

AGENDA

JOINT MEETING OF THE DALLES CITY COUNCIL  
AND  
WASCO COUNTY COMMISSION

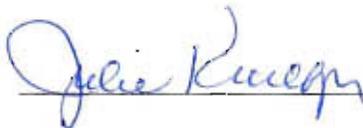
August 19, 2013  
12:00 p.m.

City Council Chamber  
313 Court Street  
The Dalles, Oregon

1. CALL TO ORDER
2. APPROVAL OF AGENDA
3. DISCUSSION ITEMS
  - A. Discussion Regarding Proposed Ballot Measures for City Street and/or County Roads Operation and Maintenance
  - B. Discussion Regarding City's Current Annexation Policy and Current City/County Urban Growth Area Management Agreement
  - C. Update Regarding Status of County Roads Within City Limits
  - D. Update Regarding Shared Resources Between City and County
4. ADJOURNMENT

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Prepared by/  
Julie Krueger, MMC  
City Clerk



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**CITY OF THE DALLES**

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



CITY of THE DALLES

313 COURT STREET  
THE DALLES, OR 97058

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

## AGENDA STAFF REPORT CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
August 19, 2013	Discussion Items 3, A	

**TO:** Honorable Mayor and City Council  
Wasco County Commission

**FROM:** Nolan K. Young, City Manager *ny*

**DATE:** August 7, 2013

**ISSUE:** Discussion Regarding Proposed Ballot Measures for City Street and/or County Roads Operation and Maintenance.

**BACKGROUND:** The City Council has discussed on several occasions, options to consider to meet City street maintenance needs. At the July 8, 2013, City Council meeting, a second public hearing was held to consider a measure to be placed on the November 2013 ballot.

Following the public hearing, the City Council delayed action, pending a meeting with the Wasco County Commission to discuss the options presented. The proposed options are listed below.

**CURRENT OPTIONS BEING CONSIDERED:** The Council is currently considering support of one of two ballot measures to be placed on the November 2013 ballot.

1. Three cent local fuel tax. This tax will be in addition to the current three cent local tax already charged by the City. It will be for a 20 year period that can either be used to retire street improvement bonds or be available annually for street improvement projects.

2. City/County Road District. This option would have the City and County partner on a special road district that would have a new tax rate which would initially raise \$1.25 million for the County and \$750,000 for the City, for a total of \$2 million. Attached is concept paper from the June 24 meeting. It has been estimated that to raise \$2 million, a tax rate of \$1.1263 per thousand dollars of assessed value would be required.

**COMPARISON OF THE TWO MEASURES:** To assist the Council in evaluating which of these measures would be in the best interest of the City and its residents, as well as having the best chance of success, we have prepared Attachment 3 that identifies the advantages and disadvantages of each measure. We have shared this list with Wasco County.

**RECOMMENDATION:** The recommendation made at the July 8 Council meeting continues to be the staff recommendation and is outlined below.

We recommend that the City Council place a 20 year, three cent local option fuel tax on the November 2013 ballot for the following reasons:

1. We believe it will have the best chance of success.
2. It is the revenue source that most closely charges the users of the City streets for the cost of maintaining them.
3. Two separate measures from two separate sources (City from fuel tax and County from property tax) may create a better chance for both because it lowers the financial reliance on property owners; and in many cases, even with both approved, will cost City and County residents less.
4. We have always tried, as a City, to stay away from additional property tax measures so that source is available to other tax supported agencies that lack some of the other revenue sources available to the City.

**COUNCIL ALTERNATIVES:**

1. **Staff recommendation:** *Direct staff to prepare a ballot measure for an additional three cent local fuel tax for 20 years for the July 22 City Council meeting.*
2. Direct staff to work with the County to create a joint Road Special Tax District, and prepare agreements between the City and the County for the City to receive approximately \$750,000 the first year and 37.5% of tax receipts each following year.
3. Direct staff to research specific items and place this item on the July 22 Council Agenda for further consideration.



## CITY of THE DALLES

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### AGENDA STAFF REPORT CITY OF THE DALLES

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
July 8, 2013	Public Hearing 11, A	13-048

**TO:** Mayor and City Council

**FROM:** Nolan K. Young, City Manager *ny*

**DATE:** June 26, 2013

**ISSUE:** Public Hearing on November ballot for either local three cent fuel tax or County Service District Property Tax

**RELATED CITY COUNCIL GOAL:** Goal 4 A. Investigate funding options for street projects.

**PRIOR AGENDA STAFF REPORTS:** 13-039 Discussion regarding funding of street maintenance program (attached). Public hearing regarding potential ballot measure for local 3 cent fuel tax (ASR 13-046 attached). Supplemental information for the June 24, 2013 meeting regarding street funding challenge (copy attached).

**BACKGROUND:** On April 1, the City Council held a work session to discuss street funding needs. Attached are two PowerPoint presentations that were given at that meeting identifying first, preventative maintenance needs; and second, maintenance funding options. The Council has further discussed these issues at both June Council meetings; we have attached all the information from those meetings as background.

**CURRENT OPTIONS BEING CONSIDERED:** The Council is currently considering support of one of two ballot measures to be placed on the November 2013 ballot.

1. Three cent local fuel tax. This tax will be in addition to the current three cent local tax already charged by the City. It will be for a 20 year period, specifically for the purposes of retiring debt of approximately \$6.1 million. Attachment 1 is an amortization table showing the principal and interest that would be paid at 4%

interest paid out over a twenty year period; with \$6.1 million principal, and \$2,819,602 in interest.

