC, City Clerk



AGENDA STAFF REPORT
CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
January 26, 2015	Consent Agenda 10, A	N/A

TO: Honorable Mayor and City Council

FROM: Julie Krueger, MMC, City Clerk

THRU: Nolan K. Young, City Manager

DATE: January 14, 2015

ISSUE: Approving items on the Consent Agenda and authorizing City staff to sign contract documents.

A. **ITEM:** Approval of January 12, 2015 City Council Meeting Minutes.

BUDGET IMPLICATIONS: None.

SYNOPSIS: The minutes of the January 12, 2015 City Council meeting have been prepared and are submitted for review and approval.

RECOMMENDATION: That City Council review and approve the minutes of the January 12, 2015 City Council meeting.

MINUTES

REGULAR COUNCIL MEETING
OF
JANUARY 12, 2015
4:00 P.M.

THE DALLES CITY HALL
313 COURT STREET
THE DALLES, OREGON

PRESIDING: Mayor Steve Lawrence

COUNCIL PRESENT: Bill Dick, Carolyn Wood, Dan Spatz, Tim McGlothlin, Linda Miller

INCOMING COUNCIL PRESENT: Russ Brown, Taner Elliott

COUNCIL ABSENT: None

STAFF PRESENT: City Manager Nolan Young, City Attorney Gene Parker, City Clerk Julie Krueger, Administrative Fellow Daniel Hunter, Finance Director Kate Mast, Public Works Director Dave Anderson, Planning Director Dick Gassman, Police Captain Steve Baska, Engineer Dale McCabe

CALL TO ORDER

Mayor Lawrence called the meeting to order at 4:00 p.m.

ROLL CALL

Roll call was conducted by City Clerk Krueger; all Councilors present.

PLEDGE OF ALLEGIANCE

Mayor Lawrence invited the audience to join in the Pledge of Allegiance.

MINUTES (Continued)
Regular Council Meeting
January 12, 2015
Page 2

OATH OF OFFICE

City Clerk Krueger administered to Oath of Office to Councilors Tim McGlothlin, Russ Brown, Taner Elliott, and Mayor Steve Lawrence. The new City Council was seated at the dais,

APPROVAL OF AGENDA

It was moved by Spatz and seconded by Miller to approve the Agenda as presented. The motion carried unanimously.

PRESENTATIONS/PROCLAMATIONS

Presentations to Outgoing City Councilors

Mayor Lawrence presented Certificates of Recognition and blown glass art work to Councilors Carolyn Wood and Bill Dick, thanking them for their service and dedication to the City.

AUDIENCE PARTICIPATION

None.

CITY MANAGER REPORT

City Manager asked the City Council to authorize him to proceed with a contract with Gorge Networks for Phase V of the public Wi Fi expansion. It was noted the funds were from a grant.

It was moved by Spatz and seconded by McGlothlin to authorize the City Manager to proceed with a contract for Phase V of the public Wi Fi expansion project. The motion carried unanimously.

CITY ATTORNEY REPORT

City Attorney Parker said he had been working on various documents for the Airport financing and projects.

CITY COUNCIL REPORTS

Selection of a Council President

It was moved by Miller and seconded by Elliott to select Tim McGlothlin to serve as Council President. The motion carried unanimously.

Assignment of City Councilors to Various Committees and Boards

It was moved by Spatz and seconded by Miller to accept the Council assignments as proposed. The motion carried unanimously.

Budget Committee, all Councilors serve
Airport Board, Tim McGlothlin
Sister City Association, Dan Spatz
Historic Landmarks Commission, Linda Miller
Traffic Safety Commission, Russ Brown
Urban Renewal Advisory Committee, Linda Miller
QLife Agency Board, Dan Spatz and Taner Elliott
Mid Columbia Economic Development District, Steve Lawrence
Mid Columbia Council of Governments, Russ Brown
Community Outreach Team, Steve Lawrence

Councilor Spatz said he would update the Mayor on current activities of the Mid Columbia Economic Development District. He said he hoped to attend some "One Gorge" meetings.

Councilor McGlothlin reported on his attendance at the December Traffic Safety Commission meeting and Airport Board meeting. He said he had enjoyed his time as the Council liaison to the Traffic Safety Commission.

CONSENT AGENDA

It was moved by Spatz and seconded by Miller to approve the Consent Agenda as presented. The motion carried unanimously.

Items approved by Consent Agenda were: 1) approval of December 8, 2014 regular City Council meeting minutes; 2) Resolution No. 15-001 assessing real property located at 1815 Montana Street for the cost of abatement of hazardous vegetation; 3) Resolution No. 15-002 assessing real

MINUTES (Continued)
Regular Council Meeting
January 12, 2015
Page 4

properties located at 2628 East 14th Street and 1606 and 1608 Montana Street for the cost of abatement of junk and hazardous vegetation; and 4) Resolution No. 15-007 appointing Donna Lawrence to the Museum Commission.

CONTRACT REVIEW BOARD ACTIONS

Award Contract for Scenic Drive Reconstruction Phase I Project to Construct a Retaining Wall to Stabilize Movement of Roadway

The staff report was reviewed by Engineer Dale McCabe. In response to a question, McCabe described Phase II of the project, which would be completion of the retaining wall, utilities improvements in the street, new road surface, curbs and sidewalk between Jefferson Street and Esther Way.

It was moved by McGlothlin and seconded by Spatz to authorize the City Manager to enter into a contract with Crestline Construction in an amount not to exceed \$1,173,848.00 for the Scenic Drive reconstruction project. The motion carried unanimously.

Award Contract for West Seventh Street Improvements

Engineer McCabe reviewed the staff report.

Councilor Miller said she would not vote in support of the contract due to her on-going concerns of safety for the residents of the mobile home park. She said this project would add traffic congestion in the area.

Councilor McGlothlin asked if the owner of the mobile home park had been opposed to the project. McCabe said he was not aware of any opposition, only that the owner did not wish to participate in the local improvement district.

Mayor Lawrence asked if safety concerns had been addressed. McCabe said the proposed street would include a future bike lane and had sidewalk on one side of the street.

Councilor Elliott asked if Seventh Street was the dividing line between commercial and residential zoned. Planning Director Gassman said that was correct.

Councilor Spatz asked what the speed limit would be for the new street. McCabe said he believed it would be 25 miles per hour. He said it would be safer for the buses to use Seventh Street and would reduce congestion around the school zones.

MINUTES (Continued)
Regular Council Meeting
January 12, 2015
Page 5

Councilor Brown said he was concerned about school children walking in an area that would have increased congestion.

McCabe said the Traffic Safety Commission had reviewed the plan and both the Traffic Safety Commission and Planning Commission felt this was the best and safest proposal for the bus traffic. Councilor McGlothlin said the proposed bike lane was much needed in that area.

It was moved by McGlothlin and seconded by Spatz to authorize the City Manager to enter into a contract with Crestline Construction in an amount not to exceed \$288,875.00 for West Seventh Street improvements. The motion carried, Miller voting no.

ACTION ITEMS

Approval of Agreement With Northern Wasco County Parks and Recreation District for Maintenance of Riverfront Trail and Downtown Street Trees

City Clerk Krueger reviewed the staff report, recommending the City enter into the service agreement.

It was moved by Miller and seconded by Elliott to approve an agreement between the City and Northern Wasco County Parks & Recreation District for maintenance of .6 mile of Riverfront Trail, associated landscaping and downtown street trees, in an amount of \$13,500. The motion carried unanimously.

Approval of Funding Arrangement for Airport Projects

City Manager Young reviewed the staff report.

Airport Manager Chuck Covert said the long term investments in the Airport would move the Airport toward future self-sufficiency. He said he appreciated the City Council's support.

Resolution No. 15-006, a Joint Resolution With Klickitat County Approving a Funding Arrangement Including Application by the City for a Loan Under the LOCAP Program for Design and Construction of a New T-Hangar Complex and Flex Space Building, and Acquisition of a Hangar

It was moved by Spatz and seconded by Miller to adopt Resolution No. 15-006, a joint resolution with Klickitat County approving a funding arrangement including application by the City for a loan under the LOCAP Program for design and construction of a new T-hangar complex and flex space building, and acquisition of a hangar. The motion carried unanimously.

MINUTES (Continued)
Regular Council Meeting
January 12, 2015
Page 6

Resolution No. 15-005 Approving a Financing Agreement for Airport Facility Improvements and Authorizing Execution of Necessary Agreements, Documents and Certificates

It was moved by McGlothlin and seconded by Elliott to adopt Resolution No. 15-005 approving a financing agreement for Airport facility improvements and authorizing execution of necessary agreements, documents and certificates. The motion carried unanimously.

ADJOURNMENT

Being no further business, the meeting adjourned at 5:02 p.m.

Submitted by/
Julie Krueger, MMC
City Clerk

SIGNED:

Stephen E. Lawrence, Mayor

ATTEST:

Julie Krueger, MMC, City Clerk



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481
FAX (541) 296-6906

AGENDA STAFF REPORT
CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
January 26, 2015	Public Hearings 11, A Action Items 12, A	15-006 15-007

TO: Honorable Mayor and City Council

FROM: Kate Mast, Finance Director

THRU: Nolan K. Young, City Manager *NKY*

DATE: January 14, 2015

ISSUE: Public Hearing on the Supplemental Budgets for the Library Fund (004), the Capital Projects Fund (037), and the Airport Fund (061); Supplemental Budget on Various Other Funds; and Resolution No. 15-003 Adopting a Supplemental Budget for Fiscal Year 2014/2015, Making Appropriations and Authorizing Expenditures from and within Various Funds of the City of The Dalles Adopted Budget;

AND

Resolution No. 15-004 Authorizing Transfers of Funds Between Categories of Various Funds, Making Appropriations and Authorizing Expenditures for the Fiscal Year Ending June 30, 2015.

BACKGROUND: Oregon Budget Law recognizes that after the beginning of the fiscal year, changes in appropriations in the budget sometimes become necessary and so allows for those changes via supplemental budgets and budget amendments. Supplemental budgets are required when allocations are needed for new resources that increase or decrease the total amount of the budget. Budget amendments are required when already allocated amounts are moved from one category to another within a fund.

The budget changes being proposed for City Council consideration at the January 26, 2015 meeting require a combination of both processes, and each process requires a separate resolution.

A Public Hearing is required for any supplemental budget that changes a fund by more than 10%. The Library Fund (004), the Capital Projects Fund (037), and the Airport Fund (061) are the only

funds involved in these proposed changes that exceed the 10% limit. The Public Hearing scheduled for this meeting is for these funds only and the required notice will be published in the Sunday, January 18, 2015, issue of The Dalles Chronicle. It is not necessary for any of the other funds affected by the proposed budget changes to be discussed during the Public Hearing.

The proposed budget changes that total more than 10% of the current budget for the affected funds that are to be discussed at the Public Hearing are as follows:

Library Fund (004): The Supplemental Budget Resolution No. 15-003 recognizes an unanticipated donation of \$678,130 from the Library Foundation to be used for the remaining costs of the design of the Library expansion, and the Geotech and construction costs of that project. The City received a \$40,000 donation from the Foundation last fiscal year that paid for part of the design fees. Total costs of this project are estimated as follows: design = \$64,831, Geotech = \$6,000, and construction = \$647,299. We are proposing to place all of the remaining donation expected in this supplemental budget to make sure that the allocation covers the work that will be done this year, as the exact amount is not known. If we allocate too little, we will have to do another supplemental budget this fiscal year to cover additional expenses.

Capital Projects Fund (037): The proposed Supplemental Budget Resolution No. 15-003 recognizes new revenue in the amount of \$303,319, proposed to be transferred in from the Special Assessment Fund (036), and allocates that amount to the 7th Street LID project.

Airport Fund (061): The City Council on January 12, 2015, authorized the issuance of a bond for \$2,000,000 to provide for the purchase of the privately owned Hanger D, construction of a new flex building that will include facilities for LifeFlight and construction of a new 11 unit T hanger (Hanger F). The proposed Supplemental Budget Resolution No. 15-003 recognizes the bond proceeds and allocates \$68,246 to bond issuance costs and \$1,931,754 to the purchase and construction described above.

Other proposed budget changes that do not total more than 10% of the affected funds and so do not require a Public Hearing are discussed below:

General Fund (001): Budget Amendment Resolution No. 15-004 provides for a reduction of the General Fund Contingency line item by \$103,154, which will then be reallocated to provide an additional \$30,000 for Council approved contracted Business Recruitment services for an additional six months in the City Manager/Economic Development Department; \$5,154 to cover some insurances and HVAC cleaning in the City Hall/Transportation Department that were under-budgeted; and \$68,000 for a Council approved special payment to the Mid-Columbia Fire & Rescue for expansion of Fire Station #2.

