



IMPROVING OUR COMMUNITY

COLUMBIA GATEWAY URBAN RENEWAL AGENCY
CITY OF THE DALLES

AGENDA
COLUMBIA GATEWAY
URBAN RENEWAL ADVISORY COMMITTEE

Conducted in a Handicap Accessible Meeting Room

Tuesday, February 21, 2012
5:30 pm
City Hall Council Chambers
313 Court St.
The Dalles, OR

- I. Call to Order
- II. Roll Call
- III. Pledge of Allegiance
- IV. Approval of Agenda
- V. Approval of Minutes: November 15, 2011
- VI. Public Comment (for items not on the agenda)
- VII. Quarterly Update of On-going Urban Renewal Projects and Commissioners' Questions and Comments.
- VIII. Next Regularly Scheduled Urban Renewal Advisory Meeting:
March 20, 2012
- IX. Adjournment

Columbia Gateway Urban Renewal Advisory Committee Minutes

Tuesday, November 15, 2011

5:30 PM

City Hall Council Chambers

313 Court Street

The Dalles, OR 97058

Conducted in a handicap accessible room.

CALL TO ORDER

Acting Chair Grossman called the meeting to order at 5:30 p.m.

ROLL CALL

Present members: Gary Grossman, Jennifer Botts, John Nelson, Robin Miles, Greg Weast

Absent members: Chris Zukin, Richard Elkins, Bill Dick, Scott Hege

Staff present: Dan Durow, Community Development Dept. Director; Gene Parker, City Attorney; Dave Anderson, Public Works Director, and Carole Trautman, Administrative Secretary

PLEDGE OF ALLEGIANCE

Acting Chair Grossman led the group in the Pledge of Allegiance.

APPROVAL OF AGENDA ITEMS

Acting Chair Grossman asked committee members if there were any additions or corrections to the agenda. John Nelson moved to approve the agenda as submitted, Jennifer Botts seconded the motion. The motion carried unanimously; Zukin, Elkins, Dick and Hege were absent.

APPROVAL OF MINUTES

Acting Chair Grossman asked if there were any corrections or additions to the minutes of the July 19, 2011 meeting. Robin Miles moved to approve the July 19, 2011 minutes as submitted, Botts seconded. The motion was approved by Grossman, Miles, Botts and Weast; Nelson abstained; Zukin, Elkins, Dick and Hege were absent.

Nelson moved to approve the August 30, 2011 minutes as submitted, Botts seconded. The motion was approved unanimously; Zukin, Elkins, Dick and Hege were absent.

PUBLIC COMMENT

None

ACTION ITEM

3rd Place Streetscape Conceptual Design-Proposed Design Option

Director Durow stated that the intent of the presentation was to report what staff and consultants were able to produce through the three citizen informational meetings that were held prior to this meeting, to explain some of the various design options that were formulated earlier, and to explore in depth the resulting preferred design option that was presented in the committee's agenda packet.

Director Durow reported that, in the past, the City went through the Urban Renewal Plan process where the 3rd Place Streetscape project was proposed as part of the Plan. The Urban Renewal Advisory Committee (URAC) determined the 3rd Place project was worthwhile and recommended it to the Urban Renewal Agency (URA). Durow explained that this year's budget allotted some money for this project to produce the design work, and Wallis Engineering was contracted to prepare the conceptual design. This proposed draft design option, Durow said, was the first layout phase of the design work, and that during the final phase of design there would be some issues that would need to be resolved.

Durow reported that project goals were established, and those goals were implemented in the citizens' meetings. Durow stated that the URAC had options for decisions such as 1) continue discussion on this option at another URAC meeting; 2) send it back to another citizens' meeting for further discussion; or 3) decide to recommend this draft project design option to the URA.

Grossman asked what kind of citizen involvement took place at the meetings. Director Durow answered that participation was better than expected but not as well attended as he had hoped. There were probably 15-20 people at the meetings, and more people attended the last meeting, Durow said. Some people came in or called the Community Development Department and inquired about the project as well, Durow stated. Durow explained that letters were sent out to property owners and renters in the nearby area about the citizens' meetings, a lot of effort was made, and there was a lot of good input from the citizens.

