



CITY of THE DALLES

313 COURT STREET
THE DALLES, OREGON 97058

(541) 296-5481 ext. 1125
Planning Department

AGENDA
CITY OF THE DALLES PLANNING COMMISSION
CITY HALL COUNCIL CHAMBERS
313 COURT SREET
THE DALLES, OREGON 97058
CONDUCTED IN A HANDICAP ACCESSIBLE MEETING ROOM
THURSDAY, OCTOBER 2, 2014
6:00 PM

- I. CALL TO ORDER
- II. ROLL CALL
- III. APPROVAL OF AGENDA
- IV. APPROVAL OF MINUTES – September 16, 2014
- V. PUBLIC COMMENT (Items not on the Agenda)
- VI. WORK SESSION – Residential Infill Policies
- VII. STAFF COMMENTS
- VIII. COMMISSIONER COMMENTS/QUESTIONS
- IX. FUTURE MEETING – October 16, 2014
- X. ADJOURNMENT

CITY OF THE DALLES PLANNING COMMISSION MINUTES

Thursday, September 16, 2014

City Hall Council Chambers

313 Court Street

The Dalles, OR 97058

Conducted in a handicap accessible room

6:00 PM

CALL TO ORDER:

Chair Lavier called the meeting to order at 5:56 PM.

BOARD MEMBERS PRESENT:

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

BOARD MEMBERS ABSENT:

Dennis Whitehouse

STAFF MEMBERS PRESENT:

Planning Director Richard Gassman, Administrative Secretary Carole Trautman

APPROVAL OF AGENDA:

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

APPROVAL OF MINUTES:

It was moved by Zukin and seconded by Stiles to approve the September 4, 2014 minutes as submitted. The motion carried unanimously; Whitehouse absent.

PUBLIC COMMENT:

None

WORK SESSION:

Director Gassman reported that staff worked with a good sign code committee. He stated there were quite a few portions of the sign code that were recommended by the committee to remain the same. The Committee encouraged the Main Street Coordinator, Matthew Klebes, to work with business owners and CBC property owners to review the sign code for that District.

Director Gassman highlighted the four major changes as listed in his September 18 memorandum.

Director Gassman and the Commission reviewed the listed sign code changes section by section; highlights are listed below as follows:

- Section 13.010.030; Definitions – Point #2: Murals
Gassman said City Attorney Parker wanted to further consider and review the use of the word “depiction” in the Sign Committee’s (Committee) recommended verbiage.
- Section 13.030.010; Exempt Signs – Point L: Murals
Lavier suggested expanding the verbiage for murals. Director Gassman said he might leave the word “murals” as is in this section and refer to the specific mural section of the sign code. Lavier said he had a concern that the recommendation of no words or logos would not allow for a description of the mural picture. Zukin said using any words on a mural could cause legal ramifications, because the state supreme court mandated that if it was necessary to read a mural, then it was considered a sign.
- Section 13.030.030; Prohibited Signs – Point #2: Vehicular Signs
After some discussion by the Commission, Director Gassman said he may add more wording to limit the time frame for signs displayed in the back of vehicles to 12 hours.

Point #4: Digital Signs

Gassman explained that the Committee’s recommendation was to make a 15 second time minimum on digital displays, and a maximum limit of three lines per display. The brightness limitation would follow the state regulations, and no scrolling or flashing would be allowed, he said. Lavier suggested making some sample displays with time limits of 6 seconds, 10 seconds, and 15 seconds so the Commission could see the difference. Poppoff suggested using the same brightness regulation as the exterior lighting code.

- Other Sections

13.040.040 – Point #2: Freestanding Signs

Gassman noted a correction to the staff report; the District should be CBC, not CFO.

Poppoff asked if the internally lit restriction would apply in residential zones. Director Gassman said just schools and churches. Poppoff suggested expanding to all residential zones also. After further discussion it was suggested to exempt internally lit addresses for the health and safety reasons to residents, and recommend a maximum size of 2 square feet for address signs.

Chair Lavier suggested limiting external lights in residential areas.

13.050.030 – Point #5: Freestanding Signs in DBD, CG and CR zones

Gassman advised that this recommended change gives more allowance than the existing code. Poppoff suggested a height limit on freestanding signs, because he had seen some that were rather tall. Gassman stated the taller signs in town were within the designated Highway District.

Nelson asked if there were historic guidelines about signs that totally obliterate the historic architecture of a building. He said it has happened in the past. Gassman indicated that the Committee encouraged the Main Street Coordinator to have discussions and possibly develop some sign samples that the downtown business owners had input on. The Committee felt the ideas needed to come from the business owners, he said.

- Notes

Section 13.070.010 C – Point #2: Non-conforming Signs – Time Limit

Poppoff said he would like to see some sort of a time limit on non-conforming signs. Gassman stated Poppoff could bring it up at the time of the sign code hearing because the Committee did not recommend that.

Section 13.070.050 – Point #3: Code Enforcement

Director Gassman said the Committee also discussed code enforcement. The Committee felt there should be consequences for non-compliant and for repeat offenders, perhaps fining them after 2 or 3 repeat offenses. This would be a policy change, not a code change, Gassman indicated.

STAFF COMMENTS:

Gassman gave a timeline for the sign code revisions. The Committee's recommended code revisions needed to go to the Land and Conservation Development Commission; therefore the hearing could not occur until the November 6 meeting date.

Gassman also advised that the next regularly scheduled Commission meeting would be a work session on the residential infill policies. Public Works is collecting street network information to bring back to the Commission.

COMMISSIONER COMMENTS:

None

NEXT MEETING:

October 2, 2014

ADJOURNMENT:

Chair Lavier adjourned the meeting at 7:30 PM.

Respectfully submitted by Administrative Secretary Carole Trautman

Bruce Lavier, Chairman



Memorandum

To: Planning Commission

From: Richard Gassman, Director 

Re: Network Roads Status

Date: October 2, 2014

Dale McCabe and Todd Stephens from the Public Works staff and I have reviewed all the roads that have tentatively been put in the network streets to verify the current improvements. We did this with the intent to try to create two sets of roads – those that are capable of being improved now, and those that are better suited for future improvements. In addition, we have made preliminary cross sections for some of the streets, showing different potential street designs.

Before we start looking at street designs, we have determined that since this project has been identified as residential infill, the following streets should be removed from the work program since they contain no residential development and are unlikely to have any residential development in the future: West 6th Street, Webber Street, and Cherry Heights. Development on these streets, mostly already fully improved, would be controlled by commercial street standards.