2. City/County Road District. This option would have the City and County partner on a special road district that would have a new tax rate which would initially raise \$1.25 million for the County and \$750,000 for the City, for a total of \$2 million. Attached is concept paper from the June 24 meeting. It has been estimated that to raise \$2 million, a tax rate of \$1.1263 per thousand dollars of assessed value would be required.

There were some questions raised at the last public hearing for which we need to provide additional information:

1. Identify how road funds have been spent including transfers to the General Fund. Attachment 2 identifies a 5 year history of Street Fund revenue and expenditures, broken down into several categories. During that period of time the City did shift street sweeping to the wastewater fund to make more dollars available for street projects. In addition, the general monies of the City (primarily through the State Office Building lease) are being used to help pay for street departments' share of the West First LID.
2. We are still checking with the assessor to see if the rate of any new district would be applied to the Urban Renewal District's tax increment.
3. We were asked to analyze the impact on other taxing districts. We have looked at two areas:
  - a. Compression: We are still talking with the County assessor on if there will be any additional compression.
  - b. Competition: We sent an email to the other taxing districts in the community, and identified that NWC Parks and Rec will have a \$5 million for an outdoor swimming pool on the ballot.

**COMPARISON OF THE TWO MEASURES:** To assist the Council in evaluating which of these measures would be in the best interest of the City and its residents, as well as having the best chance of success, we have prepared Attachment 3 that identifies the advantages and disadvantages of each measure. We have shared this list with Wasco County.

**STAFF RECOMMENDATION:** We recommend that the City Council place a 20 year, three cent local option fuel tax on the November 2013 ballot for the following reasons:

1. We believe it will have the best chance of success.
2. It is the revenue source that most closely charges the users of the City streets for the cost of maintaining them.
3. Two separate measures from two separate sources (City from fuel tax and County from property tax) may create a better chance for both because it lowers the

financial reliance on property owners; and in many cases, even with both approved, will cost City and County residents less.

4. We have always tried, as a City, to stay away from additional property tax measures so that source is available to other tax supported agencies that lack some of the other revenue sources available to the City.

**COUNCIL ALTERNATIVES:** Following the public hearing, make one of the following motions:

1. *Staff recommendation: Direct staff to prepare a ballot measure for an additional three cent local fuel tax for 20 years for the July 22 City Council meeting.*
2. Direct staff to work with the County to create a joint Road Special Tax District, and prepare agreements between the City and the County for the City to receive approximately \$750,000 the first year and 37.5% of tax receipts each following year.
3. Direct staff to research specific items and place this item on the July 22 Council Agenda for further consideration.

# Loan Amortization Schedule

Enter values	
Loan amount	\$ 6,100,000.00
Annual interest rate	4.00 %
Loan period in years	20
Number of payments per year	2
Start date of loan	08/01/2013
Optional extra payments	

Loan summary	
Scheduled payment	\$ 222,990.06
Scheduled number of payments	40
Actual number of payments	40
Total early payments	\$ -
Total interest	\$ 2,819,602.46