Special Grants Fund (018): The Supplemental Budget Resolution No. 15-003 recognizes an additional \$47,232 realized in Beginning Fund Balance and a new grant from Google in the amount of \$97,910, to be allocated to completion of Phase IV and Phase V of the public WiFi expansion project. A total of \$33,661 has or will be received in Federal Grant Funds for expenses incurred in the prior fiscal year and some additional expenses in FY14/15 for The Dalles Dam Tours project. A pending grant from Cycle Oregon in the amount of \$78,750 is anticipated and should be recognized and allocated to the purchase of bike racks, hangers and way-signs by this proposed resolution.

Special Assessments Fund (036): The Budget Adjustments Resolution No. 15-004 reduces the Capital Projects LID line item by a \$10,000 which will be used to increase the Materials & Services Special Legal Services line item in order to cover the costs of filing release of the waivers of remonstrance for approximately 121 properties, as directed by the Council. The Capital Projects LID line item will be further reduced by \$278,319 and the Materials & Services Corner Lot Relief will be reduced by \$25,000, in order to allocate the total of \$303,319 to Interfund Transfers, to be transferred to the Capital Projects Fund (037) for the 7th Street LID Project.

Public Works Utility Fund (009): An insurance payment is anticipated in the amount of \$35,000 for damage to an excavator, which is proposed to be allocated to purchase of a new excavator. These changes are reflected in the proposed Supplemental Resolution No. 15-003.

Water Utility Fund (051): The proposed change is to reduce the Capital Projects line item by \$10,000, and increase the Special Utility Equipment line item by the same number, to rebuild failed intermediate Pump #2.. These changes are reflected in the proposed Budget Adjustment Resolution No. 15-004.

Water Capital Reserve Fund (053): The proposed change is to reduce the Capital Projects line item by \$10,000, and increase the Materials & Services Engineering Services line item by the same amount to pay for costs of completing the Water Management & Conservation Plan..

BUDGET IMPLICATIONS: The Supplemental Budget Resolution No. 15-003 increases the total City Budget by \$3,274,002. The Budget Amendment Resolution No. 15-004 only transfers budget amounts between categories, so there is no increase or decrease in the total budgets.

ALTERNATIVES:

A. Staff Recommendation:

- 1. Move to adopt Resolution No. 15-003 Adopting a Supplemental Budget for Fiscal Year 2014/2015, Making Appropriations and Authorizing Expenditures from and within Various Funds of the City of The Dalles Adopted Budget***

AND

- 2. Move to adopt Resolution No. 15-004 Authorizing Transfers of Funds Between Categories of Various Funds, Making Appropriations and Authorizing Expenditures for the Fiscal Year Ending June 30, 2015.***

- B.** Council could chose to not adopt these budget changes, which would result in the delay of some projects. Over expenditures of some departments and categories may occur, which would result in violations of Oregon Budget Law.

RESOLUTION NO. 15-003

A RESOLUTION ADOPTING A SUPPLEMENTAL BUDGET FOR FISCAL YEAR 2014/2015, MAKING APPROPRIATIONS AND AUTHORIZING EXPENDITURES FROM AND WITHIN VARIOUS FUNDS OF THE CITY OF THE DALLES ADOPTED BUDGET

WHEREAS, the City's Library Fund (004) will receive \$678,130 from the Library Foundation and wishes to allocate those funds for the remaining design, Geotech and construction costs of the Library expansion; and

WHEREAS, the City's Public Works Reserve Fund (009) expects to receive \$35,000 from an insurance payment for a damaged excavator and wishes to allocate those funds to replacement of that excavator; and

WHEREAS, the City's Special Grants Fund (018) realized a Beginning Fund Balance that exceeds the budget estimate by \$47,232 and also has received a \$97,910 grant from Design LLC to be allocated to Phases IV and V of the WiFi Project. The City anticipates receiving a \$78,750 Cycle Oregon Grant for new racks, hangers, and signs, and \$33,611 in additional funds for expenditures made in the prior fiscal year and anticipated in FY14/15 for The Dalles Dam Tours Project.

WHEREAS, the City's Capital Projects Fund (037) will realize an additional \$303,319 from Interfund Transfers from the Special Assessment Fund 036 for the new 7th Street LID project; and

WHEREAS, the City's Airport Fund (061) anticipates a \$2,000,000 bond to be issued for purchase of Hanger D and construction of a new flex hanger and 11 unit T Hanger, and wishes to allocate \$68,246 to bond issuance costs and \$1,931,754 to the Capital Outlay category; and

WHEREAS, a supplemental budget is required in order for the City to allocate and expend these funds in FY14/15; and

WHEREAS, a public hearing is required by Oregon Budget Law only for those funds which propose expenditure increases that exceed ten percent (10%) of the receiving funds, and the funds requiring a public hearing in this resolution are the Library Fund (004), the Capital Projects Fund (037), and the Airport Fund (061).

WHEREAS, the required public notice was published on Sunday, January 18, 2015, and the required public hearing was held before the City Council on Monday, January 26, 2015 for the Library Fund, Capital Projects Fund, and the Airport Fund, as the proposed expenditure increases for those funds exceeded ten percent (10%);

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

Section 1. The City Council hereby adopts the following Supplemental Budget for FY14/15, increasing revenues and making appropriations as shown below.

Summary of Supplemental Budget – Line Item Detail				
Fund	Resource	Amount	Requirement	Amount
Library Fund (004)	Donation from Library Foundation	678,130	Capital Outlay Category	678,130
	Total New Resources	678,130	Total New Requirements	678,130
	New Total Capital Outlay Category			688,130
	New Total All Fund 004 Resources	2,785,891	New Total All Fund 004 Expenditures	2,785,891

Summary of Supplemental Budget – Line Item Detail				
Fund	Resource	Amount	Requirement	Amount
Public Works Reserve Fund (009)	Insurance Claim Payment	35,000	Capital Outlay Category	35,000
	Total New Resources	35,000	Total New Requirements	35,000
	New Total Capital Outlay Category			541,273
	New Total All Fund 009 Resources	541,273	New Total All Fund 009 Expenditures	541,273

Summary of Supplemental Budget – Line Item Detail				
Fund	Resource	Amount	Requirement	Amount
Special Grants Fund (018)	Additional Beginning Balance	47,232	Capital Outlay	257,553
	Additional Private Sector Grants	97,910		
	Additional Federal Grant	33,661		
	Additional State Grant	78,750		
	Total New Resources	257,553	Total New Requirements	257,553
	New Total Capital Outlay Category			12,974,493
	New Total All Fund 018 Resources	13,465,263	New Total All Fund 018 Expenditures	13,465,263

Summary of Supplemental Budget – Line Item Detail				
Fund	Resource	Amount	Requirement	Amount
Capital Project Fund (037)	Interfund Transfer from Fund 036	303,319	Capital Outlay	303,319
	Total New Resources	303,319	Total New Requirements	303,319
	New Total Capital Outlay Category			658,269
	New Total All Fund 037 Resources	739,419	New Total All Fund 037 Expenditures	739,419

Summary of Supplemental Budget – Line Item Detail				
Fund	Resource	Amount	Requirement	Amount
Airport Fund (061)	LOCAP Bond	2,000,000	Materials & Services Category	68,246
			Capital Outlay Category	1,931,754
	Total New Resources	2,000,000	Total New Requirements	2,000,000
	New Total Materials & Services Category			301,966
	New Total Capital Outlay Category			3,359,754
	New Total All Fund 061 Resources	3,685,315	New Total All Fund 061 Expenditures	3,685,315

Section 2. This Resolution shall become effective upon adoption by the City Council and shall remain in effect until receipt and acceptance of the FY14/15 audit report.

PASSED AND ADOPTED THIS 26th DAY OF JANUARY, 2015

Voting Yes, Councilors: _____
 Voting No, Councilors: _____
 Absent, Councilors: _____
 Abstaining, Councilors: _____

AND APPROVED BY THE MAYOR THIS 26th DAY OF JANUARY, 2015

SIGNED:

ATTEST:

 Stephen E. Lawrence, Mayor

 Julie Krueger, MMC, City Clerk



AGENDA STAFF REPORT

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
January 26, 2015	Public Hearings 11, B	15-005

TO: Honorable Mayor and City Council

FROM: Richard Gassman, Planning Director

THRU: Nolan Young, City Manager *nyj*

DATE: January 26, 2015

ISSUE: Residential Infill Requirements Required by the Land Use and Development Ordinance (LUDO).

RELATED CITY COUNCIL GOAL: N/A

PREVIOUS AGENDA REPORT NUMBERS: N/A

BACKGROUND: In the fall of 2013, the City Council directed the Planning Commission to make a comprehensive review of the requirements associated with an owner constructing a single family dwelling on a residential lot. Over the past several months the Commission has undertaken a series of more than 20 meetings which have examined in depth the process and the requirements associated with this type of development. They have proposed a series of changes to the City's policies and LUDO.

PROCESS: The Planning Commission held a number of work sessions to discuss all aspects of residential development, including splitting into work groups to further explore various requirements and potential changes. The Commission made an interim report to the City Council on June 30, 2014 and sought guidance on several issues. The Commission work sessions ultimately led to the Commission holding public hearings on November 6, 2014, November 20, 2014 and December 4, 2014. After the public

hearings, the Commission recommended the Council consider the attached changes to the City's policies.

The City Council public hearing scheduled for January 26, 2015 is a legislative type public hearing.

NOTICE: Notice of this public hearing was published in The Chronicle on January 15, 2015.

COMMENTS: No comments have been received directed to this staff report. A large number of comments have been received during the process and these comments were considered by the Commission in their deliberations.

DISCUSSION: Public improvements have been required at the time of lot development for many years. It has been the primary method for obtaining public improvements in residential areas. In the past any development on any lot obligated the owner to put in the improvements, pay into the fund, or sign an agreement. In 2010 the City modified the LUDO through the adoption of Resolution 10-007. This reduced the requirements by attempting to match the required public improvements so they were similar to the existing local conditions, except on certain more significant streets. The proposals by the Planning Commission would further modify the LUDO by eliminating all public improvement requirements except on those streets identified as Network Streets.

The idea of the Network Streets is the key to the concept as presented by the Commission. The Network Streets would provide enhanced access to all the major areas of town. No residential area would be more than a few blocks from one of these streets. These streets would be fully developed to provide the type of pedestrian, bicycle, and vehicular access envisioned by the State Transportation System Plan as provided for in OAR 660-012-0045. All other residential streets would be improved only if the property owners sought the improvements.

Identifying selected streets for enhanced improvement is the first part of the Commission's concept. The next part is to determine how, and when, and by whom, the improvements would be made. The Commission identified a list of potential methods for installing the improvements, listed in paragraph 5 of the proposals. The Commission listed the options in their preference, but has deferred to the Council to select one.

It is important to remember that these policies would apply only to development of single residential lots in residential zones. Multi-family development, subdivisions, or any development on non-residential lots would be required to follow the existing provisions in the LUDO.

It is also important to note that there are State Regulations that affect this issue, as indicated above. A copy of OAR 660-012-0045 is included with this staff report. Please note paragraph 3 and the regulations that follow it.

BUDGET IMPLICATIONS: The budget implications will vary, depending on the Council's decisions. If, for example, the Council determines that the City take over the responsibility for the improvement of the Network Streets, the money for those costs will need to be identified. The recommended changes from the Planning Commission include as a minimum the City pay for the storm water and engineering on the Network Streets. There was discussion of doubling the current monthly storm water fee to pay for these expenses. If the City assumes the engineering responsibility, the Council will need to determine how to provide that service (engineer all Network Streets at one time or as projects are brought forward by developers) and how to pay for that (City may need to increase engineering staff if all done at one time, or contract for engineering.)

RECOMMENDATION: Review the changes recommended by the Planning Commission, select an option where appropriate, and then adopt the LUDO changes as recommended by the Planning Commission.

SUGGESTED MOTION:

Move to direct staff to prepare an ordinance approving amendments to the Land Use and Development Ordinance as recommended by the Planning Commission, including any changes approved by the City Council, based upon appropriate findings of fact and conclusions of law, to be presented for adoption at a future City Council meeting.

ALTERNATIVE MOTION:

Move to not approve some or all changes and give further direction to staff.