Durow reported that this project was discussed internally with Public Works and there were some issues yet to be resolved as in any project. Durow said the project would not begin for about five years, and the strategy was to get the project designed and "put on the shelf" until better grant opportunities come along.

Weast asked if part of the project could potentially be funded through assessments to property owners if grant money was not available in five years. Durow replied that funding still needed to be determined, and staff talked with people at the last citizens' meeting about the possibility of a Local Improvement District (LID) for the project as on Second Street. Durow said that

ultimately it would be a City Council decision on creating an LID, but citizens were generally aware that could potentially happen.

Director Durow turned the presentation over to Mr. Todd Boulanger, consultant from Wallis Engineering. Mr. Boulanger introduced his work associate, Mr. James Walsh.

The following is a summary of Mr. Boulanger's presentation:

- The traffic flow for the project is under 10,000 vehicles per day.
- An access study showed there were alternate routes available to get to other regional locations. Generally there are other better routes.
- Some safety issues to be addressed are: degraded sidewalks and roadways, speeding, pedestrian safety, sideswiping parked cars, narrow driveways, multiple residential cars, and some residents park on the sidewalk.
- Livability issues are: parking, traffic volumes, regional trucks, traffic noise, and landscaping.
- User viewpoints are: vulnerable road, the island makes a difference to see oncoming traffic, and some sidewalks are somewhat acceptable but overgrown with vegetation limiting available space usage.
- The goal is to reach at least a 95% public satisfaction.

Boulanger went on to outline the various intersection proposed draft designs as follows:

Trevitt & 6th Streets:

- Existing conditions are: vehicular conflict points, pedestrian exposure, over-wide lanes, restricted sight lines, off-angle approaches, and missing ADA ramps and sidewalk sections.
- Staff, citizens and consultants worked through approximately eight preliminary designs with the public and other City staff members.
- Engineers are trying to manage the design for all users and not make it a regional highway. Director Durow reported that one neighbor wanted to close the street, but the goal was to keep the street open for the public. Durow also said the proposed design will slow traffic down just through design, per the traffic study. The result of the study showed traffic will stay within the 25 mph speed limit because of the design, Durow said.
- Boulanger said the proposed draft design would "set the table" for future traffic studies for the project with a possibility of adding stop signs.
- 6th Street – Looking at ways to visually narrow, but not cut off, the street.
- There is a possibility of raised parking.
- Street trees are provisional and may change and/or move.

3rd and 4th Streets Intersection:

- Existing conditions are: vehicular conflict points, pedestrian exposure, an odd seven-leg intersection exists, restricted sight lines, off-angle approaches, trail crossing, and poor lighting.
- The preferred draft option provides raised parking (as requested by the citizens), street lights, and trees.

Pentland Street Intersection:

- Staff, citizens and consultants saw an opportunity to continue the “theme” of the project onto Pentland Street.
- Existing conditions are: pedestrian exposure, narrow sidewalks, over-wide lanes, restricted sight lines, off-angle approaches.
- The draft design option provides more parking stalls and narrows the roadway.
- The draft design provides street lights, shifting from bulbs to LED lights, that may change through further design plans.

Boulanger stated the project corridor ends at Lincoln Street.

Miles asked if the public area in Exhibit 1 would be grass. Boulanger answered that it could be grass or other landscaping. He also stated the location of the pioneer monument would need to be addressed in the future. The monument, Boulanger reported, could be more accessible and visible in the new plan.

Boulanger continued with his presentation addressing various design features as follows:

Street Trees:

- There are approximately 52 trees total in the draft design option.
- There are two types of trees, large trees at the intersections and smaller trees at the mid-block.
- The trees will be watered similar to current contracts in other downtown area. There is no irrigation installed.
- Utilities are proposed to go underground
- Director Durow explained that property owners who have trees in the right-of-way are responsible for the maintenance of the trees. The downtown corridor has contracts in place for maintenance of street trees, but the City does not have contracts for residential areas, Durow stated. However, Durow said, the City would probably look at something more like the downtown area, because the City wants to maintain a certain character to the area. Durow explained that eventually the larger trees will take less maintenance than the smaller trees. The smaller trees will eventually need to be replaced as in the downtown area, Durow stated.
- The draft design will try to provide more space around the street trees so that the root structure will be able to be viable on their own.