Pmt. No.	Payment Date	Beginning Balance	Scheduled Payment	Extra Payment	Total Payment	Principal	Interest	Ending Balance	Cumulative Interest
1	02/01/2014	\$ 6,100,000.00	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 100,990.06	\$ 122,000.00	\$ 5,999,009.94	\$ 122,000.00
2	08/01/2014	\$ 5,999,009.94	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 103,009.86	\$ 119,980.20	\$ 5,896,000.08	\$ 241,980.20
3	02/01/2015	\$ 5,896,000.08	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 105,070.06	\$ 117,920.00	\$ 5,790,930.02	\$ 359,900.20
4	08/01/2015	\$ 5,790,930.02	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 107,171.46	\$ 115,818.60	\$ 5,683,758.55	\$ 475,718.80
5	02/01/2016	\$ 5,683,758.55	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 109,314.89	\$ 113,675.17	\$ 5,574,443.66	\$ 589,393.97
6	08/01/2016	\$ 5,574,443.66	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 111,501.19	\$ 111,488.87	\$ 5,462,942.48	\$ 700,882.84
7	02/01/2017	\$ 5,462,942.48	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 113,731.21	\$ 109,258.85	\$ 5,349,211.26	\$ 810,141.69
8	08/01/2017	\$ 5,349,211.26	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 116,005.84	\$ 106,984.23	\$ 5,233,205.43	\$ 917,125.92
9	02/01/2018	\$ 5,233,205.43	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 118,325.95	\$ 104,664.11	\$ 5,114,879.47	\$ 1,021,790.03
10	08/01/2018	\$ 5,114,879.47	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 120,692.47	\$ 102,297.59	\$ 4,994,187.00	\$ 1,124,087.62
11	02/01/2019	\$ 4,994,187.00	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 123,106.32	\$ 99,883.74	\$ 4,871,080.68	\$ 1,223,971.36
12	08/01/2019	\$ 4,871,080.68	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 125,568.45	\$ 97,421.61	\$ 4,745,512.23	\$ 1,321,392.97
13	02/01/2020	\$ 4,745,512.23	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 128,079.82	\$ 94,910.24	\$ 4,617,432.42	\$ 1,416,303.22
14	08/01/2020	\$ 4,617,432.42	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 130,641.41	\$ 92,348.65	\$ 4,486,791.00	\$ 1,508,651.86
15	02/01/2021	\$ 4,486,791.00	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 133,254.24	\$ 89,735.82	\$ 4,353,536.76	\$ 1,598,387.68
16	08/01/2021	\$ 4,353,536.76	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 135,919.33	\$ 87,070.74	\$ 4,217,617.43	\$ 1,685,458.42
17	02/01/2022	\$ 4,217,617.43	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 138,637.71	\$ 84,352.35	\$ 4,078,979.72	\$ 1,769,810.77
18	08/01/2022	\$ 4,078,979.72	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 141,410.47	\$ 81,579.59	\$ 3,937,569.25	\$ 1,851,390.36
19	02/01/2023	\$ 3,937,569.25	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 144,238.68	\$ 78,751.39	\$ 3,793,330.58	\$ 1,930,141.75
20	08/01/2023	\$ 3,793,330.58	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 147,123.45	\$ 75,866.61	\$ 3,646,207.13	\$ 2,006,008.36
21	02/01/2024	\$ 3,646,207.13	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 150,065.92	\$ 72,924.14	\$ 3,496,141.21	\$ 2,078,932.50
22	08/01/2024	\$ 3,496,141.21	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 153,067.24	\$ 69,922.82	\$ 3,343,073.97	\$ 2,148,855.33
23	02/01/2025	\$ 3,343,073.97	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 156,128.58	\$ 66,861.48	\$ 3,186,945.39	\$ 2,215,716.81
24	08/01/2025	\$ 3,186,945.39	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 159,251.15	\$ 63,738.91	\$ 3,027,694.24	\$ 2,279,455.71
25	02/01/2026	\$ 3,027,694.24	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 162,436.18	\$ 60,553.88	\$ 2,865,258.06	\$ 2,340,009.60
26	08/01/2026	\$ 2,865,258.06	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 165,684.90	\$ 57,305.16	\$ 2,699,573.16	\$ 2,397,314.76
27	02/01/2027	\$ 2,699,573.16	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 168,998.60	\$ 53,991.46	\$ 2,530,574.56	\$ 2,451,306.22
28	08/01/2027	\$ 2,530,574.56	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 172,378.57	\$ 50,611.49	\$ 2,358,195.99	\$ 2,501,917.71
29	02/01/2028	\$ 2,358,195.99	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 175,826.14	\$ 47,163.92	\$ 2,182,369.85	\$ 2,549,081.63
30	08/01/2028	\$ 2,182,369.85	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 179,342.66	\$ 43,647.40	\$ 2,003,027.18	\$ 2,592,729.03
31	02/01/2029	\$ 2,003,027.18	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 182,929.52	\$ 40,060.54	\$ 1,820,097.67	\$ 2,632,789.57
32	08/01/2029	\$ 1,820,097.67	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 186,588.11	\$ 36,401.95	\$ 1,633,509.56	\$ 2,669,191.53
33	02/01/2030	\$ 1,633,509.56	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 190,319.87	\$ 32,670.19	\$ 1,443,189.69	\$ 2,701,861.72
34	08/01/2030	\$ 1,443,189.69	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 194,126.27	\$ 28,863.79	\$ 1,249,063.42	\$ 2,730,725.51
35	02/01/2031	\$ 1,249,063.42	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 198,008.79	\$ 24,981.27	\$ 1,051,054.63	\$ 2,755,706.78
36	08/01/2031	\$ 1,051,054.63	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 201,968.97	\$ 21,021.09	\$ 849,085.66	\$ 2,776,727.87
37	02/01/2032	\$ 849,085.66	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 206,008.35	\$ 16,981.71	\$ 643,077.31	\$ 2,793,709.59
38	08/01/2032	\$ 643,077.31	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 210,128.52	\$ 12,861.55	\$ 432,948.79	\$ 2,806,571.13
39	02/01/2033	\$ 432,948.79	\$ 222,990.06	\$ -	\$ 222,990.06	\$ 214,331.09	\$ 8,658.98	\$ 218,617.71	\$ 2,815,230.11
40	08/01/2033	\$ 218,617.71	\$ 222,990.06	\$ -	\$ 218,617.71	\$ 214,245.35	\$ 4,372.35	\$ -	\$ 2,819,602.46

**STREET REVENUE AND EXPENDITURE  
FIVE YEAR HISTORY**

<b>New Revenues</b>	<b>FY 08/09</b>	<b>FY 09/10</b>	<b>FY 10/11</b>	<b>FY 11/12</b>	<b>FY 12/13</b>
	<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Actual</b>	<b>Estimated</b>
Local Option Gas Tax	374,608	405,497	396,102	434,026	458,965
State Motor Vehicle Fund	505,977	554,319	658,647	783,286	810,619
Water/Wastewater Fee	212,082	236,753	154,980	156,662	164,959
<b>Total</b>	<b>1,092,667</b>	<b>1,196,569</b>	<b>1,209,729</b>	<b>1,373,974</b>	<b>1,434,543</b>
<b>Expenses</b>					
Personnel	674,827	646,133	591,582	617,269	659,012
Street Lights	77,684	76,767	79,133	79,459	87,156
Maintenance Construction Supplies	42,306	133,001	119,382	89,132	105,372
Other Operating Costs	223,221	223,691	189,518	223,816	255,836
Capital Improvements	7,186	9,477	2,166	10,511	203,704
Admin Transfers to General Fund	107,240	114,352	118,740	124,667	145,119
Debt (PW Shops)	53,512	56,476	59,413	59,971	60,444
<b>Total</b>	<b>1,185,976</b>	<b>1,259,897</b>	<b>1,159,934</b>	<b>1,204,825</b>	<b>1,516,643</b>

**Comparison of two Street Funding Options  
Advantages and disadvantages  
June 27, 2013**

**THREE CENT FUEL TAX**

**Pros:**

- Fairness: users pay
- Out of area users of street system help pay the costs
- Less impact on payers (estimated at \$24 to \$40 per year)<sup>1</sup>
- Sunsets in 20 years
- Tax will not inflate over time
- Provides a diversified method of paying for both City streets and County roads<sup>2</sup>