After looking at all the areas, we also suggest that two streets be added: East 19th from the western intersection of East 18th (there are two intersections of East 18th and East 19th) to Dry Hollow, and East 10th from Kelly to Thompson. The reason to add East 19th is that there are many school children who walk to Dry Hollow from the residential developments west of Dry Hollow, and East 19th is the logical street for them to use. In addition, there is full improvement for a substantial part of the street. For East 10th from Kelly to Thompson, we suggest this be added even though it runs parallel to 12th because 10th is a through street with high traffic volume and is fully improved except for one small area near Thompson. By putting this on the list we have the potential to get full improvement at some time in the future, but not requiring anything of most property owners.

We consider the following streets (some of which are already fully developed) to be capable of having full improvements installed at the time of development. Chenowith Loop, Hostetler, Snipes, Union, Mt. Hood, Trevitt, Brewery Grade, East 10th from Union to Dry Hollow, (and East 10th to Thompson if included), Dry Hollow, East 12th from Dry Hollow to Thompson, East 19th east of Dry Hollow, East 19th west of Dry Hollow to East 18th (if included), and Fremont (Columbia View) from East Knoll Drive to Summit Ridge Drive. For some of these streets we have prepared a set of design standards which are included in your packet. These designs will be discussed at the meeting.

We consider the following streets to be capable of modified full improvement at the current time: Scenic Drive, West 10th, and Old Dufur west of Morton. Again, we will discuss what this means at the meeting.

There are other streets which are not currently ready for improvements. For residential development on these streets, we would recommend the use of delayed development agreements: Thompson, parts of Old Dufur east of Morton, Fremont from Old Dufur to East Knoll Drive.

Staff has reviewed each of the residential streets in more detail for purposes of making a design for the streets. The designs are based on a variety of factors, including the width of right of way, the volume of traffic, the topography, and existing conditions. The design is an attempt to get those aspects of full improvement that staff believes are the most important for each of the designated streets. On some streets we will have a new feature that will offer the adjacent property owner a choice to either put in on-street parking or not. For an example of this, I have included an aerial photograph of a section of West 10th at Pomona where a recently developed property put in a sidewalk and provided for on-street parking. Next to it is a property that installed a sidewalk, but no on-street parking. Under this new concept, at least for certain streets, if the property owners did not want the on-street parking, they would install a sidewalk and sufficient paving to meet the approved design standard for that section of the street without parking.

Some of the designated streets will have a bike path. Other streets where there is insufficient right of way for all the features of full improvement, the bikes will have a "shared roadway", meaning the bikes and cars will use the same travel lane. For those streets with higher speeds and higher traffic volumes, we have tried to keep separate bike lanes.

The overall idea is for each street segment to have a specified design, with or without property owner options. If the street is in the category where improvements can be installed at the time of development, they will be required. When a property is developed, the owner will be shown the required improvements and whether there are any optional improvements. If the street is in the category where improvements need to be deferred, the improvements will be identified, and a delayed development agreement will be utilized. This will greatly reduce the amount of confusion and uncertainty when a property is developed.

As stated several times in our meetings, if a street is not one of the network streets, no improvements will be required at the time of development. If a property owner wanted to install improvements, the City would work with the owner. Enhanced improvements would come only if the property owner voluntarily put them in, or the property owners initiated a local improvement district.

In the delayed development agreement, in addition to a list of required improvements, the Commission has also shown interest in a cap on the dollar amount and a time limit on the obligations. Dale McCabe has been reviewing costs associated with residential development. He will share with you actual costs for two recent developments which show the cost for the concrete work of curb and sidewalks to be approximately \$60 a running foot, and the cost of asphalt paving to be about \$4 a square foot. The Commission can discuss these costs along with other suggested costs presented by other participants in the process.

For a time limit, the Commission needs to keep in mind that development occurs over long periods of time and somewhat randomly. Staff would recommend that any time limitation included in a delayed development agreement be long rather than short.

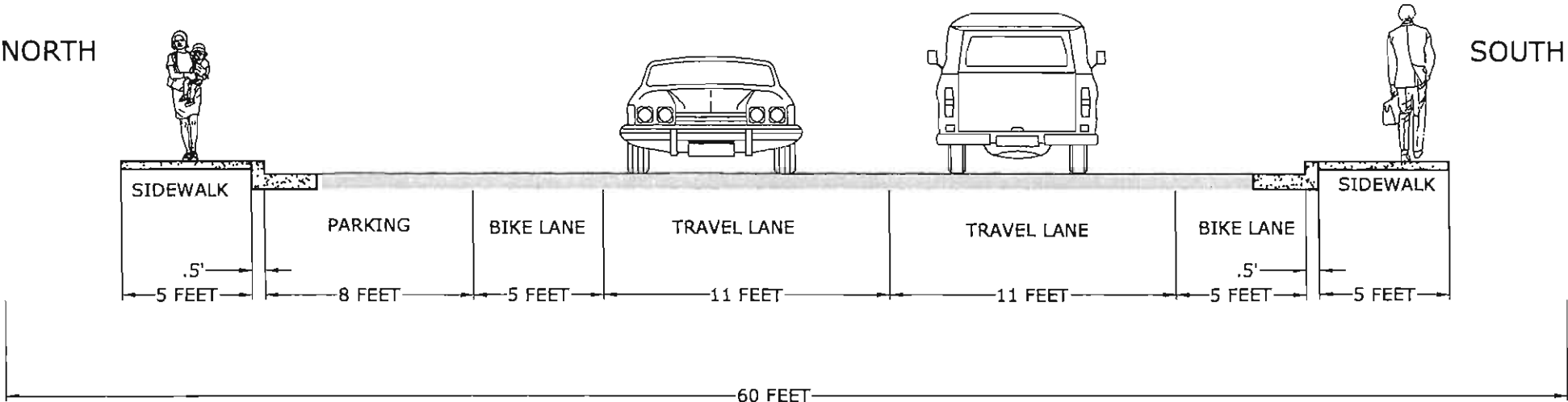
Enclosures:

Street designs

Aerial photograph of West 10th and Pomona vicinity

CHENOWITH LOOP ROAD CROSS SECTION

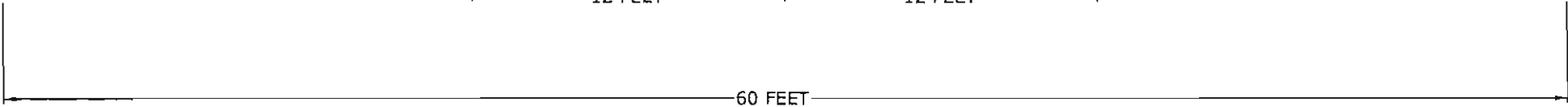
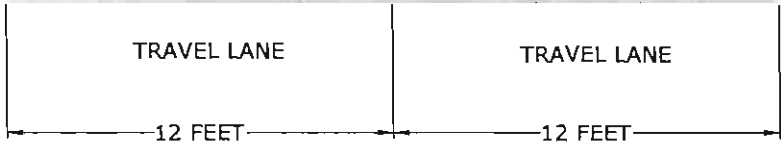
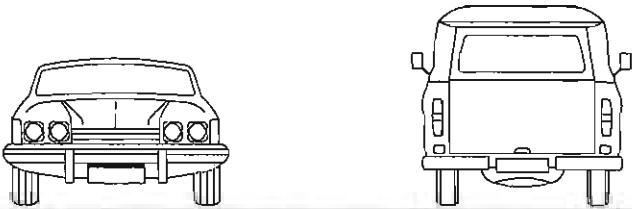
CHENOWITH LOOP ROAD RIGHT-OF-WAY = 60 FEET



FREMONT STREET W CROSS SECTION

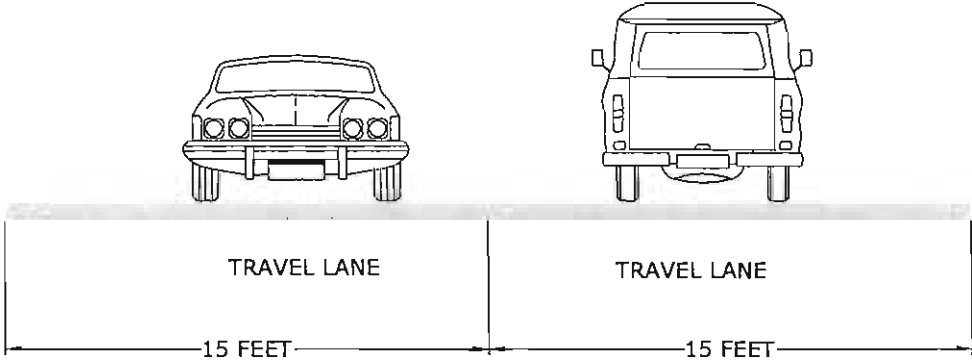
FREMONT STREET RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION



FREMONT STREET E CROSS SECTION

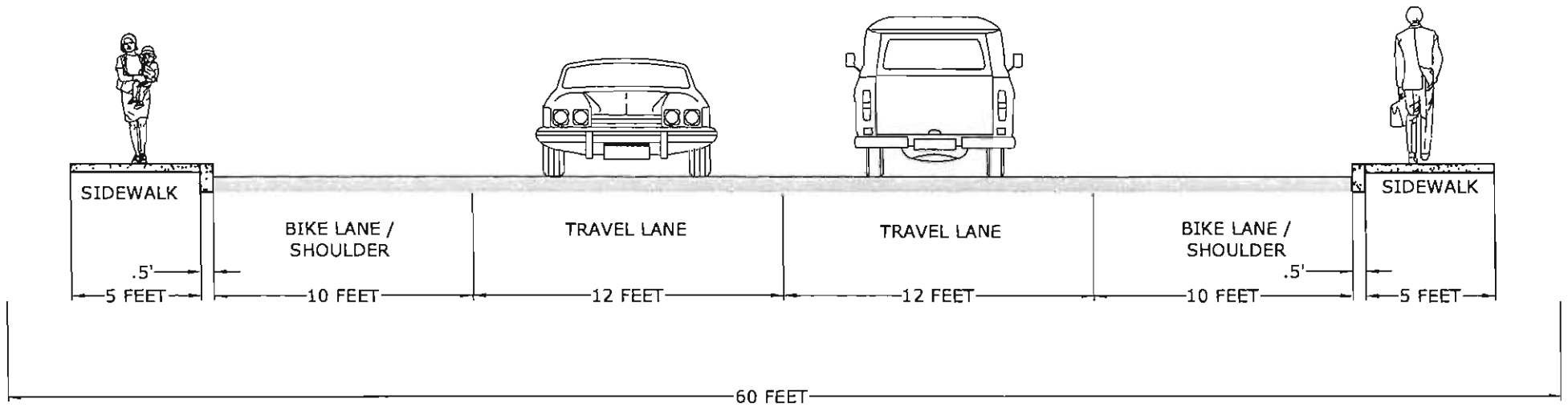
FREMONT STREET RIGHT-OF-WAY = VARIES
CURRENT CROSS SECTION



HOSTETLER STREET CROSS SECTION

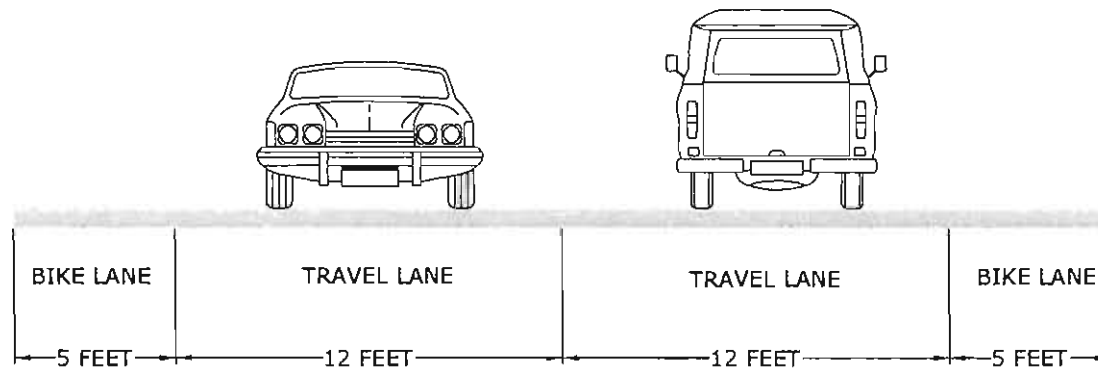
HOSTETLER STREET RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION @ 6TH STREET