Attachments:

Recommendation of the Planning Commission
Resolution 10-007
Map of Network Streets
Typical Cross Sections
OAR 660-012-0045

The Planning Commission recommends to the City Council that Resolution 10-007, found in the LUDO in Section 10.060 J 5, be repealed and replaced with a new resolution which includes the following:

1. The City establish a network of streets to provide enhanced accessibility for vehicular, pedestrian, and bicycle access as required by OAR 660-012-1145. The streets designated for network status are: Chenoweth Loop, Hostetler from 6th to 10th, Snipes from 6th to 10th, 10th from the west UGB east to Kelly, Union from 5th to 10th, Mt. Hood from 10th to the south city limits, Trevitt from 10th to Scenic Drive, Scenic Drive, Brewery Grade, Kelly, East 16th Place, East 19th west of Dry Hollow to the western intersection with East 18th, East 19th east of Dry Hollow, Dry Hollow, East 12th from Kelly to Thompson, Thompson, Old Dufur Road, and Fremont from Old Dufur Road to Summit Ridge Drive.
2. That the City adopt typical cross sections for these streets as shown on the attached sheets, with exceptions noted below, as a starting point of reference for public improvements on these streets. The typical cross sections to be modified as needed to fit site conditions. For example, Scenic Drive from the end of the sidewalk on the north side east to the view point will not be required to have a sidewalk on that side. A similar determination will be made for the north side of Old Dufur due to slope. Exceptions to this policy include Thompson and Fremont. Due to topographical and legal issues, no typical cross section for enhanced improvements is recommended for these streets. For Thompson, any improvements will be based on political considerations. For Fremont, any enhanced improvement needs to take into consideration the intersection of Hwy 197.
3. The City adopt a policy that allows adjacent property owners to decide whether to install on-street parking, subject to ADA requirements.
4. The improvements associated with each street will be installed at the time of the construction of a new dwelling unless the installation will create an island of improvements. If an island is to be created, then alternative means of satisfying this requirement can be used.
5. Public improvements requirements can be satisfied by any of the following, with the Planning Commission's preferences in order of listing: 1) City pay for the installation; 2) Sign a delayed improvement agreement (DIA); 3) Pay the "cap" amount; 4) Install at time of construction.
6. The City assume responsibility for engineering and installation of stormwater systems for those streets that do not already have a stormwater system, with priority given to the network streets.
7. The City assume responsibility for engineering for public improvements installed by the property owner.
8. All existing waivers of remonstrance and DIAs on residential property be canceled.
9. If the City continues with DIAs, then each agreement should also include a dollar limitation, referred to as a cap, and a sunset provision for the termination of the DIA if improvements are not installed. The DIA should also have a trigger provision for when the improvements would be required. If the Council wants to

continue with the use of the DIA, the Commission recommends that the Council refer the DIA back to the Commission for recommendations on the dollar amount, sunset and trigger provisions and other potential terms.

10. New public streets be accepted by the City only when full improvement has been completed.
11. These requirements only be applied to streets in residentially zoned areas of town and further be applied only to single family development on individual lots. All non-residential development, multiple family development, development in commercial or industrial areas, and subdivisions are not included in these recommendations and those developments be required to comply with requirements found elsewhere in the LUDO.

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

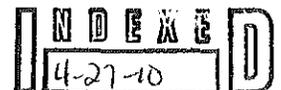
WHEREAS, the City Council conducted a discussion item for the proposed guidelines on March 29, 2010; and

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.

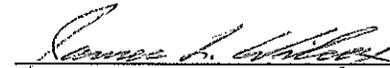
Voting Yes, Councilor: Ahier, Wood, Dick, Spatz

Voting No, Councilor: None

Absent, Councilor: Council Position #1 Vacant

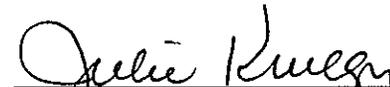
Abstaining, Councilor: None

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 Hostetler to Chenoweth Lp
8th from Snipes to Walnut
8th from Bridge to 4th St Grade
8th Pl from Court to Case

Exhibit "A"

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 PI from Riverview to Clark
13th PI 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 PI from Monroe to Kelly
17th from H to Riverview
17th from Montana to Nevada
17th from Thompson to E of Thompson
17th PI 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 PI to 7th
Chenowith St from Cherry Heights to 8th PI
Clark St from end to N of 9th St
Court St from S of 14th to 12th
Crest Court
Elberta
Esther Way
F St from 14th to 7th
Fairview from S of 21st PI to 20th
Federal from 14th to 7th
G from 16th PI to 7th
Garrison from S of 22nd to Scenic
Garrison from 16th to 6th
H from 17th to 10th
Harris from 12th to 13th PI
I Street from 13th to 9th
I St from 17th to 15th
J St from 13th to 9th
Jordan from 9th to 14th

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 PI 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 PI from Thompson St to E of Thompson
15th PI from W of Terrace Dr to E of Terrace Dr
15th PI 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

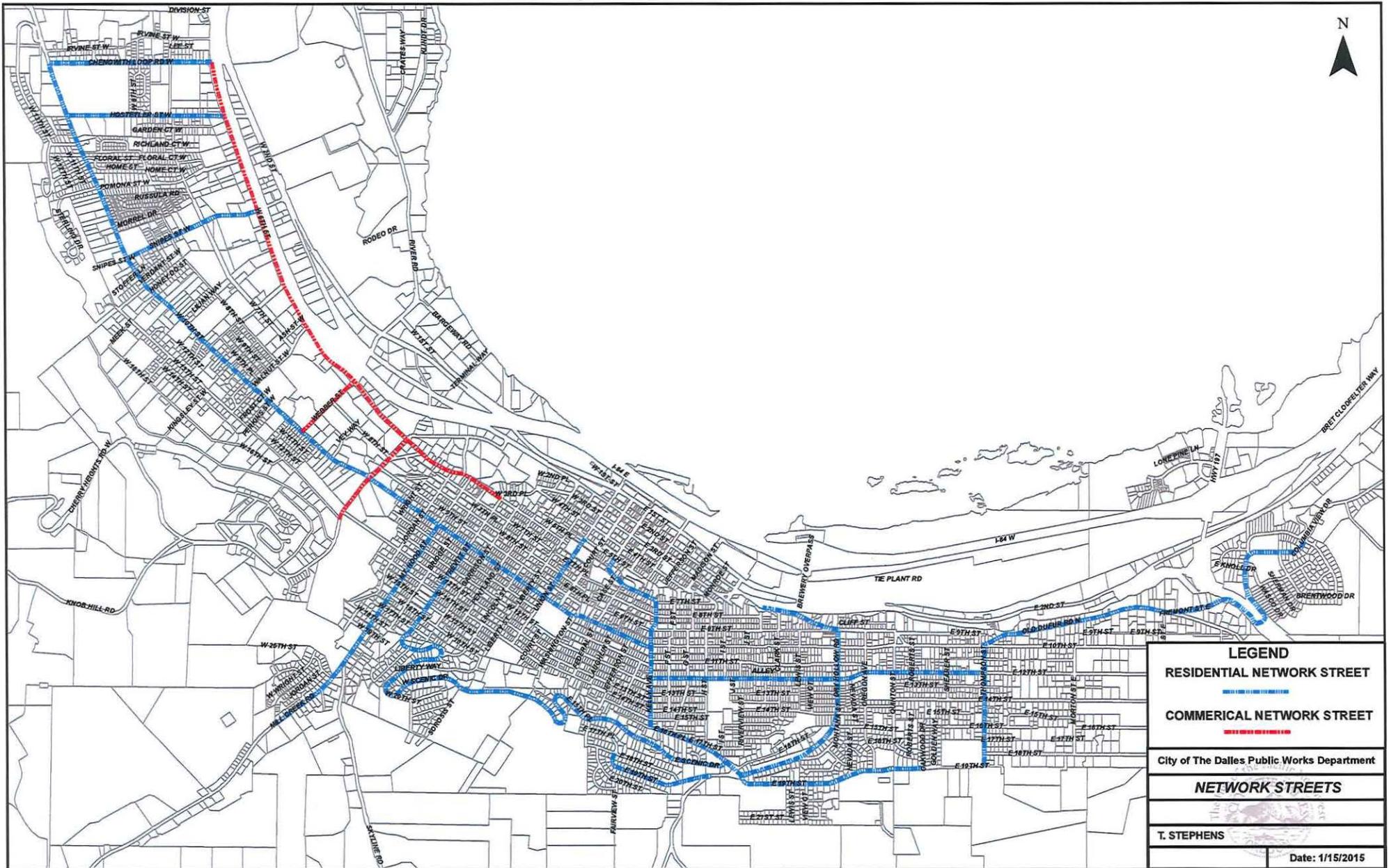
Morel Dr

Chantrelle

Meadow Way

Sterling Drive

NETWORK STREETS

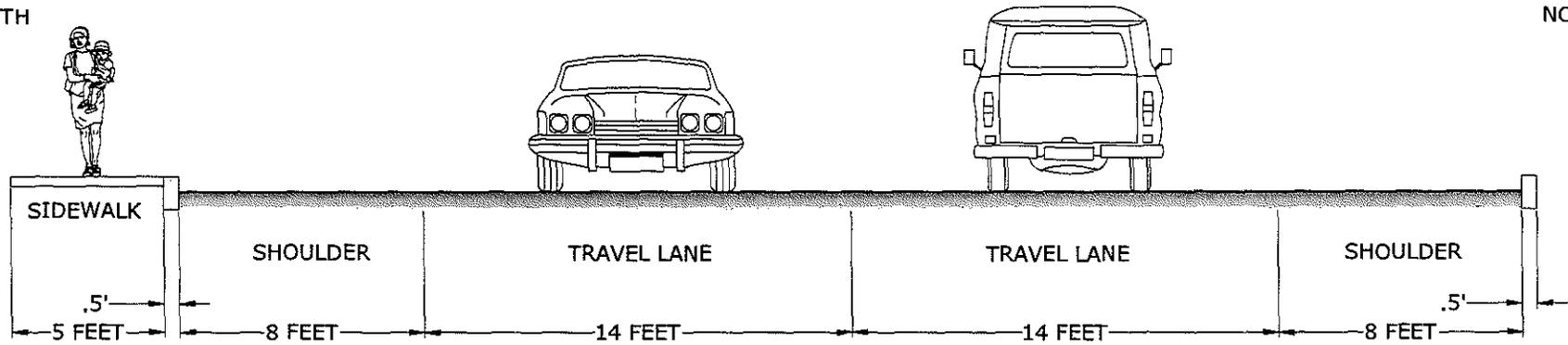


TYPICAL CROSS SECTIONS

BREWERY GRADE CROSS SECTION

SOUTH

NORTH



CITY OF THE DALLES



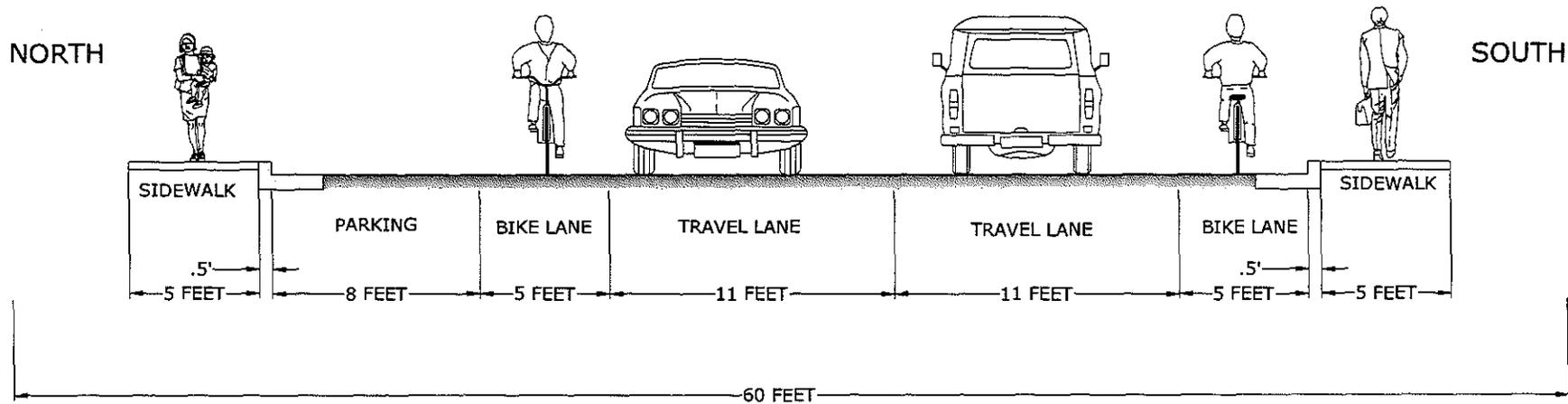
CROSS SECTION

DATE: 10/17/2014

STREET:
BREWERY GRADE

CHENOWITH LOOP ROAD CROSS SECTION

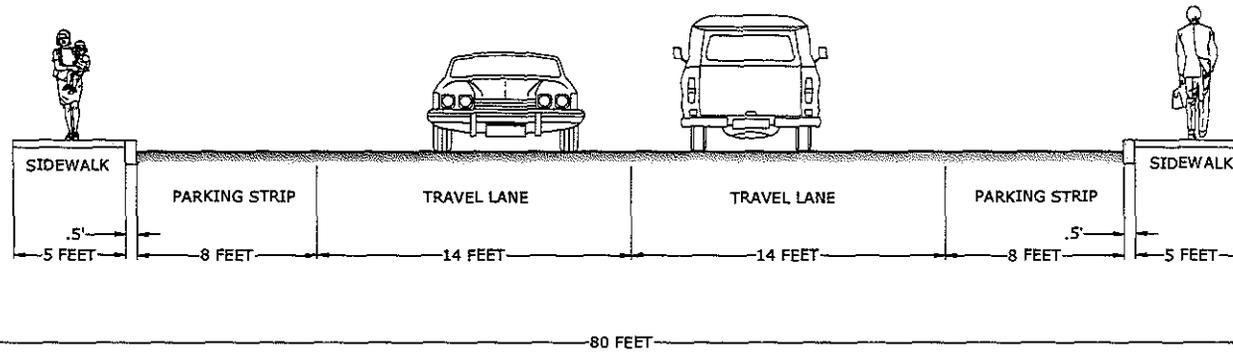
CHENOWITH LOOP ROAD RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: CHENOWITH LOOP ROAD	