**Cons:**

- Marginally meets City street maintenance needs
- Doesn't fix all roads. Many residential neighborhood streets will still have delayed maintenance
- County gets no monies from this tax measure
- May compete with County tax measure for roads
- Perception of local fuel competitive disadvantaged with outside fuel providers
- Inflation of street maintenance cost not covered by tax
- Fuel efficiency reduces revenue

**ROAD DISTRICT (Property Tax)**

**Pros:**

- More money for City allows more neighborhood streets to be repaired
- City funding more stable
- City/County partnership prevents competition between tax measures
- County road needs also met
- Some other property tax measures expiring lowers impact of new tax measure on tax bill
- Will have annual increase up to 3% to meet increased costs

**Cons:**

- Need agreement details worked out before election
- Limited time to analyze final agreement
- @ \$100,000 house tax rate of \$1.1263 = \$112.63 per year<sup>3</sup>
- Property owners pay, not users of the streets.
- Distribution not proportionate to area collected from (City Limits and non-city areas)<sup>4</sup>
- Competes with measures from other districts
- Impacts other taxing districts through compression
- Common perception of high property taxes
- Increases impact on rate payer with inflation

<sup>1</sup> Estimated at 12,000 miles /year for a 1 car family, and 20,000 per year for a two car family getting an average of 15 miles per gallon.

<sup>2</sup> County rate for 1.25 M would be 0.7040/thousand: \$70.40 on \$100,000 assessed value

<sup>3</sup> City portion of \$750,000 has a rate of .4223 or \$42.23 per year on \$100,000 assessed value

<sup>4</sup> City residents will be paying for a portion of the County road costs



**AGENDA STAFF REPORT**  
**CITY OF THE DALLES**

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
August 19, 2013	Discussion Items 3, B	

**TO:** Honorable Mayor and City Council  
Wasco County Commissioners

**FROM:** Nolan K. Young, City Manager *nyj*

**DATE:** August 7, 2013

**ISSUE:** Discussion Regarding City's Current Annexation Policy and Current City/County Urban Growth Area Management Agreement.

**BACKGROUND:** The City Council's current annexation policy is to annex areas within the Urban Growth Area at the earliest possible time allowed by current state law. In compliance with this policy the City has aggressively used island annexations to bring significant residential areas, mostly on the northwest side, into the city limits. The intent of the policy was to create one community, and to extend City Police and Codes Enforcement activities to these areas. Most of the area annexed had significant residential development, although the road system was less than developed. Staff recommends that Council considers amending that policy so that annexation only takes place after full public improvements have been completed. The remaining area within the Urban Growth Area is residential, since we have annexed all the commercial/industrial property.

The City and County agreed to an Urban Growth Area management agreement in 1997, where the City took over management of that area, utilizing the City's Land Use Development Ordinance. Attached is a copy of the current agreement between the City and County for management of the Urban Growth Area and Boundary, National Scenic Area-Urban Area and Boundary, and Areas of Mutual Interest, for your review.

NOVEMBER 11 11  
79 1 ✓  
COPY

AN AGREEMENT BETWEEN THE CITY OF THE DALLES,  
OREGON, AND WASCO COUNTY, OREGON, FOR THE  
JOINT MANAGEMENT OF THE URBAN GROWTH AREA AND  
BOUNDARY, THE NATIONAL SCENIC AREA-URBAN AREA AND  
BOUNDARY, THE PLANS WITHIN BOTH BOUNDARIES,  
AND AREAS OF MUTUAL INTEREST

WHEREAS, The City of The Dalles, Oregon, and Wasco County, Oregon, are authorized under the provisions of Oregon Revised Statutes (ORS) 190.003 to 190.110 to enter into intergovernmental agreements for the performance of any or all functions that a party to the agreement has authority to perform; and

WHEREAS, ORS Chapters 195, 196, and 197 and Oregon Administrative Rule (OAR) 660 Division 3, requires counties and cities to prepare and adopt comprehensive plans consistent with statewide planning goals, and to enact ordinances or regulations to implement the comprehensive plans; and

WHEREAS, the City and County have adopted plans and implementing ordinances according to ORS Chapter 195, 196, and 197 and OAR 660 Division 3; and

WHEREAS, Wasco County has adopted the Columbia River Gorge National Scenic Area Management Plan and implementing ordinances pursuant to P.L. 99-663; and

WHEREAS, the City of The Dalles and Wasco County have adopted coordinated and consistent comprehensive plans which establish an Oregon Urban Growth Boundary (UGB), a National Scenic Area-Urban Area Boundary (UAB), plans for the urban growth areas, and policies related to urban development and the provision of urban services within the urban growth areas; and

WHEREAS, Statewide Planning Goal Number 14 requires that establishment and change of the Urban Growth Boundary shall be a cooperative process between the city and the county that surrounds it; and

WHEREAS, P.L. 99-663, Section 4-F and ORS 196.109 provide a process for revisions to the National Scenic Area-Urban Area Boundary; and

WHEREAS, the City of The Dalles and Wasco County recognize a common concern and responsibility regarding the accommodation of population growth and utilization of lands adjacent to the city in the areas of mutual interest; and

WHEREAS, the City of The Dalles and Wasco County recognize that as their comprehensive plans and implementing ordinances are amended from time to time, that they shall remain consistent and coordinated with each other; and

WHEREAS, the City and County have a common interest in, or share jurisdiction over, lands within the Urban Growth Boundary, Urban Area Boundary, and areas of mutual interest; and

WHEREAS, the City and County acknowledge the value of administering ordinances and providing public assistance at a single central location for all lands within the Urban Growth Boundary; and

WHEREAS, the City of The Dalles and Wasco County recognize that it is necessary to cooperate with each other to implement the urbanization policies of their comprehensive plans;

NOW, THEREFORE, THE PARTIES DO MUTUALLY AGREE AS FOLLOWS:

## 1. Definitions

A. Urban Growth Boundary (UGB) - The limits of urban and urbanizable lands as depicted by a line on The Dalles Comprehensive Plan map, established through the Oregon Land Use Planning Goals, Statutes, and Rules and acknowledged by the Land Conservation and Development Commission.