HOSTETLER STREET CROSS SECTION

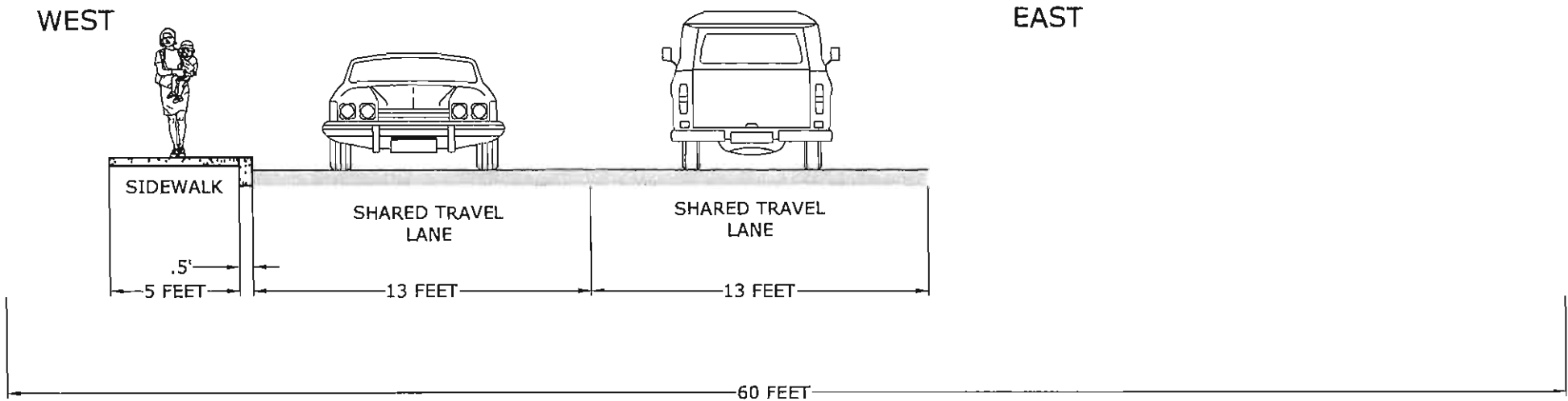
HOSTETLER STREET ROAD RIGHT-OF-WAY = VARIES
CURRENT CROSS SECTION @ BALL PARK



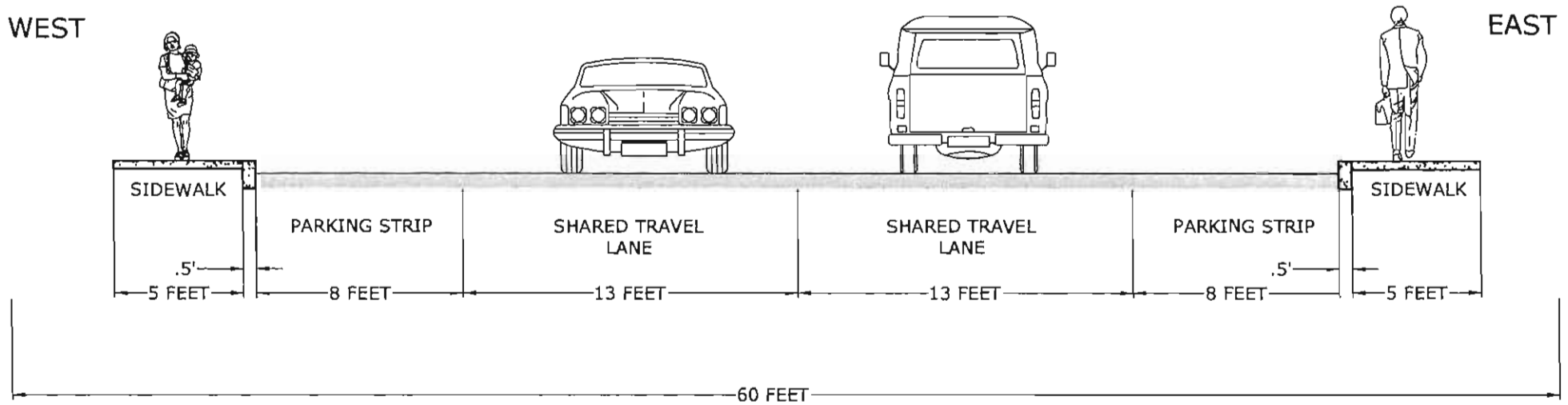
MT. HOOD STREET CROSS SECTION

MT HOOD STREET ROAD RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION AT 23RD ST



MT. HOOD STREET CROSS SECTION
MT HOOD STREET ROAD RIGHT-OF-WAY = 60 FEET
CURRENT CROSS SECTION AT 20TH ST



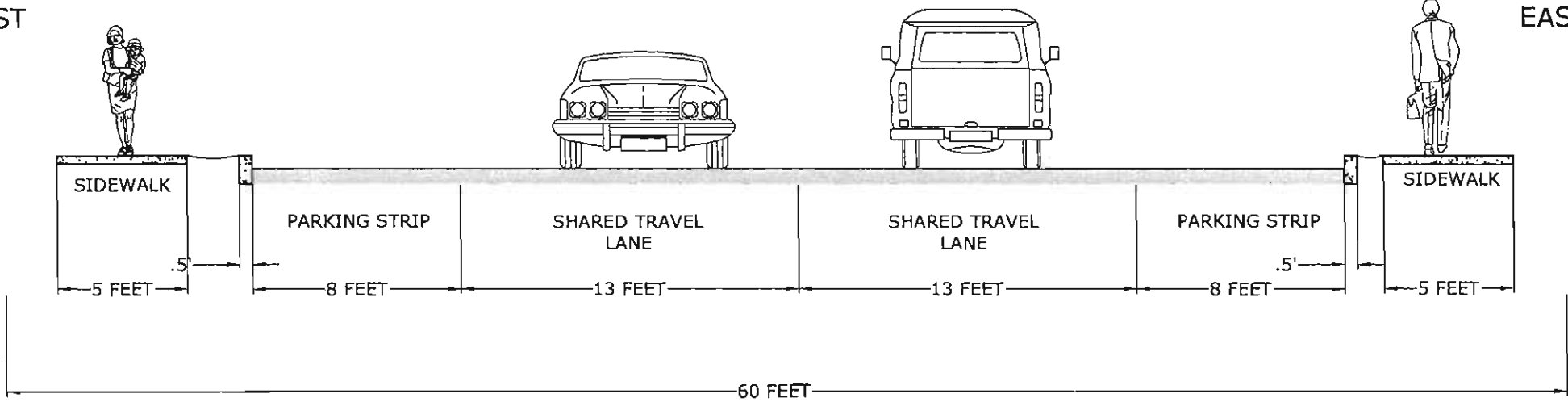
MT. HOOD STREET CROSS SECTION

MT HOOD STREET ROAD RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION AT 10TH ST