COLUMBIA VIEW DRIVE CROSS SECTION

RIGHT-OF-WAY = 80 FEET



CITY OF THE DALLES



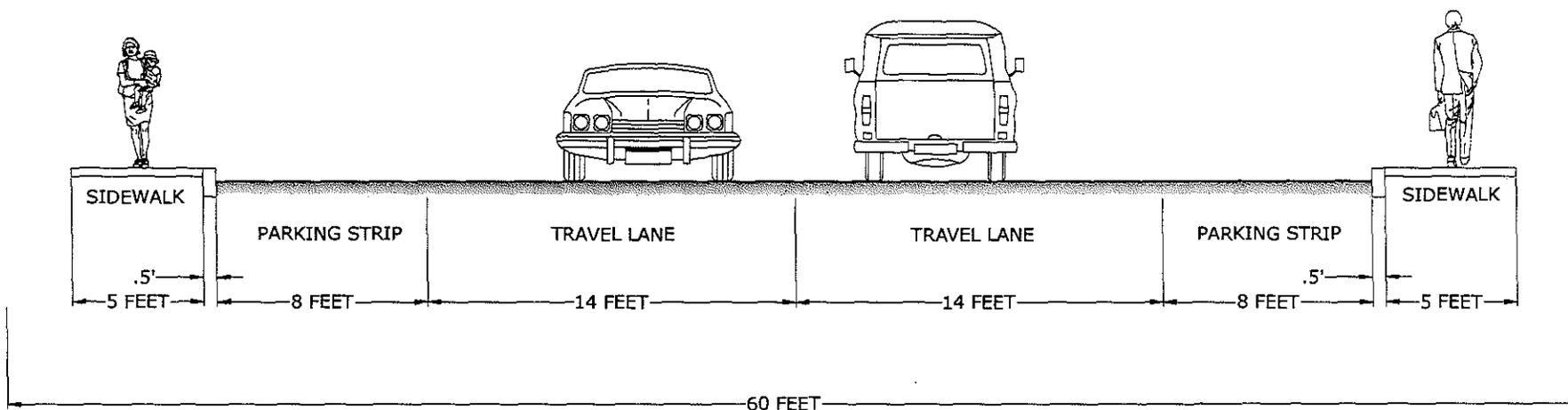
CROSS SECTION

DATE: 10/17/2014

STREET:
COLUMBIA VIEW DRIVE

EAST 19TH STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET
EAST OF DRY HOLLOW ROAD

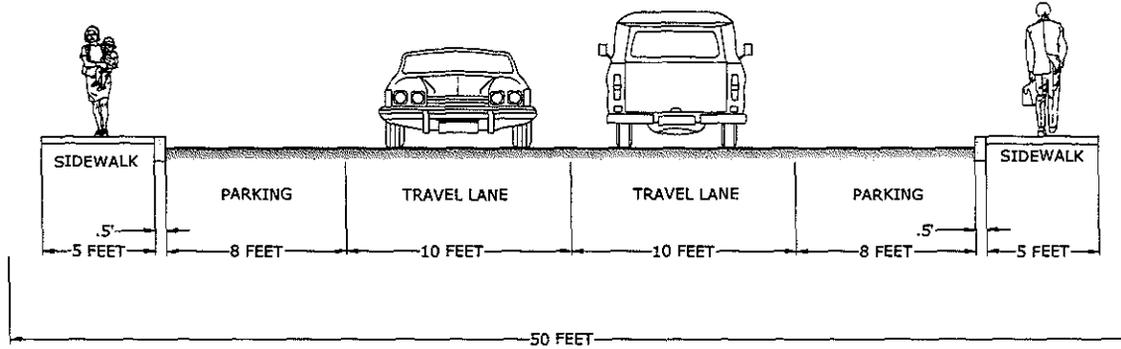


CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 19TH STREET - EAST	

EAST 19TH STREET CROSS SECTION

RIGHT-OF-WAY = 50 FEET

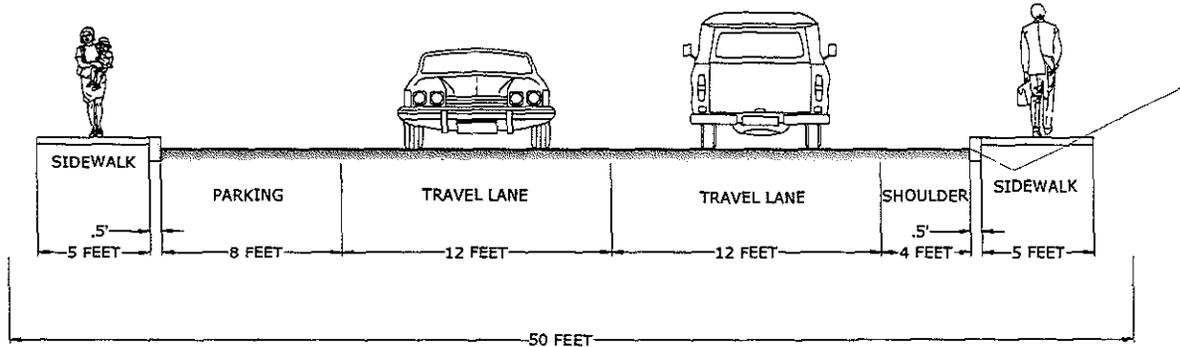
18TH TO 18TH STREET (WEST OF DRY HOLLOW ROAD)



EAST 19TH STREET CROSS SECTION

RIGHT-OF-WAY = 50 FEET

EAST 18TH TO DRY HOLLOW ROAD



CITY OF THE DALLES



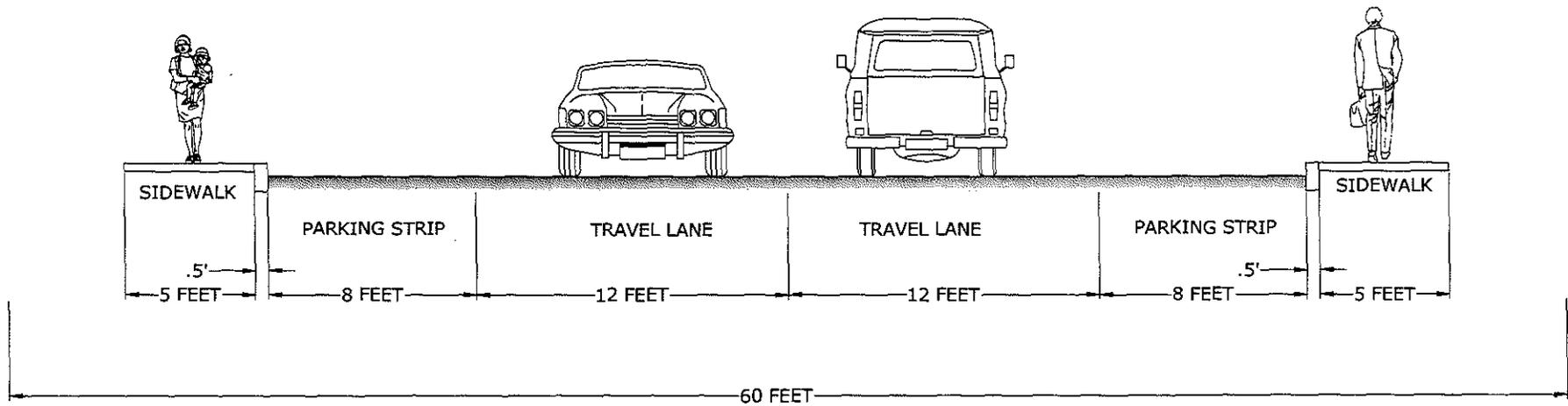
CROSS SECTION

DATE: 10/17/2014

STREET:
SNIPES STREET

EAST 7TH PLACE CROSS SECTION

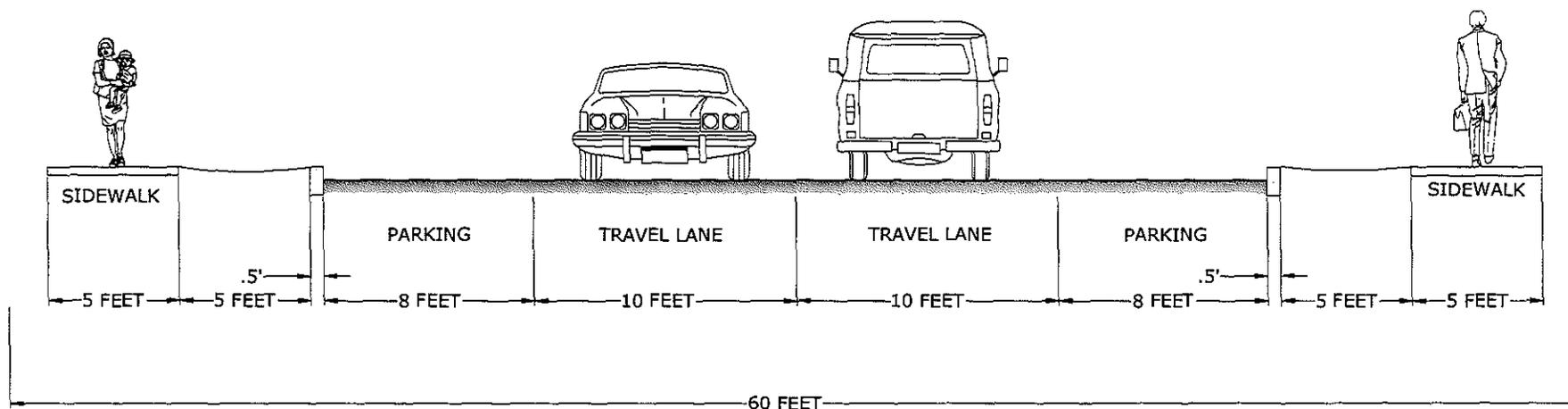
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 7TH PLACE	

EAST 12TH STREET CROSS SECTION

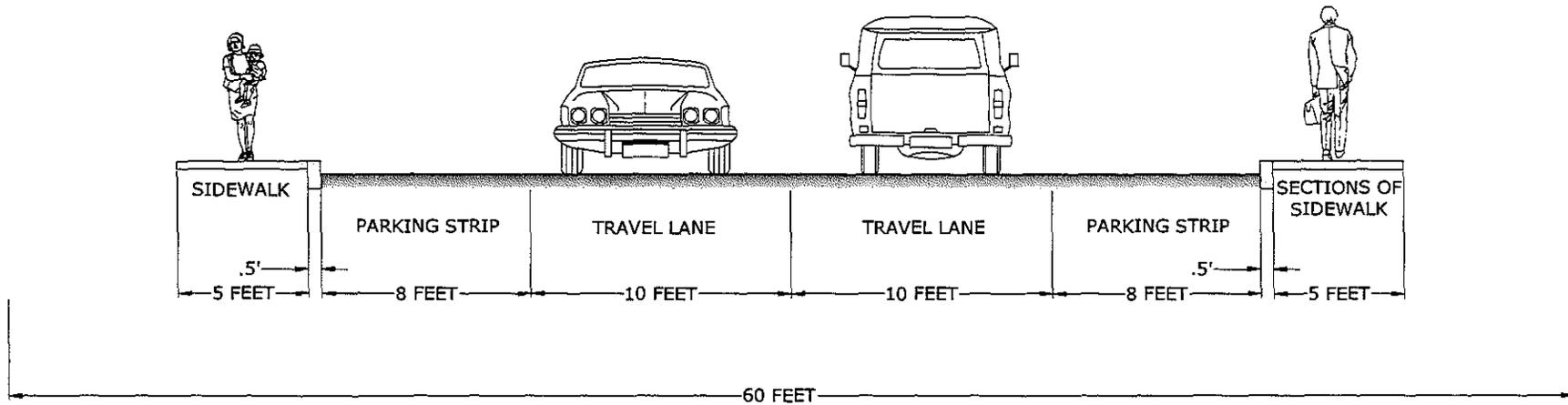
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 12TH STREET	