Street Lights:

- The draft design proposes to remove existing utility poles and place utilities underground.
- The draft design replaces lighting with a recommendation of a single post top light that is available in several design options to coordinate with a desired time period theme.

Access:

- Staff, citizens, and consultants also considered options to provide a transition between residential and downtown areas.

Parking Types:

- In commercial areas, the draft design option proposes flush parking with the street.
- In residential areas, the design option proposes raised curbs.
- Consultants did not recommend a rolled curb.

Additional Elements:

- Hardscaping – heritage style vs. contemporary
- Sidewalks – heritage style vs. contemporary
- Sidewalk details – stamping, scoring, street name in curb or near curb
- Sidewalk ramps
- Intersection treatments

Weast moved to recommend to the Urban Renewal Agency the 3rd Place Streetscape preferred design option as presented. Jennifer Botts seconded the motion.

Director Durow stated that a primary concern for Public Works was the raised parking. Durow introduced Dave Anderson, Public Works Director, and asked him to come and share some of his concerns. Anderson stated Public Works got involved in the design work late, especially on the draft proposed design option. The main concern, Anderson said, was the raised parking stalls. Anderson explained that the raised parking stalls were not the standard way of providing parking in the City. Anderson also stated he had concerns whether there was an adequate separation of vehicular and pedestrian uses. Normally there would be a squared off curb design providing a physical barrier between vehicles and pedestrians, Anderson stated. Anderson explained that this design proposal has some shared space design, and if a vehicle were to park, pedestrians would need to get out of the way. Anderson reiterated that this would not be standard design for the City. Anderson stated storm water collection needs to be designed in relation to parking stall design. Lastly, Anderson reported, at the Pentland and 3rd Street intersections, consideration needed to be given to not narrow the streets so much that there would be difficulties for truck traffic, especially turns.

Weast asked if the curb cuts were similar to the roundabout curbs. Anderson said the roundabout had mountable aprons, and the draft project design does not have mountable apron designs. Botts asked if the roundabout curbs were already damaged in certain areas. Anderson answered that the roundabout curb problems were problems with the original design, and they had been corrected.

Weast rescinded his earlier motion, Botts rescinded her earlier second to the motion.

Weast moved to accept the proposed draft design for the 3rd Place Streetscape Conceptual Design Project as presented by Wallis Engineering with the condition to work with The Dalles Public

Works Department to create the necessary modifications to the draft design to assuage the concerns presented by Public Works. Jennifer Botts seconded the motion.

Director Durow reiterated to the committee that staff had talked about the parking bay design and work with Public Works. Durow also stated that the street tree placement and light pole placement would vary between the preliminary and final designs depending on the vision clearance areas. Another variable would be the radius of Pentland and 4th Streets, Durow reported.

Director Durow said there was a potential to break the utility design work into two phases by separating the design work between the areas of 4th to Lincoln and 4th to the 6th St. Bridge for the reasons of money and design testing. Durow brought these points out, he stated, because certain expectations could begin to build that the design would be understood to be exactly as presented, and he wanted to make it clear there would be modifications. Durow emphasized that these design plans were not construction plans; they would be modified.

Nelson confirmed that he sensed, at the last meeting, that the neighbors had a clear understanding that the design plan option was a concept and that there would be modifications up to the final design plan. Nelson stated the Agency might modify the conceptual draft design even more.

The motion passed unanimously; Zukin, Elkins, Dick and Hege were absent.

ON-GOING PROJECTS

Director Durow reported on the following projects:

- Dock/Festival Area – There will be a pre-construction meeting for both projects November 18, and there will be activity very soon. The bids came in high, but the City was able to re-allocate some of the Urban Renewal monies from the Washington Street Undercrossing Project to these projects.
- Washington Street Undercrossing – There have been ongoing negotiations with the railroad, and they have accepted the last design. The City may go with one tunnel instead of two to save one million dollars since there is no lead for grant money. The dimension of one tunnel would be 12 feet.
- Roundabout – The City settled with the contractor and ODOT on the plant materials. All of the dead vegetation was replaced, and the Parks and Recreation Department has a contract for the vegetation maintenance. Four catch basins were repaired because of a design flaw.
- Granada Block – The City is discussing a proposed revised Memorandum of Understanding with the developers.