WEST

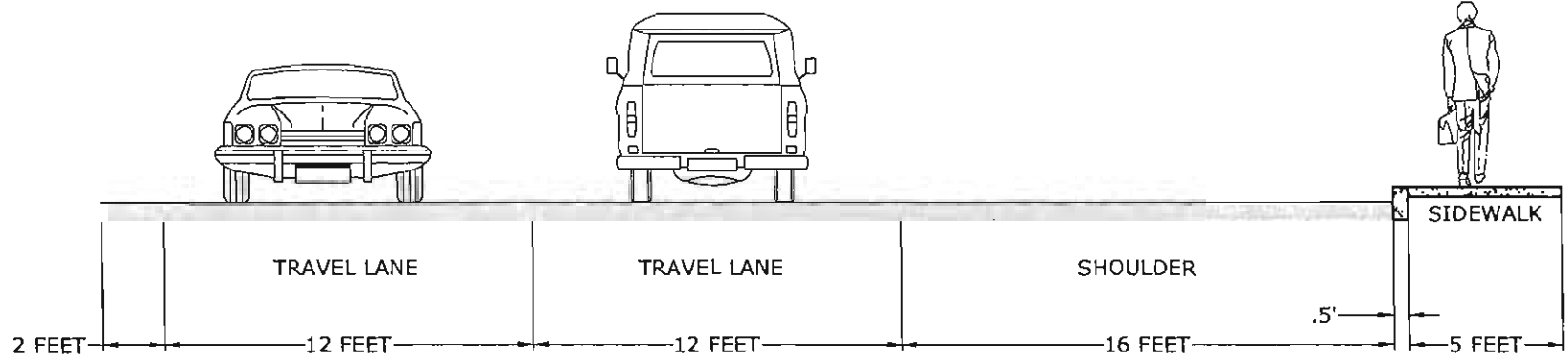
EAST



OLD DUFUR ROAD CROSS SECTION
CURRENT CROSS SECTION @ 2850 OLD DUFUR

NORTH

SOUTH

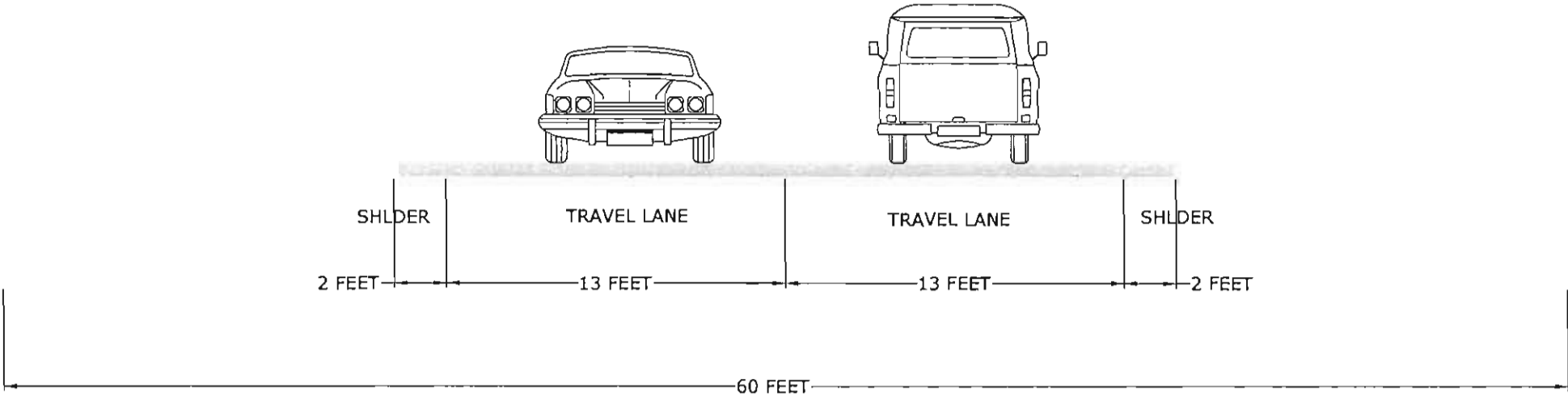


60 FEET

OLD DUFUR ROAD CROSS SECTION

OLD DUFUR ROAD RIGHT-OF-WAY = 60 FEET

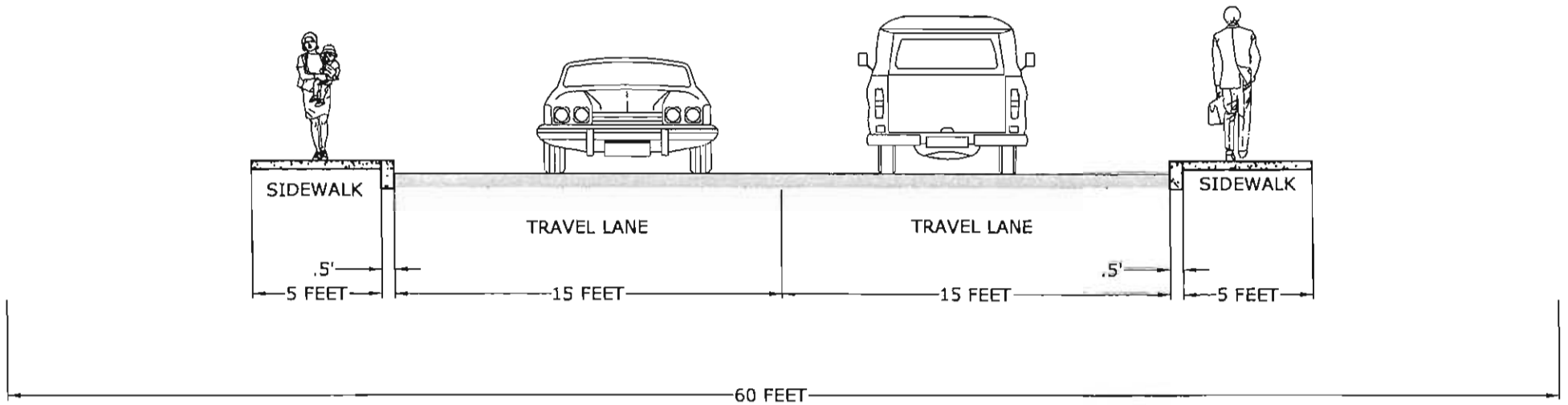
CURRENT CROSS SECTION @ 10TH ST



SCENIC DRIVE CROSS SECTION

SCENIC DRIVE RIGHT-OF-WAY = 60 FEET