B. Urban Growth Area (UGA) - The land area within the UGB and outside the city limits of The City of The Dalles.

C. Urban Area Boundary (UAB) - The limits of urban land exempted from the land use requirements of P.L. 99-663 and the management plan for the Columbia River Gorge National Scenic Area, as depicted by a line on the map of the National Scenic Area and the planning maps of the City and County.

D. Urban Area (UA) - The land area outside the UAB and inside the UGB.

E. Areas of Mutual Interest (AMI) (See Map Attachment 1)

1. The land area outside the UGB and inside the UAB.
2. Future growth areas as follows:
  - a. The area of, and generally surrounding, Murray's Addition.
  - b. Cherry Heights area.
3. Discovery Center/Wasco County Museum property and Taylor Lakes area.
4. The area directly south of and adjacent to the Columbia Gorge Community College.
5. The Columbia River to the state boundary adjacent to the UGB.
6. Foley Lakes and Hidden Valley.

F. Planning Services - Quasi-judicial processing of land use actions and all other current planning activities; and legislative activities involving long range land use planning.

G. Urban Development Standards - The level to which facilities and services are required to be provided to insure efficient use of urban and urbanizable land.

## 2. Intent and Purpose of Agreement

- A. Establish procedures for the review of land use actions and activities in the UGB, UAB, and AMI.
- B. Improve coordination and communication between City and County staffs.
- C. Improve planning, building, and urban development services to customers and citizens within The Dalles UGB, UAB, and AMI.
- D. Develop consistent policies and procedures for managing urban growth and development within the UGB.
- E. Provide for the transition of planning services in the UGA from the County to the City and minimize the financial impacts of this transition to both parties.

## 3. Areas of Mutual Interest

- A. The City and County agree to establish Areas of Mutual Interest(AMI) outside of The Dalles UGB as described in the Definitions, Section 1. A map of The Dalles AMI is attached to this agreement and marked "Attachment -1".
- B. The City and County recognize the AMI as lands characterized by urban densities or important for urban uses. These lands are served by or could benefit from an urban level of services or directly affect lands dedicated to urban uses.

## 4. Comprehensive Plan and Implementing Ordinance Amendments

### A. City Amendments

- 1. An amendment to the following City Comprehensive Plan and implementing ordinance provisions shall be enacted only after agreement by both parties in accordance with plan and ordinance amendment procedures as established by this section.

- a) An amendment to the City of The Dalles Comprehensive Plan text or map as it pertains to the Urban Growth Area and Boundary, or Areas of Mutual Interest.
  - b) An amendment to the text or map of any of the City of The Dalles implementing ordinances which are applicable to the Urban Growth Area or Boundary and have been adopted by the County.
2. All amendment requests shall be initially processed by the City. The City will refer to the County, upon receipt thereof, all requests for amendment in order to allow for a concurrent review. The City shall give the County Planning Office (15) days to complete its review and recommendation. Additional time for review may be provided upon request by the County, and with concurrence of the City. A recommendation should be submitted to the City at least ten(10) days prior to the date of the City Planning Commission hearing. The City, in making its decision, shall consider the recommendation of the County regarding the amendment request.
  3. The decision of the City Planning Commission and City Council shall be forwarded to the County Court.
  4. If the positions of the two jurisdictions differ, a joint meeting of the City Council and County Court, or their designees, may be held to attempt to resolve the differences.
  5. Appeals of an amendment request shall be made pursuant to the ORS and the OAR.

#### B. County Amendments

1. An amendment to the following County plan and implementing ordinance provisions shall be enacted only after the City has been given an opportunity to provide information and comment in accordance with plan and ordinance amendment procedures as established by this section.
  - a) An amendment to the County Comprehensive Plan text or map as it pertains to the Urban Area or Boundary, or Areas of Mutual Interest.
  - b) An amendment to the text or map of any of the County implementing ordinances which are applicable to the Urban Area or Boundary or Areas of Mutual Interest.
2. All Urban Area or Boundary changes initiated by the City shall be processed

through the County in accordance to the provisions of the P.L. 99-663, ORS 196 and the Scenic Area Management Plan. The City shall be responsible for all costs, documents, paper work and hearing procedures necessary to accomplish the amendments.

3. All other amendment requests shall be processed by the County. The County will refer to the City, upon receipt thereof, all requests for amendment in order to allow for a concurrent review. The County shall give the City Planning Office (15) days to complete its review and recommendation. Additional time for review may be provided upon request by the City, and with concurrence of the County. A recommendation should be submitted to the County at least ten(10) days prior to the date of the County Planning Commission hearing. The County, in making its decision, shall consider the recommendation of the City regarding the amendment request.
4. The decision of the County Planning Commission and County Court shall be forwarded to the City.
5. If the positions of the two jurisdictions differ, a joint meeting of the City Council and County Court, or their designees, may be held to attempt to resolve the differences.
6. Appeals of an amendment request shall be made pursuant to the ORS and the OAR.

#### C. Third Party Initiated Amendments

1. Third party initiated amendments shall be processed appropriately as legislative or quasi-judicial hearings by the City or County according to the defined area of responsibility as outlined in Section 5 below.
2. The City and County shall afford notice to each other according to Sections 4.A.2. and 4.B.3 above as appropriate.
3. Appeals of third party amendment requests shall be made pursuant to state statutes and administrative rules.