EAST 16TH PLACE CROSS SECTION

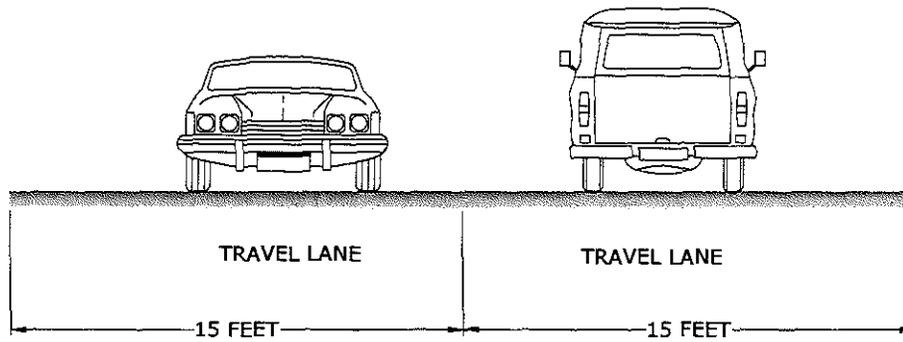
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 16TH PLACE	

FREMONT STREET E CROSS SECTION

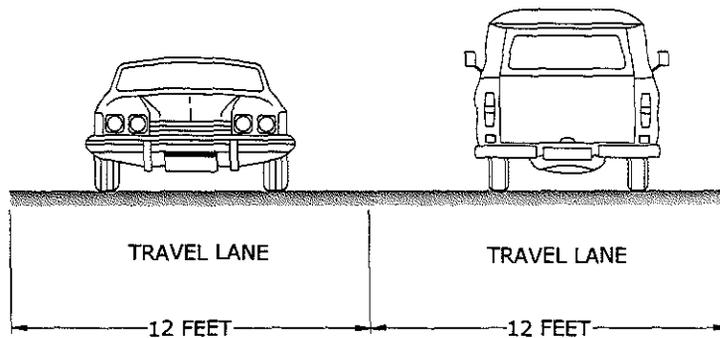
FREMONT STREET RIGHT-OF-WAY = VARIES
CURRENT CROSS SECTION



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: FREMONT STREET - EAST	

FREMONT STREET W CROSS SECTION

FREMONT STREET RIGHT-OF-WAY = 60 FEET
CURRENT CROSS SECTION

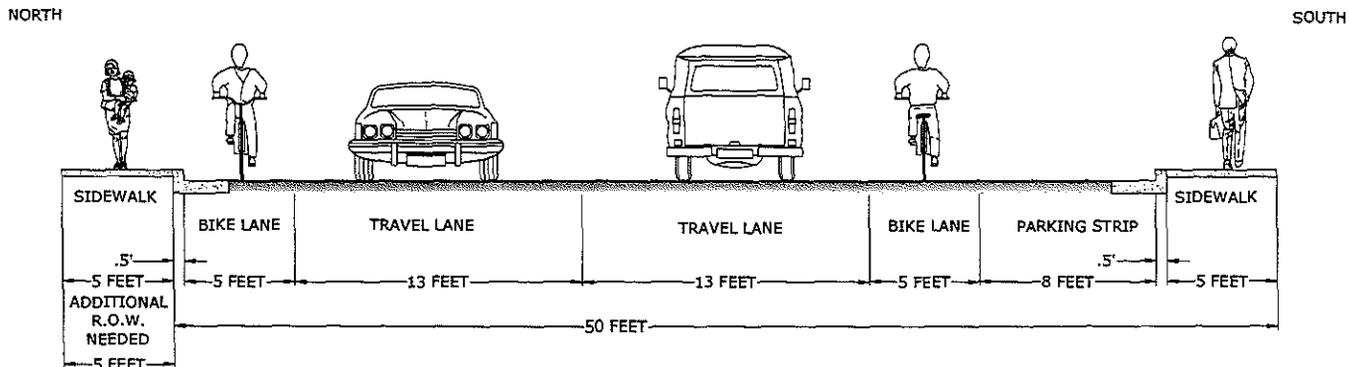


60 FEET

CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: FREMONT STREET - WEST	

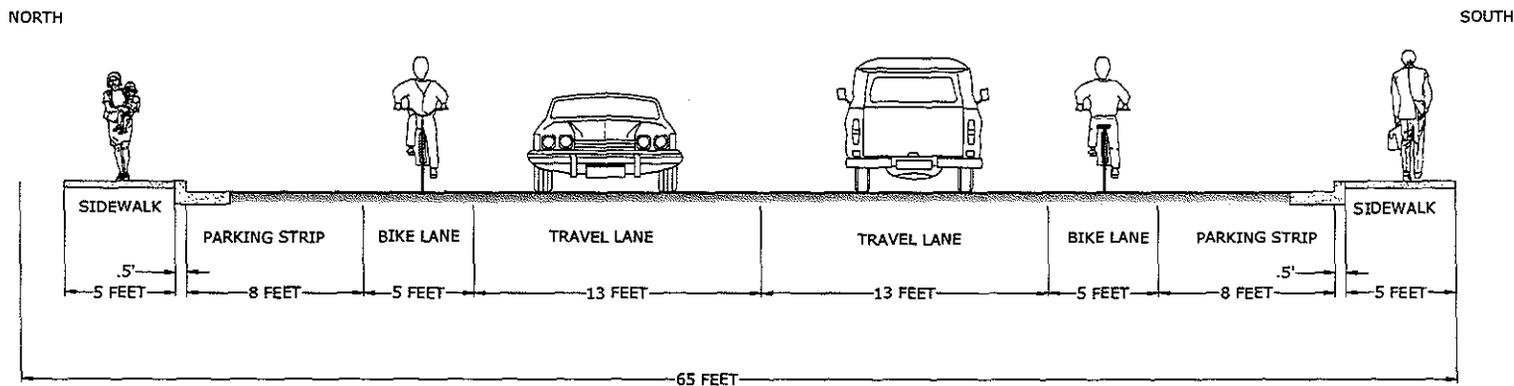
HOSTETLER STREET CROSS SECTION

PROPOSED STREET SECTION WITHIN 50 FT RIGHT OF WAY



HOSTETLER STREET CROSS SECTION

PROPOSED STREET SECTION WITH 65 FT RIGHT OF WAY



CITY OF THE DALLES



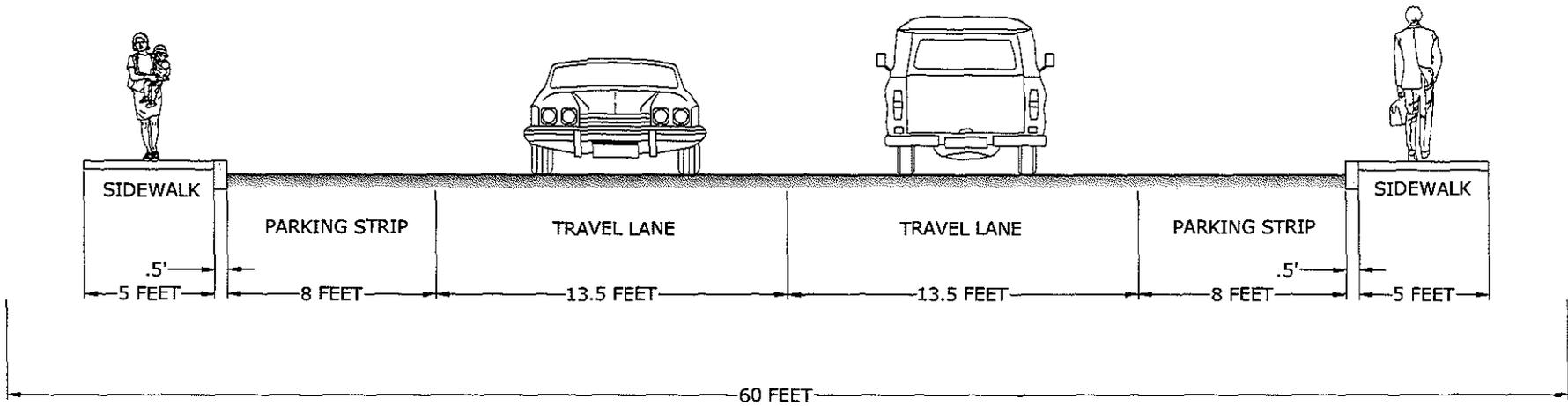
CROSS SECTION

DATE: 10/17/2014

STREET:
HOSTETLER STREET

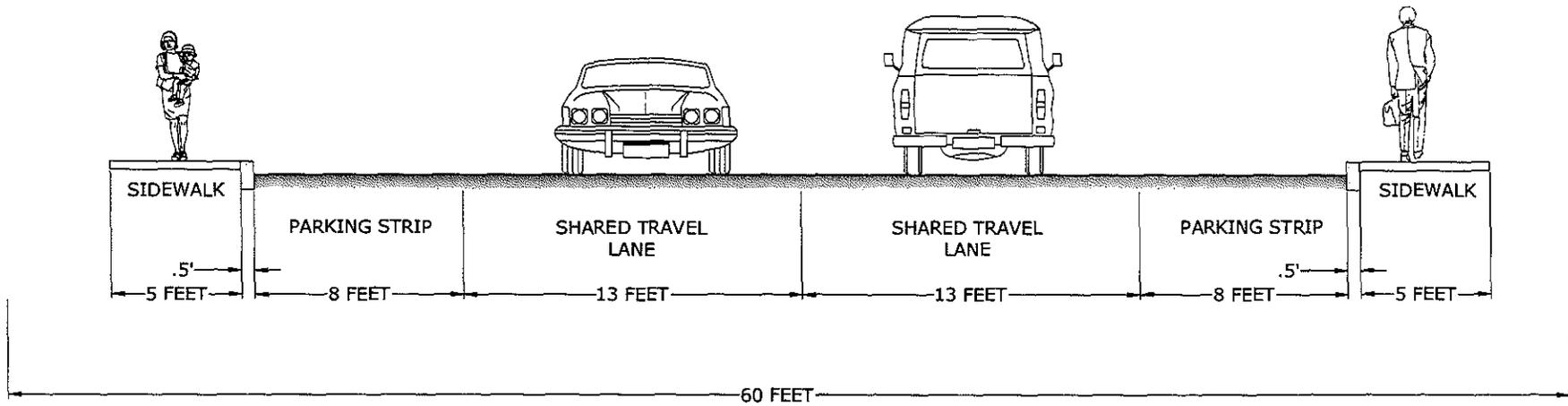
KELLY AVENUE CROSS SECTION

RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: KELLY AVENUE	

MT. HOOD STREET CROSS SECTION
MT HOOD STREET ROAD RIGHT-OF-WAY = 60 FEET



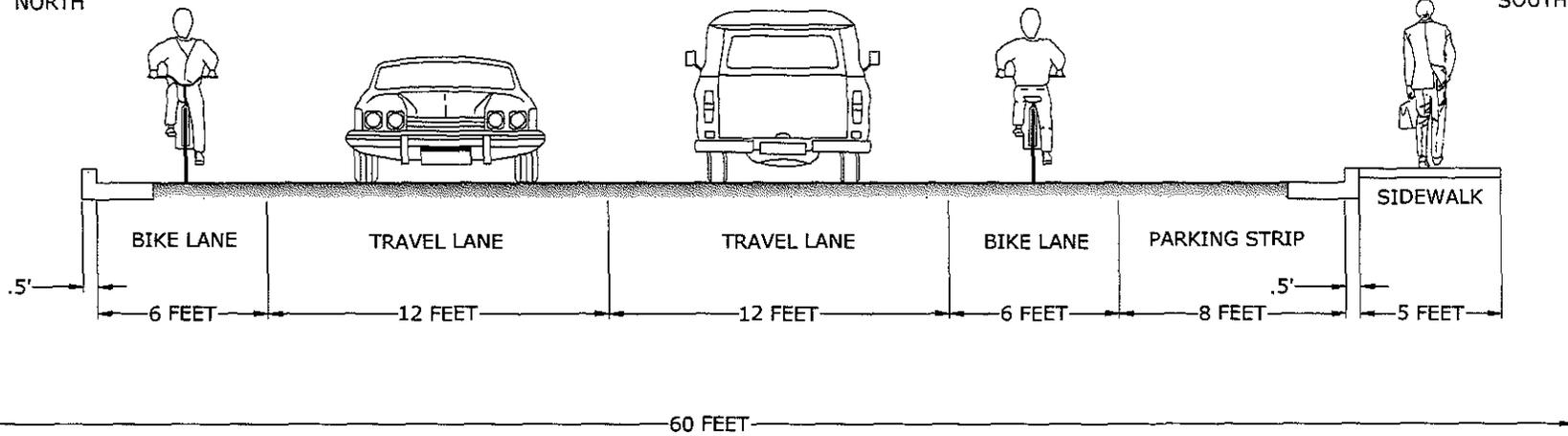
CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: MT. HOOD STREET	