FUTURE MEETING

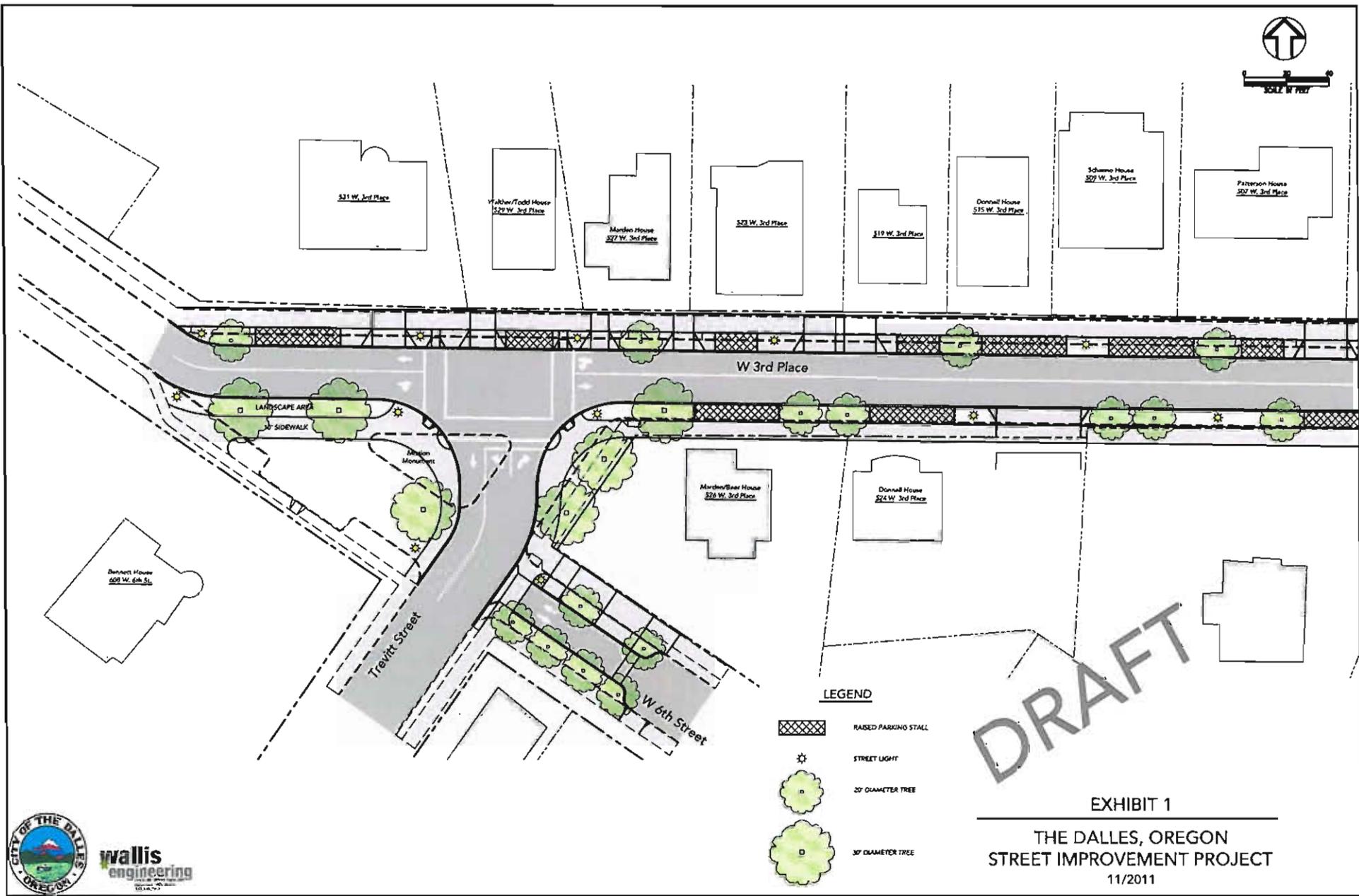
The next regularly scheduled meeting is Tuesday, December 20, 2011.

ADJOURNMENT

The meeting was adjourned at 6:55 PM.

Respectfully submitted by Carole Trautman, Administrative Secretary.