#### 5. Administrative Responsibilities, Compensation For Service, and Process For Land Use Actions Within and Including the UGB, UAB, and AMI.

##### A. Intent -

1. The City and County agree to divide administrative responsibilities for land

use actions within the UGB, UAB and AMI and provide compensation for services. The agreement to divide administration responsibilities for compensation for service shall be renewed on an annual basis beginning at the start of each new fiscal year.

B. City Limits -

1. The City shall accept all administration land use responsibilities and associated costs within the City limits as they now exist or may be expanded in the future.

C. Areas of Mutual interest and Urban Areas (excepting city limits) -

1. The County shall accept all administrative land use responsibilities and associated costs within the AMI and UA as they now exist or may be modified in the future.

D. Urban Growth Area (excluding the UA) -

1. The County shall transfer all land use administrative responsibilities to the City and the City shall accept these responsibilities for all lands within the UGA (excepting the UA) on an annual basis as provided in 3.A. below.
2. The City shall provide adequate staffing to administer all identified planning service within the UGA.
3. The County shall compensate the City for planning services within the UGA according to the following provisions:
  - a. Annual Amount - \$20,000.00 the first fiscal year payable quarterly in advance. This amount shall be prorated during the first year. Each January the City shall submit a budget request to the County for an adjusted amount of compensation. Annual adjustments may include cost of living increases, step increases, or salary range adjustments to ensure the amount remains roughly equivalent to a half-time planning position.
  - b. The annual amount will also be prorated based upon the total number of acres within the UGA. As land is annexed, or the UGA expanded, the annual amount will be adjusted. The base acreage figure for all future calculations is 1,254 acres (1,460.3 in UGA minus 206.3 in UA). This is equivalent to \$15.95 per acre in the first year.
  - c. The City retains all land use fees and assumes all costs associated with providing the planning services. All fees shall be established by the City.

4. This agreement for planning services within the UGA is subject to the appropriation of sufficient funds by the County in its budget, and to the City maintaining sufficient staffing capabilities to allow the City to provide necessary services.
5. This agreement may be terminated prior to the end of a fiscal year, by either party providing sixty (60) days written notice to the other party, in the event the County does not appropriate funds in its budget to be able to continue this agreement, or if the City determines that reductions in staffing levels will not allow the City to continue this agreement.
6. The City Planning Commission and City Council shall act as the hearings bodies for all land use actions within the UGA under the provisions of this section.
7. The City will coordinate with appropriate County departments on all land use actions within the UGA under the provisions of this section.

## 6. City Services

- A. Extension of City services within the UGA shall be solely at the discretion of the City.
- B. For the purposes of this Agreement, City services shall be limited to water, sanitary sewer, storm sewer, streets, and police.
- C. Service rates, SDC's, and service connection fees as well as urban development standards shall be established by Ordinance adopted by the City Council.

## 7. County Services

- A. All building permits or subdivisions which require access to or from a local access road (under county jurisdiction) by curb cuts or approach roads shall be required to gain approval from the County Public Works Department.
- B. All building permits or subdivisions which require access to or from a County road by curb cuts or approach roads shall be required to obtain a County Road approach permit from the County Public Works Department.
- C. All building permits or subdivisions requiring storm water systems shall be required to have the system reviewed and approved by the County Public Works Department prior to receiving final land use approval.

## 8. Annexation

- A. Annexation of areas within the Urban Growth Boundary shall be in accordance with relevant annexation procedures contained in the Oregon Revised Statutes, City Ordinances, or approved annexation plan.
- B. Annexation by the City will occur only after development is completed.

## 9. Comprehensive Plan and Implementation Measure Review and Amendment

- A. The City Comprehensive Plan, including this Joint Management Agreement, and other implementing ordinances shall be reviewed periodically pursuant to the policies and procedures of the City of The Dalles Comprehensive Plan and Wasco County Comprehensive Plan.

## 10. Agreement Review and Amendment

- A. This agreement may be reviewed and amended at any time by mutual consent of both parties, after public hearing by the City Council and the County Court.
- B. This agreement shall be reviewed, and may be amended, at the time established for review of the City or County Comprehensive Plan.
- C. Any modifications in this agreement shall be consistent with the City and County Comprehensive Plans.

## 11. Severability

- A. The provisions of this Joint Management Agreement are severable. If an article, sentence, clause, or phrase shall be adjudged by a court of competent jurisdiction to be invalid, the decision shall not affect the validity of the remaining portions of this Agreement.

IN WITNESS WHEREOF, this Joint Management Agreement is adopted this 8<sup>th</sup> day of September, 1997, by the following vote:

Voting "Yes", Councilors: McFadden, Gosiak, Barrett

Voting "No", Councilors: Davis

Absent, Councilors: Van Cleave

Abstain, Councilors: \_\_\_\_\_

  
\_\_\_\_\_  
David R. Beckley, Mayor

ATTEST:

  
\_\_\_\_\_  
City Clerk, CMC, City Clerk

IN WITNESS WHEREOF, this Joint Management Agreement is adopted this 22<sup>nd</sup> day of October, 1997, by the following vote:

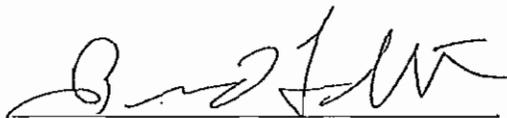
Voting "Yes", Commissioners: John Mabrey, Scott McKay, Dan Ericksen