OLD DUFUR ROAD CROSS SECTION

RIGHT-OF-WAY = 60 FEET

NORTH

SOUTH



CITY OF THE DALLES



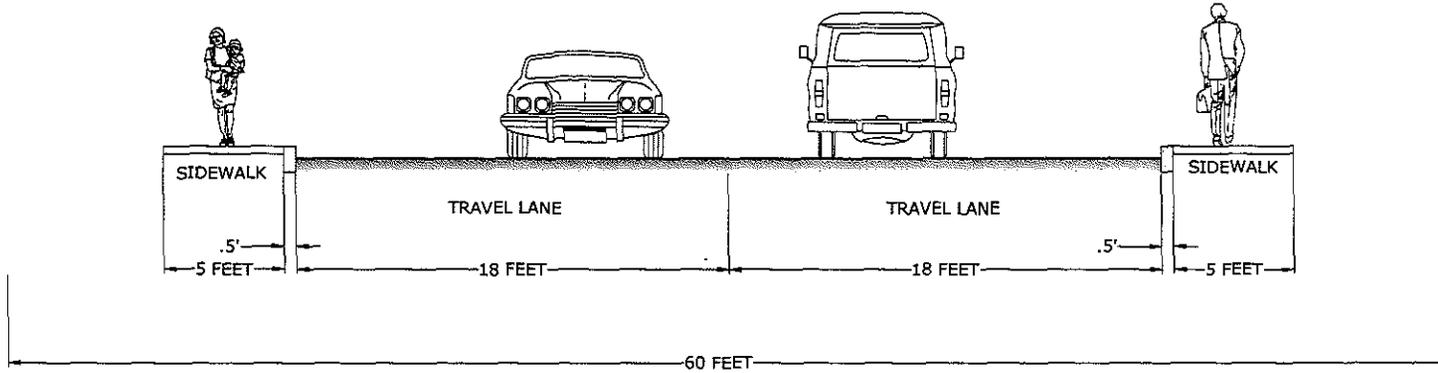
CROSS SECTION

DATE: 10/17/2014

STREET:
OLD DUFUR ROAD

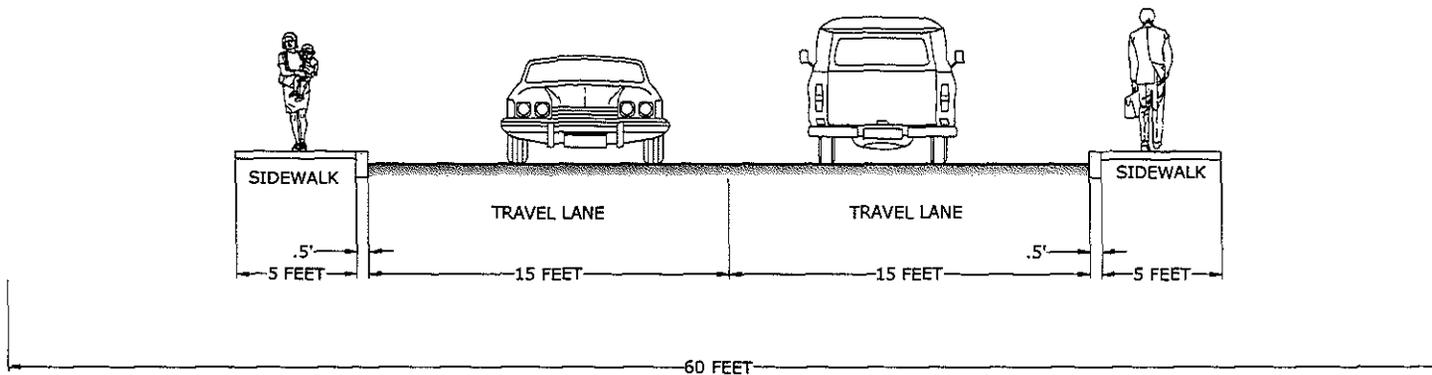
SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
36 FT ROAD SECTION



SCENIC DRIVE CROSS SECTION

SCENIC DRIVE RIGHT-OF-WAY = 60 FEET
30 FT ROAD SECTION



CITY OF THE DALLES



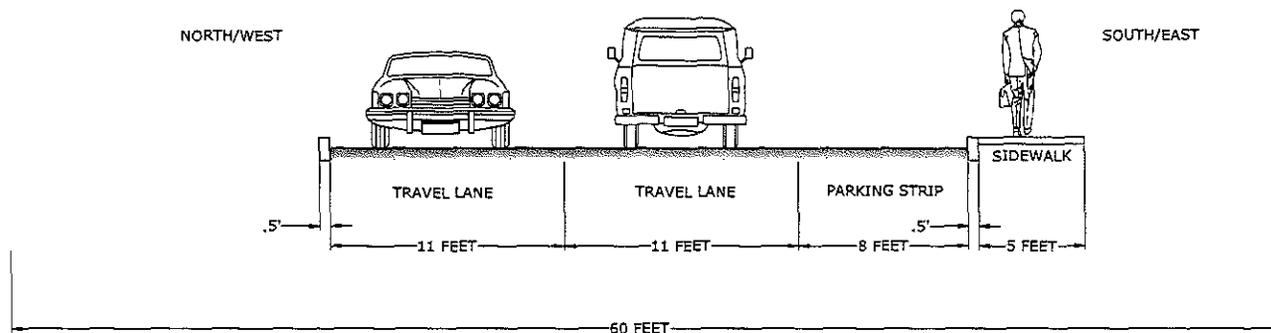
CROSS SECTION

DATE: 10/17/2014

STREET:
SCENIC DRIVE

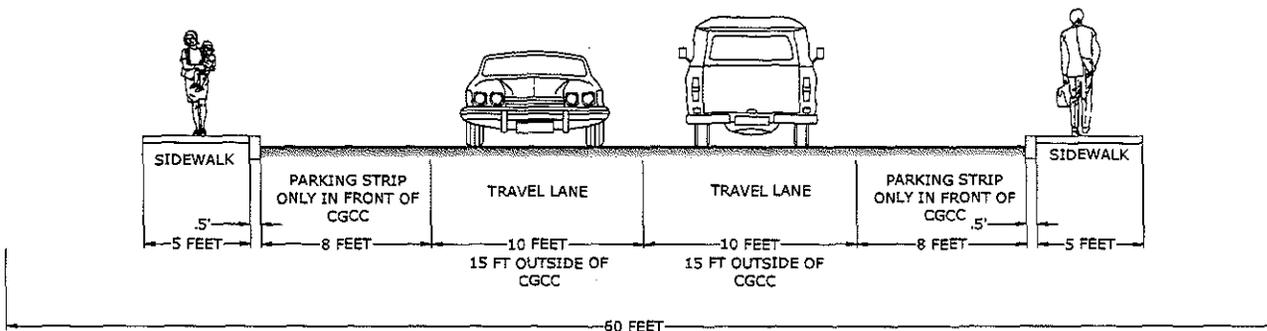
SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
20TH STREET TO VIEW POINT



SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET
VIEW POINT TO JEFFERSON STREET