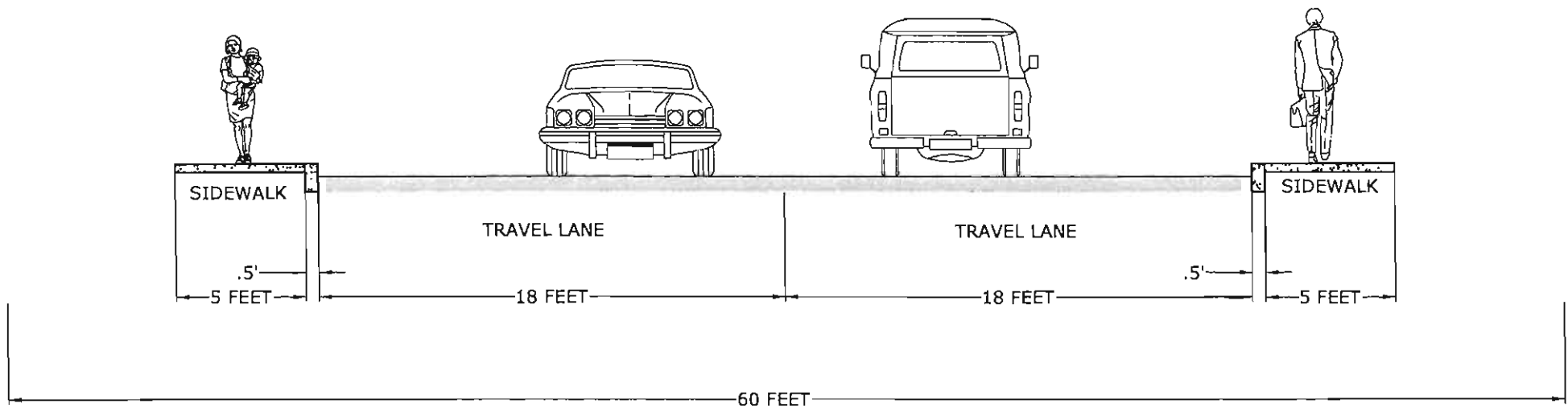
CURRENT CROSS SECTION @ S CURVE



SCENIC DRIVE CROSS SECTION

SCENIC DRIVE RIGHT-OF-WAY = 60 FEET

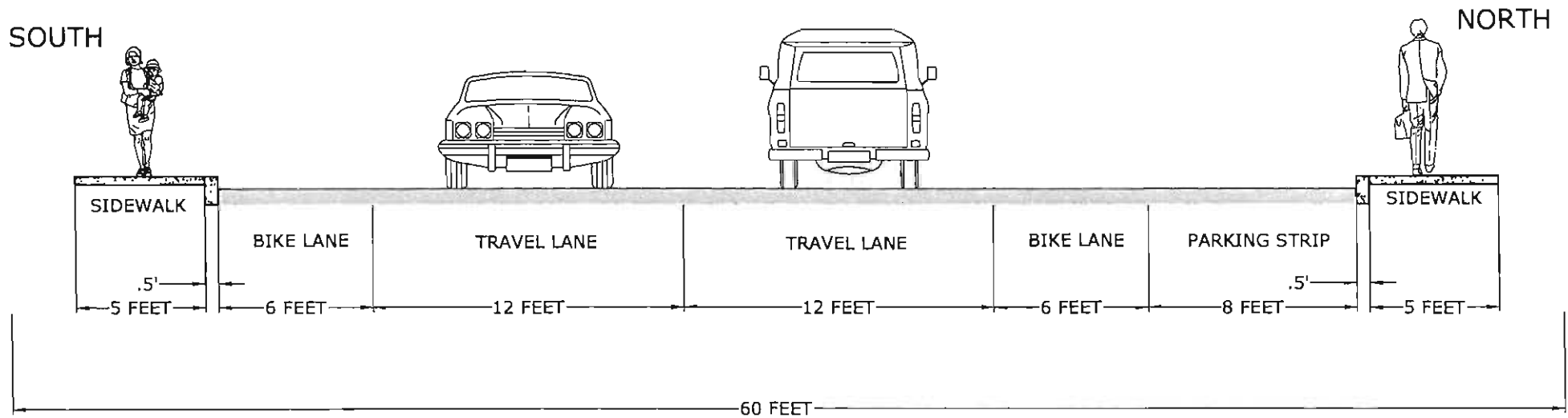
CURRENT CROSS SECTION @ LIBERTY STREET



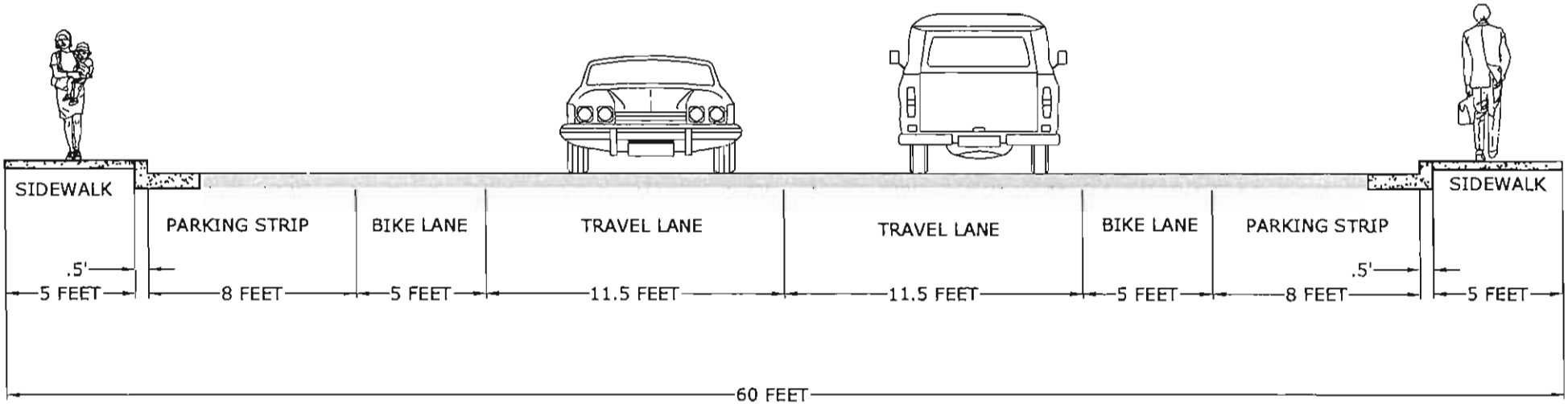
SNIPES STREET CROSS SECTION

SNIPES STREET RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION @ 7TH STREET