Voting "No", Commissioners: \_\_\_\_\_

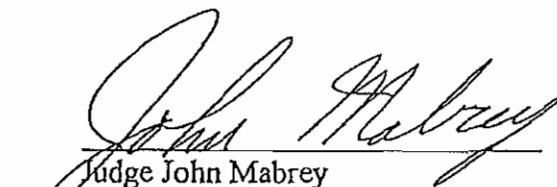
Absent, Commissioners: \_\_\_\_\_

Approved by the County Court this 22<sup>nd</sup> day of October, 1997:

APPROVED AS TO FORM:



Bernard L. Smith  
Wasco County District Attorney



Judge John Mabrey

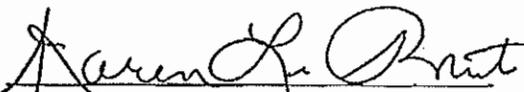


Commissioner Scott McKay



Commissioner Dan Ericksen

ATTEST:



Karen Lebreton, County Clerk



**AGENDA STAFF REPORT**  
**CITY OF THE DALLES**

MEETING DATE	AGENDA LOCATION	AGENDA REPORT #
August 19, 2013	Discussion Items 3, C	

**TO:** Honorable Mayor and City Council  
Wasco County Commissioners

**FROM:** Nolan K. Young, City Manager *ny*

**DATE:** August 7, 2013

**ISSUE:** Update regarding Status of County Roads within the City Limits

**BACKGROUND:** Wasco County currently has approximately 15 miles of County roads located within the city limits of The City of The Dalles. The City has agreed to accept three road sections, totaling approximately one-half mile. The County has requested that the City consider an additional 2.52 miles. Attached is our letter to Wasco County regarding this issue and a chart showing the roads the City has accepted along with Resolution No. 10-007 which identifies our current standards for city streets.

Our current policy is that the City will accept County roads into the City street system at the time that the roads are brought up to City standards by either development, Local Improvement Districts, or by the County. As the City annexes areas into the City, it assumes responsibility for public roads that are not maintained by either the City or the County; it does not accept responsibility for any County roads. The County has changed the designation of all County roads within the Urban Growth Area, between City limits and the Urban Growth Boundary, to public roads, so that when annexed by the City they will become the responsibility of the City, but will not receive full maintenance by the City unless they are up to City standards.

This item is on the agenda to allow the City and the County to discuss our current policies and to consider making any agreements.



**CITY of THE DALLES**

313 COURT STREET  
THE DALLES, OREGON 97058

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

January 22, 2013

Tyler Stone  
Wasco County Administrative Officer  
511 Washington Street  
The Dalles, OR 97058

Dear Tyler,

On June 4, 2012, Wasco County Public Works director Marty Matherly, sent a letter to Dave Anderson, City of The Dalles Public Works Director, requesting that the City accept several portions of roads that are within the city limits of the City of The Dalles that were currently County roads into the City road system. Marty had listed the roads he felt met City standards.

Attached to this letter is the City's Public Works staff's analysis of each of those road sections. The chart identifies comments on the current conditions, identification of the city standard applied, recommendation on what improvements are needed to meet that city standard, and whether or not that city standard is met. We have attached a copy of City Resolution 10-007 which identifies the standards being applied for those streets that are not arterial, or collector streets. The City full standards are identified in our Land Use Development Plan.

The chart identifies three road sections that meet City standards. One of those road sections, Hostetler, would require some pot hole patching prior to our accepting it. To begin the process of accepting these roads we need a formal request from the County Commission, we would then schedule this issue for a City Council meeting.

We apologize for the delay in responding to Marty's request. If Marty and you would like to meet with Dave and I to discuss the chart please let us know.