CITY OF THE DALLES



CROSS SECTION

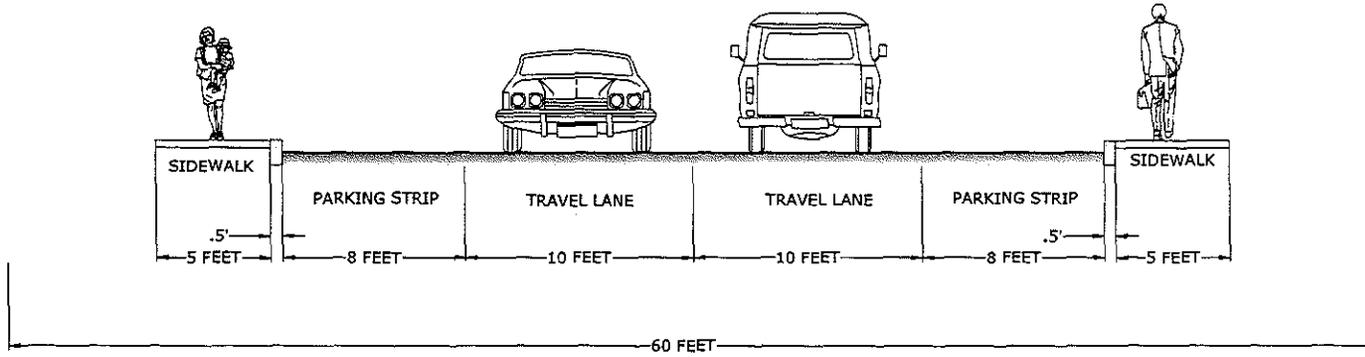
DATE: 10/17/2014

STREET:
SCENIC DRIVE - EAST

SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET

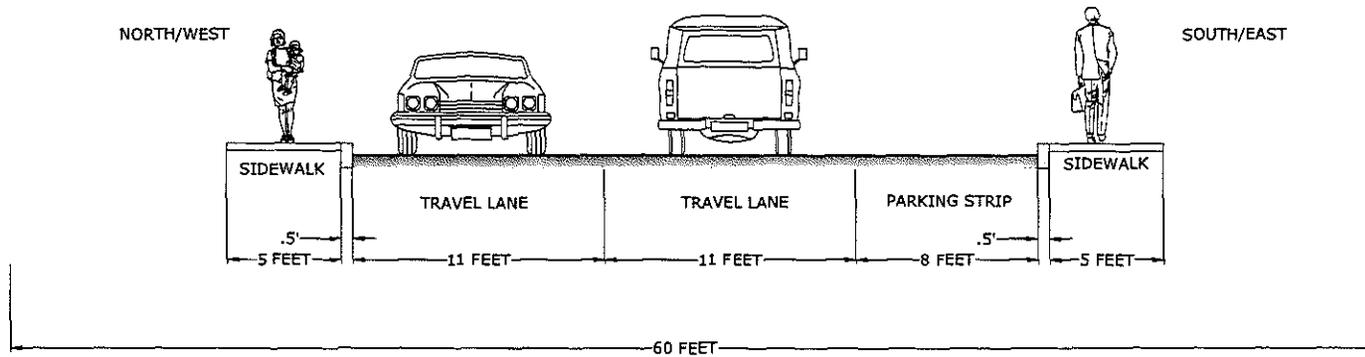
17TH STREET TO LIBERTY WAY



SCENIC DRIVE CROSS SECTION

RIGHT-OF-WAY = 60 FEET

LIBERTY WAY TO 20TH STREET



CITY OF THE DALLES



CROSS SECTION

DATE: 10/17/2014

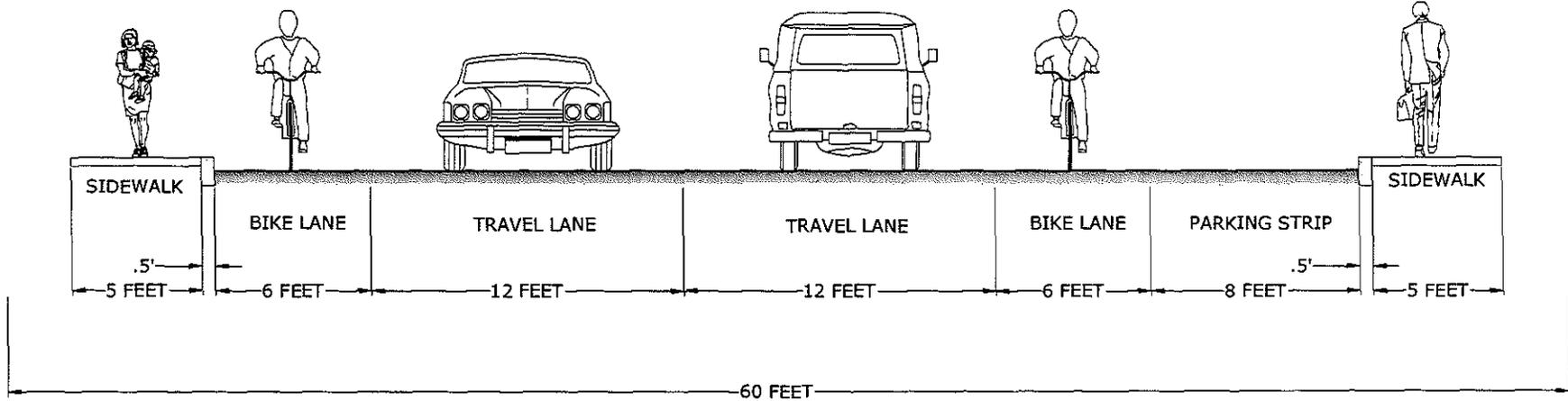
STREET:
SCENIC DRIVE - WEST

SNIPES STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET

SOUTH

NORTH



CITY OF THE DALLES



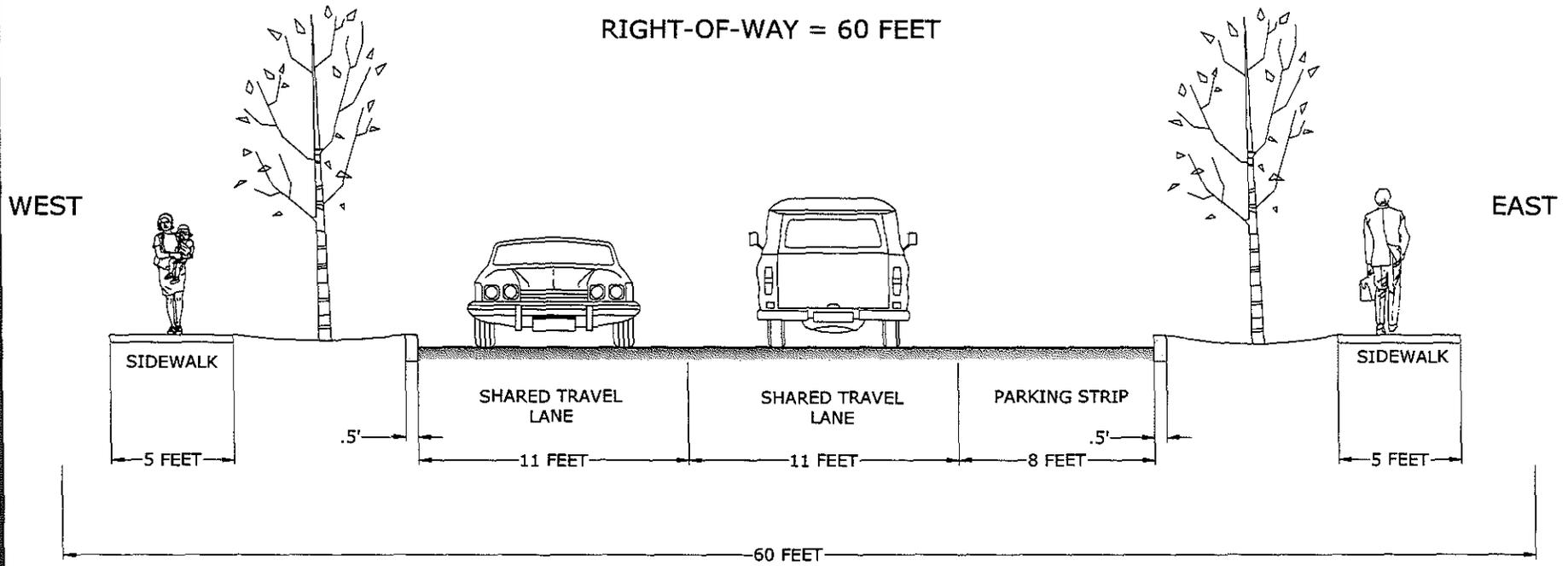
CROSS SECTION

DATE: 10/17/2014

STREET:
SNIPES STREET

TREVITT STREET CROSS SECTION

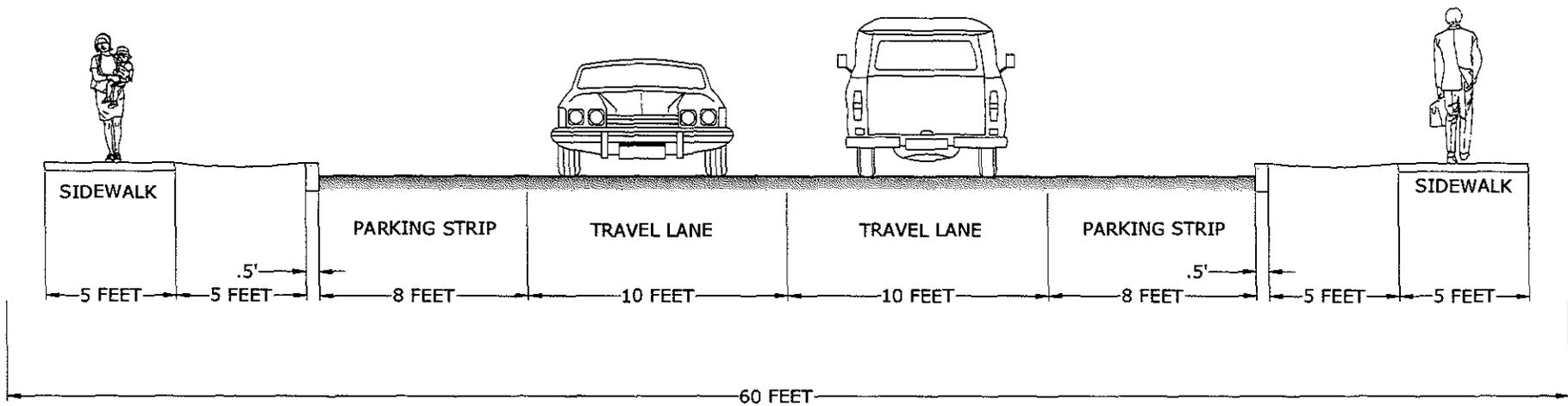
RIGHT-OF-WAY = 60 FEET



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: TREVITT STREET	

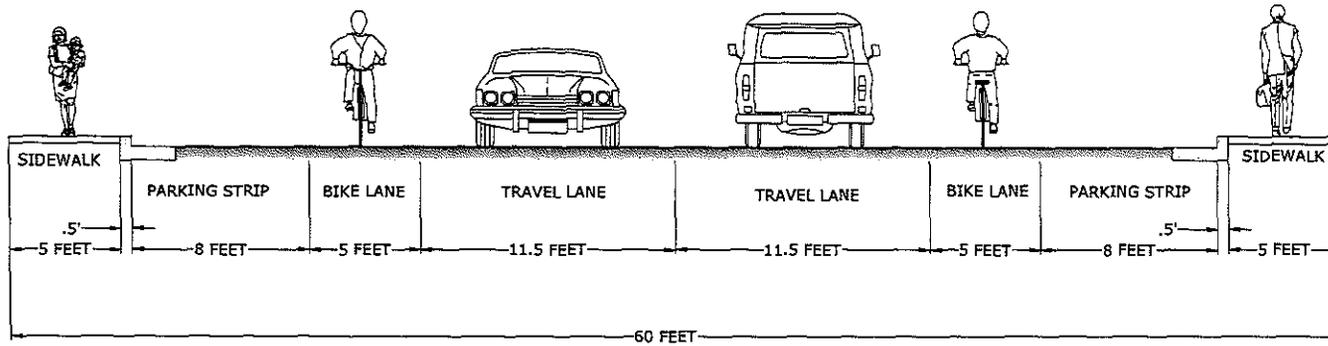
UNION STREET CROSS SECTION

RIGHT-OF-WAY = 60 FEET

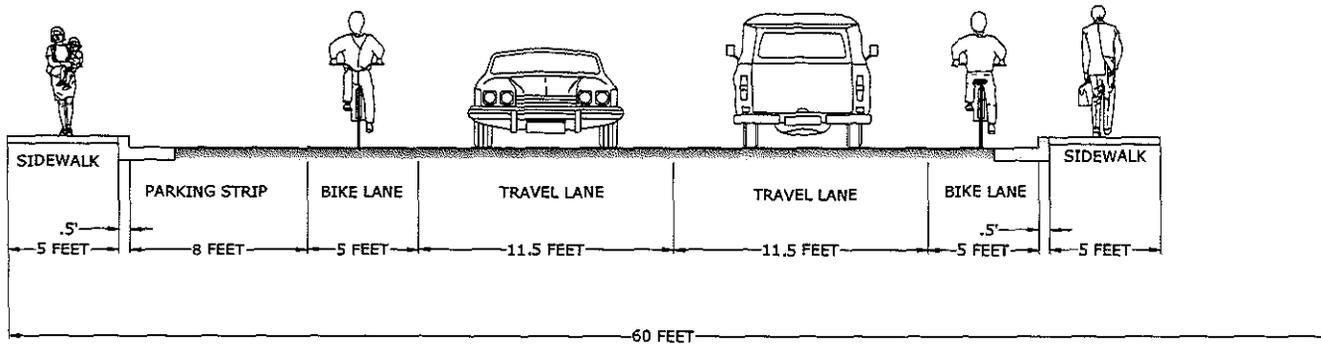


CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: EAST 7TH PLACE	

WEST 10TH STREET CROSS SECTION
 WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET
 PROPOSED SECTION - PARKING BOTH SIDES



WEST 10TH STREET CROSS SECTION
 WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET
 PROPOSED SECTION - PARKING ONE SIDE



CITY OF THE DALLES	
	CROSS SECTION
	DATE: 10/17/2014
STREET: WEST 10TH STREET	

(a) Is intended to solve all of the reasonably foreseeable transportation problems within a general geographic location, within the planning period; and

(b) Has utility as an independent transportation project.

Stat. Auth.: ORS 197.040, 197.245

Stats. Implemented: ORS 195.025, 197.040, 197.230, 197.245, 197.712, 197.717

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 3-1995, f. & cert. ef. 3-31-95; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06; LCDD 1-2014, f. & cert. ef. 8-15-14

660-012-0040

Transportation Financing Program

(1) For areas within an urban growth boundary containing a population greater than 2,500 persons, the TSP shall include a transportation financing program.

(2) A transportation financing program shall include the items listed in (a)-(d):

(a) A list of planned transportation facilities and major improvements;

(b) A general estimate of the timing for planned transportation facilities and major improvements;

(c) A determination of rough cost estimates for the transportation facilities and major improvements identified in the TSP; and

(d) In metropolitan areas, policies to guide selection of transportation facility and improvement projects for funding in the short-term to meet the standards and benchmarks established pursuant to 0035(4)-(6). Such policies shall consider, and shall include among the priorities, facilities and improvements that support mixed-use, pedestrian friendly development and increased use of alternative modes.

(3) The determination of rough cost estimates is intended to provide an estimate of the fiscal requirements to support the land uses in the acknowledged comprehensive plan and allow jurisdictions to assess the adequacy of existing and possible alternative funding mechanisms. In addition to including rough cost estimates for each transportation facility and major improvement, the transportation financing plan shall include a discussion of the facility provider's existing funding mechanisms and the ability of these and possible new mechanisms to fund the development of each transportation facility and major improvement. These funding mechanisms may also be described in terms of general guidelines or local policies.

(4) Anticipated timing and financing provisions in the transportation financing program are not considered land use decisions as specified in ORS 197.712(2)(e) and, therefore, cannot be the basis of appeal under 197.610(1) and (2) or 197.835(4).

(5) The transportation financing program shall provide for phasing of major improvements to encourage infill and redevelopment of urban lands prior to facilities and improvements which would cause premature development of urbanizable lands or conversion of rural lands to urban uses.

Stat. Auth.: ORS 183 & 197

Stats. Implemented: ORS 197.040

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDC 11-1995, f. & cert. ef. 12-22-95; LCDD 6-1998, f. & cert. ef. 10-30-98

660-012-0045

Implementation of the Transportation System Plan

(1) Each local government shall amend its land use regulations to implement the TSP.

(a) The following transportation facilities, services and improvements need not be subject to land use regulations except as necessary to implement the TSP and, under ordinary circumstances do not have a significant impact on land use:

(A) Operation, maintenance, and repair of existing transportation facilities identified in the TSP, such as road, bicycle, pedestrian, port, airport and rail facilities, and major regional pipelines and terminals;

(B) Dedication of right-of-way, authorization of construction and the construction of facilities and improvements, where the improvements are consistent with clear and objective dimensional standards;

(C) Uses permitted outright under ORS 215.213(1)(j)-(m) and 215.283(1)(h)-(k), consistent with the provisions of OAR 660-012-0065; and

(D) Changes in the frequency of transit, rail and airport services.

(b) To the extent, if any, that a transportation facility, service or improvement concerns the

application of a comprehensive plan provision or land use regulation, it may be allowed without further land use review if it is permitted outright or if it is subject to standards that do not require interpretation or the exercise of factual, policy or legal judgment;

(c) In the event that a transportation facility, service or improvement is determined to have a significant impact on land use or to concern the application of a comprehensive plan or land use regulation and to be subject to standards that require interpretation or the exercise of factual, policy or legal judgment, the local government shall provide a review and approval process that is consistent with OAR 660-012-0050. To facilitate implementation of the TSP, each local government shall amend its land use regulations to provide for consolidated review of land use decisions required to permit a transportation project.