Gary Grossman, Vice Chairman



LEGEND

-  RAISED PARKING STALL
-  STREET LIGHT
-  20' DIAMETER TREE
-  30' DIAMETER TREE

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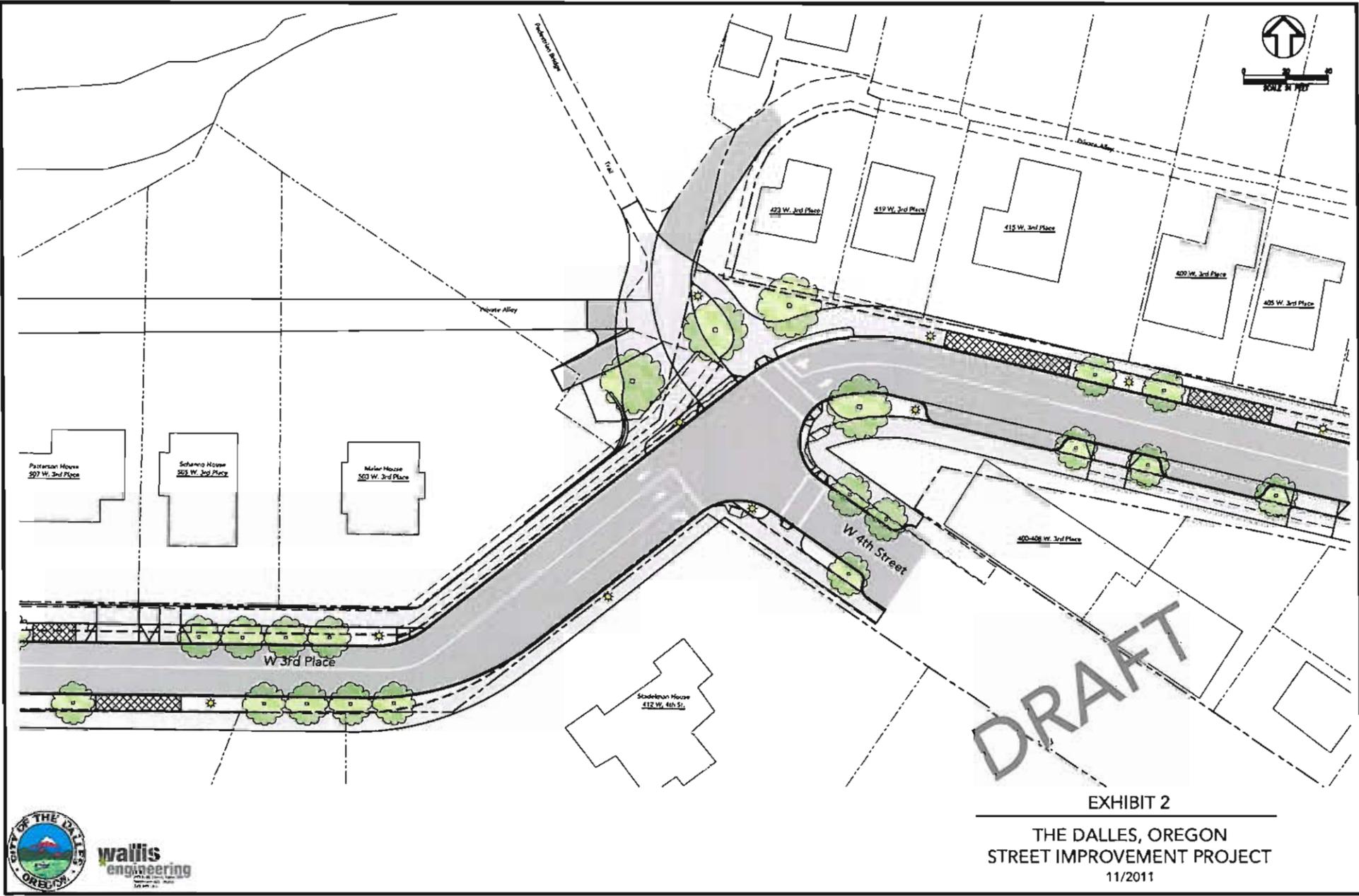
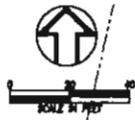
EXHIBIT 1