Regards,

  
Nolan K. Young  
City Manager

CC: Dave Anderson  
Marty Matherly

County Roads presented for consideration of being accepted as City Streets as being constructed to City Standard					
Request provided by Marty Matherly letter dated 6-4-2012					
County Road	Location	Length (mi)	Comments on Current Conditions	City Standard/Recommendations	Std Met
Chenowith Loop Rd., No. 512	W. 7 <sup>th</sup> St. to W. 10 <sup>th</sup> St.	0.45	Chip seal. Curb and sidewalk on east side from 7th to D-21 property, drive approaches but no sidewalks on west side 7th to ~8th. No sidewalks ~8th to 10th. Storm in place. Not fully to City Std.	Collector Street - Full Improvements. Recommend construction of sidewalks prior to acceptance.	No
Columbia View Dr (Fremont St, No. 152)	Summit Ridge Dr to 3720 Columbia View Dr	0.33	Has Storm. Curb and sidewalk on south side only. Has partial sub-std extruded curb on north side. Needs std curb on north side. Not fully to City Std.	Collector Street - Full Improvements. Recommend full curb/sidewalk on south side and full-face curb on north side to match requirements on each end of this road segment.	No
Dry Hollow Rd, No. 106	inside City limits	0.08	Chip seal. No curb/sidewalk on east side.	Arterial Street - Full Improvements. Recommend full-face curb on east side to protect pavement edge.	No
Hostetler St, No. 528	6th to end of curb	0.11	Chip seal. Has curb/bike/sidewalk/storm. Major pothole.	Collector Street - Full Improvments. Recommend requiring hot mix pothole patch with edge prep/tack prior to acceptance.	Yes
Kingsley St, No. 540	13th to 16th	0.12	Chip seal. No base. Partial curb. No sidewalk. Has storm.	Resolution 10-007: sidewalk on at least one side.	No
Pomona St, No. 526	W. 8 <sup>th</sup> St. to W. 10 <sup>th</sup> St.	0.20	2" AC over base (1979). Storm 8th St to 10th St. Curb/sidewalk on both sides.	Resolution 10-007: Full improvements.	Yes
River Road, No. 514	Bargeway Rd. to Klindt Dr.	0.69	No storm. Curb/sidewalk or trail on one side. Needs curb on south side. 1" chipseal over base (1971).	Collector Street - Full Improvements. Recommend construction of storm system and curbs and sidewalks on south side prior to acceptance.	No
Snipes St, No. 508	W. 6 <sup>th</sup> St. to W. 9 <sup>th</sup> Pl (St?)	0.30	Has storm. Incomplete sidewalk on west side 6th to 7th; no sidewalk on west side.	Collector Street - Full Improvements. Recommend construction of completed curbs and sidewalks on both sides prior to acceptance.	No
Verdant St, No. 524	W. 10 <sup>th</sup> St. to W. 13 <sup>th</sup> St.	0.13	Partial curb/sidewalk. Rolled curb. No storm.	Resolution 10-007: sidewalk on at least one side for 8th to 10th segment. Recommend curbs on both sides, sidewalk on one side, and install storm or pay into fund for storm.	No
W. 7 <sup>th</sup> St, No. 536	Pomona St. to Snipes St.	0.17	2" AC over base (1979). Has curbs. Incomplete sidewalk. Has storm.	Collector Street - Full Improvements.	No
W. 9th St, No. 522	Emerson St to Irvine St (I think he means Chenowith Loop to Irvine?)	0.05	Outside City limits. Curb 1/2 way, no sidewalks, no storm.		NA
W. 13 <sup>th</sup> St., No. 501	Elberta St. to Meek St.	0.20	Has undersized 10" storm in half, no storm in other half. South side has most curbs/sidewalks. Needs curb on north side where practical.	Not specified. Not included in TSP because it is County Rd. Functions as Collector. Per Resolution 10-007, recommend completing curb/sidewalks on south side and installing curb on north side as feasible.	No
W. 14 <sup>th</sup> St, No. 590	Kingsley St to Elberta St.	0.19	Has curbs. No sidewalks. No storm.	Resolution 10-007: minimal improvements, no sidewalks, no storm.	Yes

**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

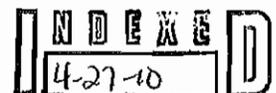
**WHEREAS**, the City Council conducted a discussion item for the proposed guidelines on March 29, 2010; and

**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 26<sup>TH</sup> DAY OF APRIL, 2010.**

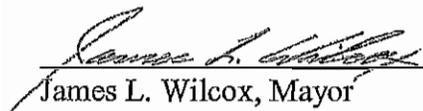
Voting Yes, Councilor: Ahier, Wood, Dick, Spatz

Voting No, Councilor: None

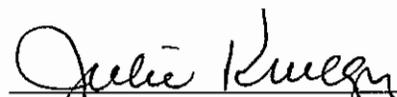
Absent, Councilor: Council Position #1 Vacant

Abstaining, Councilor: None

**AND APPROVED BY THE MAYOR THIS 26<sup>TH</sup> 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.

6<sup>th</sup> from 3<sup>rd</sup> Place to Liberty  
7<sup>th</sup> PI from Court to Case  
7<sup>th</sup> from Trevitt to Court  
7<sup>th</sup> from Hostetler to Chenoweth Lp  
8<sup>th</sup> from Snipes to Walnut  
8<sup>th</sup> from Bridge to 4<sup>th</sup> St Grade  
8<sup>th</sup> PI from Court to Case

Exhibit "A"

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

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

**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.

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

11<sup>th</sup> from Blakely Dr to Blakely Way

12<sup>th</sup> from Blakely Dr to Blakely Way

Blakely Dr

Blakely Way

Webber from 12<sup>th</sup> to 13<sup>th</sup>

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

8<sup>th</sup> between Hostettler 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.

20<sup>th</sup> from Scenic Way to Dead End

21<sup>st</sup> from Radio Way to Sorosis

21<sup>st</sup> Place off W 21<sup>st</sup>

23<sup>rd</sup> from Radio way to E of Sorosis

Radio Way

Sorosis

West 6<sup>th</sup> Area

Division from W of US 30 to commercially zoned area.

Lee from 7<sup>th</sup> to commercially zoned area

Others

9<sup>th</sup> from Irvine to Chenoweth

13<sup>th</sup> from Richmond to Lambert

13<sup>th</sup> from Emerson to end

18<sup>th</sup> from 16<sup>th</sup> Place to end

19<sup>th</sup> from W of Mt. Hood to E of Mt. Hood

21 Pl from 21<sup>st</sup> to Fairview

25<sup>th</sup> from W of Wright Dr to Wright Dr

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

Bridge street between 20<sup>th</sup> and 22<sup>nd</sup> and S of 19<sup>th</sup>

Chinook from SW of 12<sup>th</sup> to 10<sup>th</sup>

Claudia Lane at E 21

Grant Cir at Lincoln Way

Harris from 8<sup>th</sup> to 9<sup>th</sup>

Monroe from 15<sup>th</sup> to 16<sup>th</sup> Pl

Perkins

Short St – full pavement and curbs, no sidewalks.

Walnut from 13<sup>th</sup> to 10<sup>th</sup>

Wright Dr at 25<sup>th</sup>

**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.

7<sup>th</sup> from Kelly to 4<sup>th</sup> Street Grade

7<sup>th</sup> from Chenoweth to Irving

16<sup>th</sup> from Mt. Hood to Bridge

16<sup>th</sup> from Golden Way to 15<sup>th</sup>

Exhibit "A"

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

**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.

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

## **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 9<sup>th</sup> 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 24<sup>th</sup>  
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