(2) Local governments shall adopt land use or subdivision ordinance regulations, consistent with applicable federal and state requirements, to protect transportation facilities, corridors and sites for their identified functions. Such regulations shall include:

(a) Access control measures, for example, driveway and public road spacing, median control and signal spacing standards, which are consistent with the functional classification of roads and consistent with limiting development on rural lands to rural uses and densities;

(b) Standards to protect future operation of roads, transitways and major transit corridors;

(c) Measures to protect public use airports by controlling land uses within airport noise corridors and imaginary surfaces, and by limiting physical hazards to air navigation;

(d) A process for coordinated review of future land use decisions affecting transportation facilities, corridors or sites;

(e) A process to apply conditions to development proposals in order to minimize impacts and protect transportation facilities, corridors or sites;

(f) Regulations to provide notice to public agencies providing transportation facilities and services, MPOs, and ODOT of:

(A) Land use applications that require public hearings;

(B) Subdivision and partition applications;

(C) Other applications which affect private access to roads; and

(D) Other applications within airport noise corridors and imaginary surfaces which affect airport operations; and

(g) Regulations assuring that amendments to land use designations, densities, and design standards are consistent with the functions, capacities and performance standards of facilities identified in the TSP.

(3) Local governments shall adopt land use or subdivision regulations for urban areas and rural communities as set forth below. The purposes of this section are to provide for safe and convenient pedestrian, bicycle and vehicular circulation consistent with access management standards and the function of affected streets, to ensure that new development provides on-site streets and accessways that provide reasonably direct routes for pedestrian and bicycle travel in areas where pedestrian and bicycle travel is likely if connections are provided, and which avoids wherever possible levels of automobile traffic which might interfere with or discourage pedestrian or bicycle travel.

(a) Bicycle parking facilities as part of new multi-family residential developments of four units or more, new retail, office and institutional developments, and all transit transfer stations and park-and-ride lots;

(b) On-site facilities shall be provided which accommodate safe and convenient pedestrian and bicycle access from within new subdivisions, multi-family developments, planned developments, shopping centers, and commercial districts to adjacent residential areas and transit stops, and to neighborhood activity centers within one-half mile of the development. Single-family residential developments shall generally include streets and accessways. Pedestrian circulation through parking lots should generally be provided in the form of accessways.

(A) "Neighborhood activity centers" includes, but is not limited to, existing or planned schools, parks, shopping areas, transit stops or employment centers;

(B) Bikeways shall be required along arterials and major collectors. Sidewalks shall be required along arterials, collectors and most local streets in urban areas, except that sidewalks are not required along controlled access roadways, such as freeways;

(C) Cul-de-sacs and other dead-end streets may be used as part of a development plan, consistent with the purposes set forth in this section;

(D) Local governments shall establish their own standards or criteria for providing streets and accessways consistent with the purposes of this section. Such measures may include but are not limited to: standards for spacing of streets or accessways; and standards for excessive out-of-

direction travel;

(E) Streets and accessways need not be required where one or more of the following conditions exist:

(i) Physical or topographic conditions make a street or accessway connection impracticable. Such conditions include but are not limited to freeways, railroads, steep slopes, wetlands or other bodies of water where a connection could not reasonably be provided;

(ii) Buildings or other existing development on adjacent lands physically preclude a connection now or in the future considering the potential for redevelopment; or

(iii) Where streets or accessways would violate provisions of leases, easements, covenants, restrictions or other agreements existing as of May 1, 1995, which preclude a required street or accessway connection.

(c) Where off-site road improvements are otherwise required as a condition of development approval, they shall include facilities accommodating convenient pedestrian and bicycle travel, including bicycle ways along arterials and major collectors;

(d) For purposes of subsection (b) "safe and convenient" means bicycle and pedestrian routes, facilities and improvements which:

(A) Are reasonably free from hazards, particularly types or levels of automobile traffic which would interfere with or discourage pedestrian or cycle travel for short trips;

(B) Provide a reasonably direct route of travel between destinations such as between a transit stop and a store; and

(C) Meet travel needs of cyclists and pedestrians considering destination and length of trip; and considering that the optimum trip length of pedestrians is generally 1/4 to 1/2 mile.

(e) Internal pedestrian circulation within new office parks and commercial developments shall be provided through clustering of buildings, construction of accessways, walkways and similar techniques.

(4) To support transit in urban areas containing a population greater than 25,000, where the area is already served by a public transit system or where a determination has been made that a public transit system is feasible, local governments shall adopt land use and subdivision regulations as provided in (a)-(g) below:

(a) Transit routes and transit facilities shall be designed to support transit use through provision of bus stops, pullouts and shelters, optimum road geometrics, on-road parking restrictions and similar facilities, as appropriate;

(b) New retail, office and institutional buildings at or near major transit stops shall provide for convenient pedestrian access to transit through the measures listed in paragraphs (A) and (B) below.

(A) Walkways shall be provided connecting building entrances and streets adjoining the site;

(B) Pedestrian connections to adjoining properties shall be provided except where such a connection is impracticable as provided for in OAR 660-012-0045(3)(b)(E). Pedestrian connections shall connect the on site circulation system to existing or proposed streets, walkways, and driveways that abut the property. Where adjacent properties are undeveloped or have potential for redevelopment, streets, accessways and walkways on site shall be laid out or stubbed to allow for extension to the adjoining property;

(C) In addition to paragraphs (A) and (B) above, on sites at major transit stops provide the following:

(i) Either locate buildings within 20 feet of the transit stop, a transit street or an intersecting street or provide a pedestrian plaza at the transit stop or a street intersection;

(ii) A reasonably direct pedestrian connection between the transit stop and building entrances on the site;

(iii) A transit passenger landing pad accessible to disabled persons;

(iv) An easement or dedication for a passenger shelter if requested by the transit provider; and

(v) Lighting at the transit stop.

(c) Local governments may implement (4)(b)(A) and (B) above through the designation of pedestrian districts and adoption of appropriate implementing measures regulating development within pedestrian districts. Pedestrian districts must comply with the requirement of (4)(b)(C) above;

(d) Designated employee parking areas in new developments shall provide preferential parking for carpools and vanpools;

(e) Existing development shall be allowed to redevelop a portion of existing parking areas for transit-oriented uses, including bus stops and pullouts, bus shelters, park and ride stations, transit-oriented developments, and similar facilities, where appropriate;

(f) Road systems for new development shall be provided that can be adequately served by transit, including provision of pedestrian access to existing and identified future transit routes. This shall include, where appropriate, separate accessways to minimize travel distances;

(g) Along existing or planned transit routes, designation of types and densities of land uses adequate to support transit.

(5) In MPO areas, local governments shall adopt land use and subdivision regulations to reduce reliance on the automobile which:

(a) Allow transit-oriented developments (TODs) on lands along transit routes;

(b) Implements a demand management program to meet the measurable standards set in the TSP in response to OAR 660-012-0035(4);

(c) Implements a parking plan which:

(A) Achieves a 10 percent reduction in the number of parking spaces per capita in the MPO area over the planning period. This may be accomplished through a combination of restrictions on development of new parking spaces and requirements that existing parking spaces be redeveloped to other uses;

(B) Aids in achieving the measurable standards set in the TSP in response to OAR 660-012-0035(4);

(C) Includes land use and subdivision regulations setting minimum and maximum parking requirements in appropriate locations, such as downtowns, designated regional or community centers, and transit oriented-developments; and

(D) Is consistent with demand management programs, transit-oriented development requirements and planned transit service.

(d) As an alternative to (c) above, local governments in an MPO may instead revise ordinance requirements for parking as follows:

(A) Reduce minimum off-street parking requirements for all non-residential uses from 1990 levels;

(B) Allow provision of on-street parking, long-term lease parking, and shared parking to meet minimum off-street parking requirements;

(C) Establish off-street parking maximums in appropriate locations, such as downtowns, designated regional or community centers, and transit-oriented developments;

(D) Exempt structured parking and on-street parking from parking maximums;

(E) Require that parking lots over 3 acres in size provide street-like features along major driveways (including curbs, sidewalks, and street trees or planting strips); and

(F) Provide for designation of residential parking districts.

(e) Require all major industrial, institutional, retail and office developments to provide either a transit stop on site or connection to a transit stop along a transit trunk route when the transit operator requires such an improvement.

(6) In developing a bicycle and pedestrian circulation plan as required by OAR 660-012-0020(2) (d), local governments shall identify improvements to facilitate bicycle and pedestrian trips to meet local travel needs in developed areas. Appropriate improvements should provide for more direct, convenient and safer bicycle or pedestrian travel within and between residential areas and neighborhood activity centers (i.e., schools, shopping, transit stops). Specific measures include, for example, constructing walkways between cul-de-sacs and adjacent roads, providing walkways between buildings, and providing direct access between adjacent uses.

(7) Local governments shall establish standards for local streets and accessways that minimize pavement width and total right-of-way consistent with the operational needs of the facility. The intent of this requirement is that local governments consider and reduce excessive standards for local streets and accessways in order to reduce the cost of construction, provide for more efficient use of urban land, provide for emergency vehicle access while discouraging inappropriate traffic volumes and speeds, and which accommodate convenient pedestrian and bicycle circulation. Notwithstanding section (1) or (3) of this rule, local street standards adopted to meet this requirement need not be adopted as land use regulations.

Stat. Auth.: ORS 197.040

Stats. Implemented: ORS 197.040

Hist.: LCDC 1-1991, f. & cert. ef. 5-8-91; LCDC 4-1995, f. & cert. ef. 5-8-95; LCDC 11-1995, f. & cert. ef. 12-22-95; LCDD 6-1998, f. & cert. ef. 10-30-98; LCDD 3-2004, f. & cert. ef. 5-7-04; LCDD 6-2006, f. 7-13-06, cert. ef. 7-14-06; LCDD 1-2014, f. & cert. ef. 8-15-14

RESOLUTION NO. 15-004

A RESOLUTION AUTHORIZING TRANSFERS OF FUNDS BETWEEN CATEGORIES OF VARIOUS FUNDS, MAKING APPROPRIATIONS AND AUTHORIZING EXPENDITURES FOR THE FISCAL YEAR ENDING JUNE 30, 2015

WHEREAS, during the budget year certain funds may experience expenditures above approved category limits; and

WHEREAS, Oregon Budget Law recognizes these events and allows for transferring of funds between approved category limits; and

WHEREAS, for various reasons the following funds and the budgeted limits within various departments and/or categories have or will be exceeded during the Fiscal Year ending June 30, 2015; and

WHEREAS, some reallocation of resources is necessary to correct the FY14/15 Budget;

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

Section 1. Authorizing Budget Transfers. The City Council hereby authorizes the following transfers of funds between budgeted departments and/or categories:

<u>FUND OR DEPT.</u>	<u>BUDGETED</u>	<u>RESOURCES NEEDED</u>	<u>REALLOCATED</u>
<u>GENERAL FUND (001)</u>			
from Contingency	\$ 590,492	\$ 487,338	- \$ 103,154
to City Manager/Economic Development Dept	\$ 426,857	\$ 456,857	+\$ 30,000
to City Hall/Transportation Bldg Dept	\$ 299,222	\$ 304,376	+\$ 5,154
to Special Payments	\$ 421,530	\$ 489,530	+\$ 68,000
<u>SPECIAL ASSESSMENTS FUND (036)</u>			
from Capital Outlay	\$ 385,006	\$ 106,687	- \$ 278,319
from Materials & Services	\$ 56,200	\$ 41,200	-\$ 15,000
to Interfund Transfers	\$ 114,347	\$ 417,666	+\$ 303,319
<u>WATER UTILITY FUND (051)</u>			
from Capital Outlay	\$ 383,375	\$ 373,375	- \$ 10,000
to Materials & Services	\$ 563,603	\$ 573,603	+\$ 10,000

WATER CAPITAL RESERVE FUND (053)

from Capital Outlay	\$ 3,025,209	\$ 3,015,209	- \$ 10,000
to Materials & Services	\$ 0	\$ 10,000	+\$ 10,000

Section 2. Effective Date. This Resolution shall be effective upon adoption.

PASSED AND ADOPTED THIS 26th DAY OF JANUARY, 2015

Voting Yes, Councilors: _____
Voting No, Councilors: _____
Absent, Councilors: _____
Abstaining, Councilors: _____

AND APPROVED BY THE MAYOR THIS 26th DAY OF JANUARY, 2015

SIGNED:

ATTEST:

Stephen E. Lawrence, Mayor

Julie Krueger, MMC, City Clerk