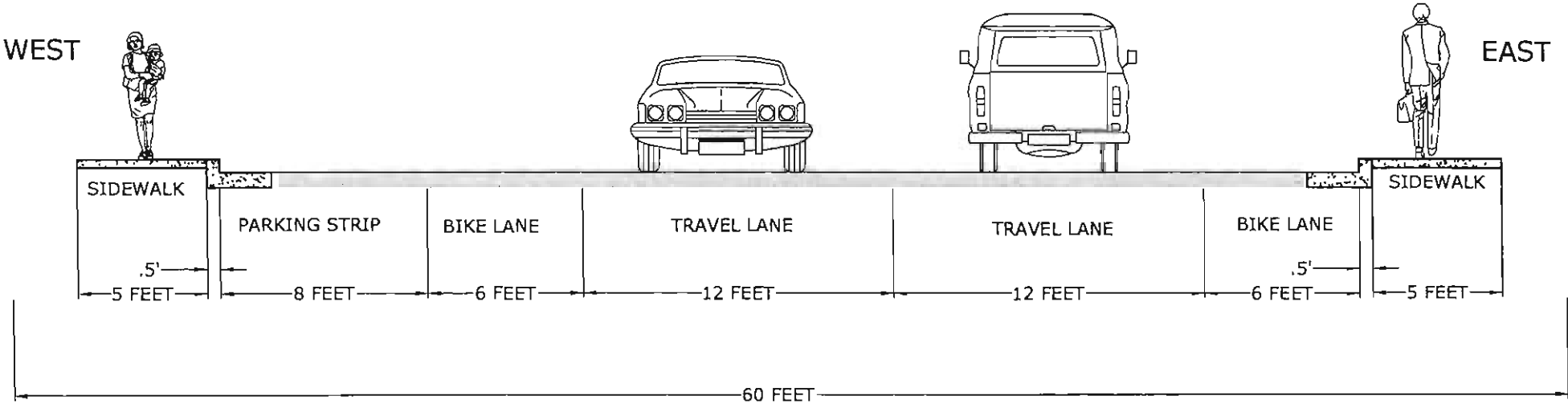
WEST 10TH STREET CROSS SECTION
WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET
PROPOSED SECTION



WEST 10TH STREET CROSS SECTION

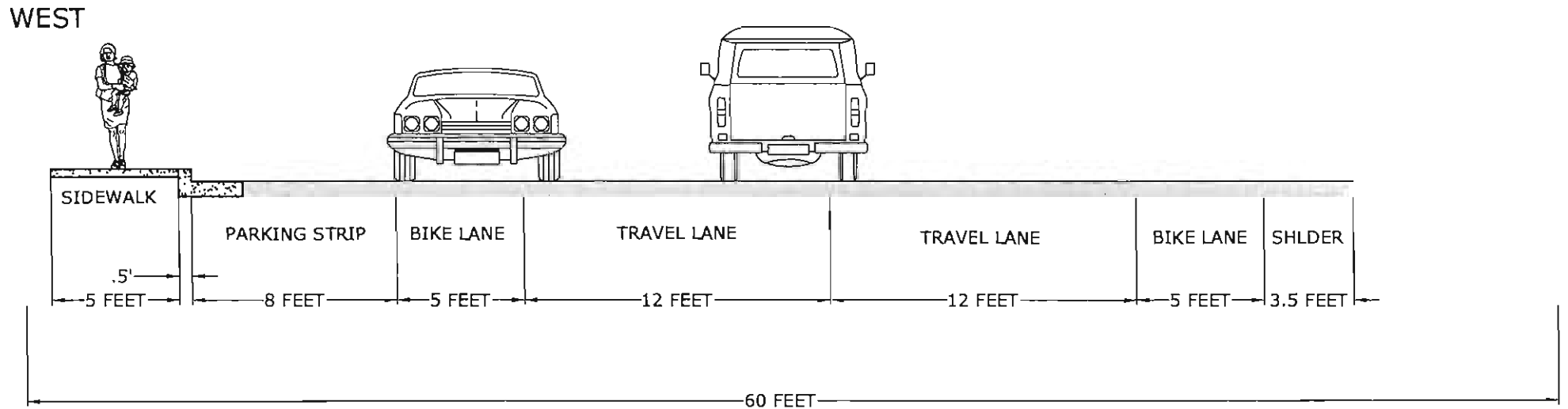
WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION @ WEBBER STREET



WEST 10TH STREET CROSS SECTION

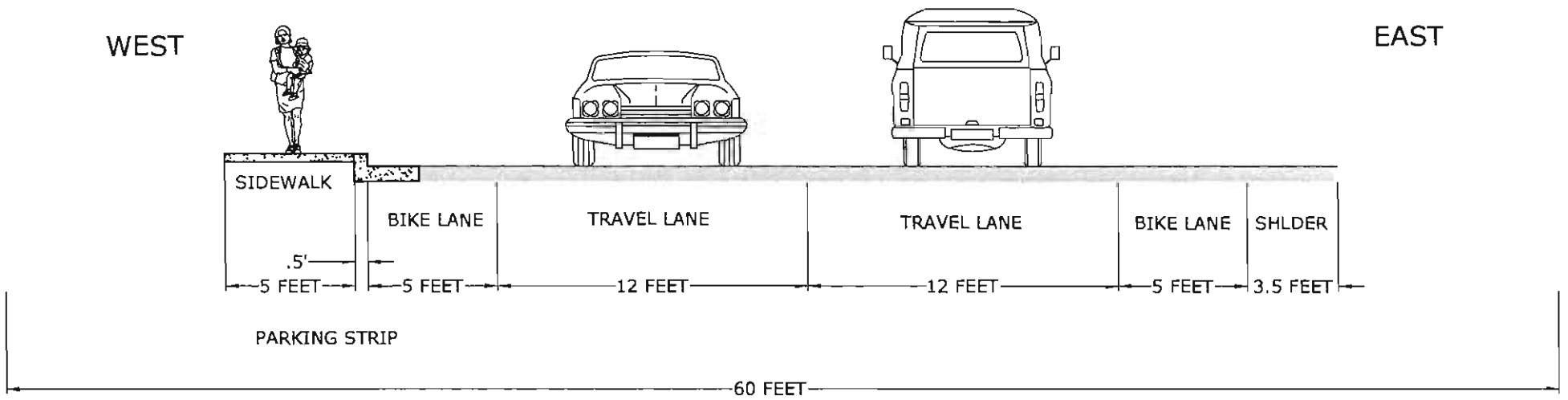
WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET
CURRENT CROSS SECTION @ NORTH OF POMONA