**THE DALLES, OREGON
STREET IMPROVEMENT PROJECT
11/2011**

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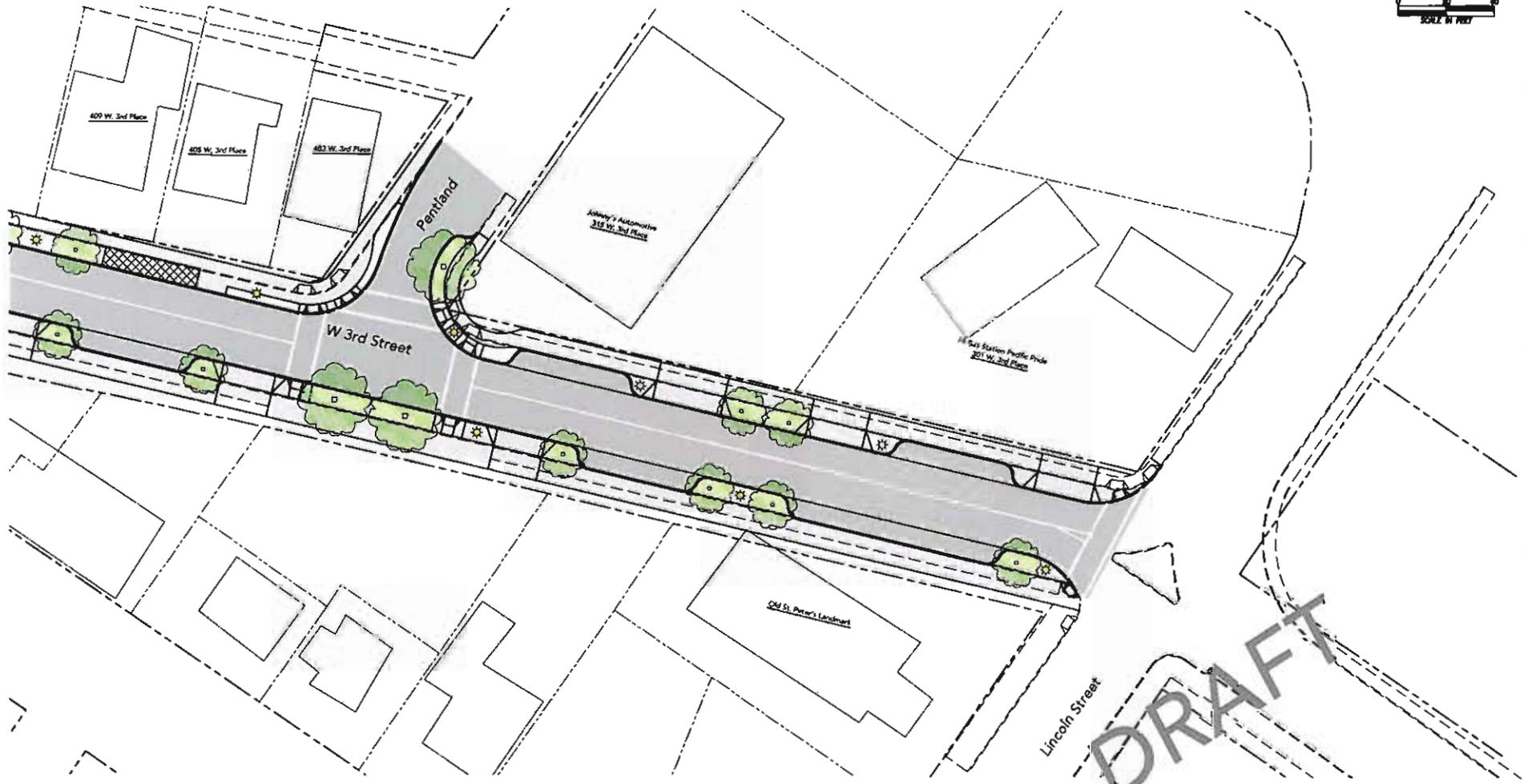
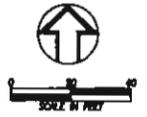
EXHIBIT 2

THE DALLES, OREGON
STREET IMPROVEMENT PROJECT

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EXHIBIT 3

THE DALLES, OREGON
STREET IMPROVEMENT PROJECT

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