WEST 10TH STREET CROSS SECTION

WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION @ NORTH OF POMONA



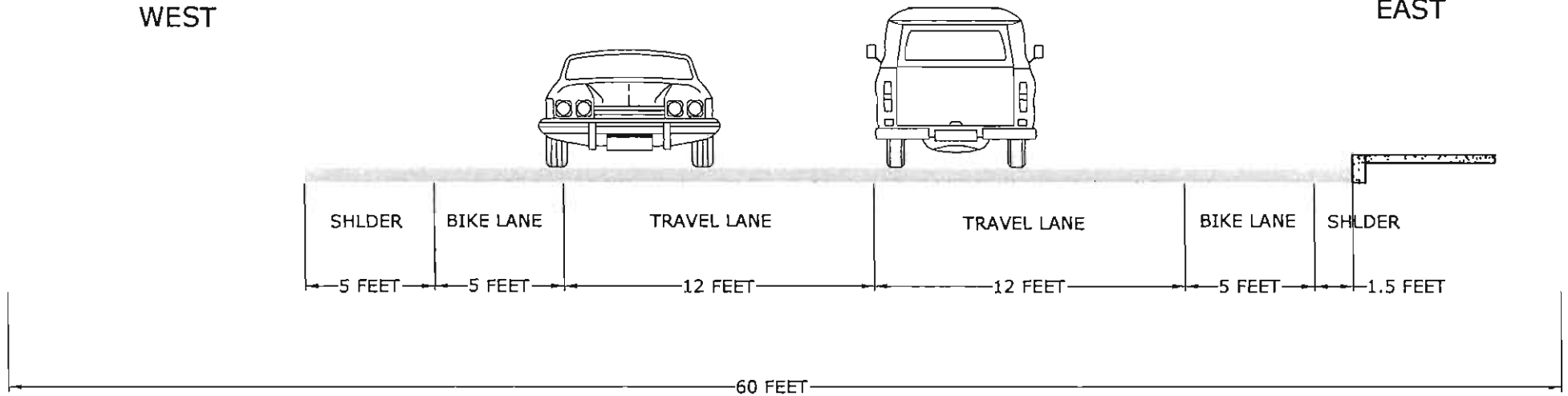
WEST 10TH STREET CROSS SECTION

WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION @ EAGLE CAVES SUB.

WEST

EAST



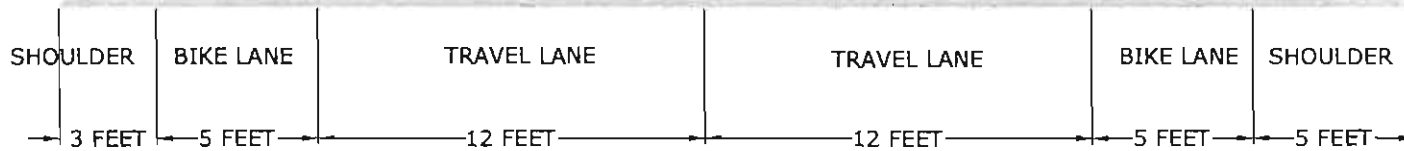
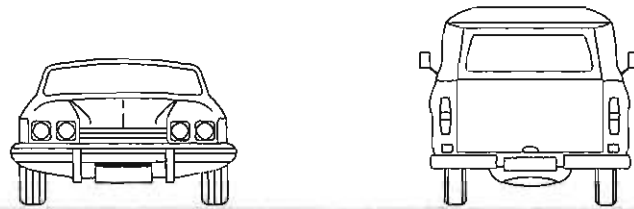
WEST 10TH STREET CROSS SECTION

WEST 10TH STREET ROAD RIGHT-OF-WAY = 60 FEET

CURRENT CROSS SECTION @ CHENOWITH LOOP

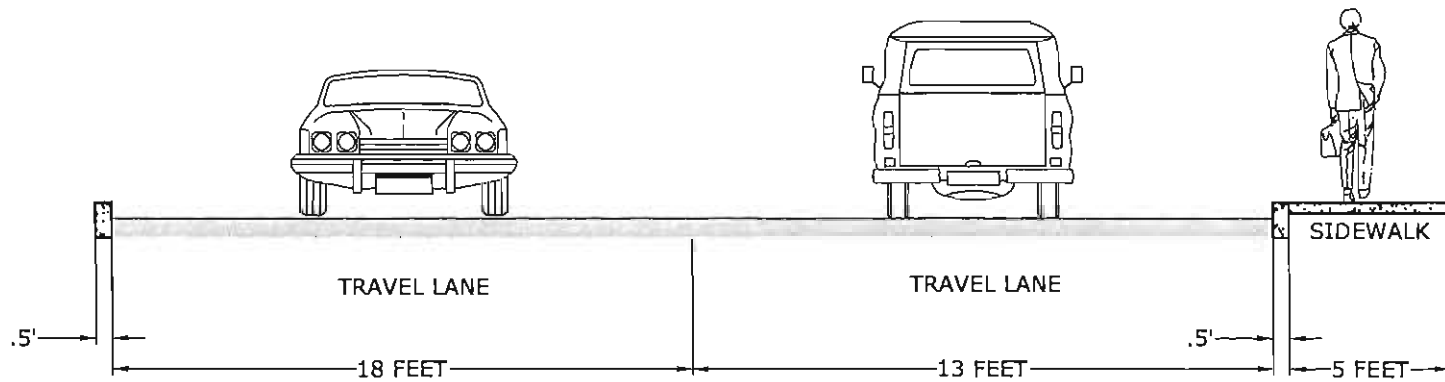
WEST

EAST



60 FEET

E 16TH PL CROSS SECTION
CURRENT CROSS SECTION @ SCENIC



E 17TH ST CROSS SECTION
CURRENT CROSS SECTION @ 16TH PL

