

CITY OF DUNDEE

Meeting: Joint City Council / Planning Commission Meeting

Location: Dundee Fire Station
801 N. Highway 99W
Dundee, Oregon 97115

Date: February 18, 2015

Time: 7:00 p.m.

I. Meeting called to order.

Planning Commissioners present were Gerald Fiedler, David Hinson, Danny Sikkens, Isaiah Cox, Gary Rodney, Francisco Stoller, and Michelle Kropf.

Council members present were Mayor David Russ, Doug Pugsley, Ted Crawford, Storr Nelson, Kristen Svicarovich, and Ted Weaver.

Absent: Councilor Jeanette Adlong.

Also in attendance were City Administrator Rob Daykin, City Engineer Charles Eaton, City Planner Jessica Pelz, Carl Springer with DKS, Shayna Rehberg with Angelo Planning Group, and Terry Cole with ODOT. Property owners and citizens Tom and Kay Edwards were in the audience.

Mayor Russ opened the meeting and gave a brief statement about the importance of the TSP, and voicing any opinions or concerns.

II. Transportation System Plan Workshop

Councilor Svicarovich also stated for the record that she is an employee of DKS Associates, the consultant working on the TSP; she worked with the Oregon Government Ethics Commission to help make a determination on potential conflict. She stated that in terms of the discussion occurring that evening she did not believe she had a statutory conflict of interest. Her actions, decisions or recommendations as an individual and as a group member of the voting party would only become a potential conflict of interest if it resulted in a (word unintelligible) gain or detriment via a contract amendment to the contract held between DKS Associates and the Oregon Department of Transportation. Mayor Russ paraphrased Councilor Svicarovich's statement affirming that she would need to directly make money for her to have a conflict of interest.

Mr. Springer began by giving an overview of the agenda for the evening, planning process, and history of the progression leading up to this meeting. He also reviewed the key changes that the Draft TSP made to the existing TSP and then began the presentation.

Points of Discussion Included:

*(**Please Note: Many of the following discussions were drowned out due to background noise and simultaneous talking, or unintelligible due to the distance of the speaker to the microphone.)*

Maps

- 1) The current and future name of SE 8th Street. Concern was expressed that the future name should be given in the draft/final version. CA Daykin responded that it wasn't on the map because there were variables as to specific location.
- 2) Discussion about why a future road was not shown on the map. The explanation given was that since it would be very difficult to get the road built by the county/state, it was not (yet) reasonable to identify it on the TSP.
- 3) Questions about why the 11th street connection was not identified. City Engineer Eaton responded that there were some corrections that had not been put on/changed on the map being shown.
- 4) Questions about Linden Lane and the potential connection and how it was meant as a possible means off/around Highway 99W.
- 5) It was confirmed that C2 and C3 (referring to traffic control signals) were funded with the Transportation Enhancement Grant. Answer was affirmative that they were part of the highway upgrades. Continued discussion regarding the type and style of intersection crossings.
- 6) There was argument about whether the SW 7th Street/Alder Street connection was necessary. Viewpoints express included that from a pedestrian standpoint it was a nice walk; concern that the connection would pull people from 9th down to 7th and traffic would back up; that people would likely take Alder once it was developed. It was noted that the connection could be made for emergency access only and that the connection was a request from the Fire Chief.
- 7) Councilor Weaver stated that he wanted more crosswalks in downtown, specifically at 10th Street. CA Daykin noted that the City did not have jurisdiction of the highway.
- 8) Discussion about traffic on Worden Hill Road down to 9th and concern over whether they would be "bottlenecked" in.
- 9) It was noted that City Council had discussed connectivity from the SW to the SE side and that the options reviewed were 9th Street, 10th Street, and 11th Street. Ultimately, 11th Street was chosen.

Planner Pelz asked for a consensus on the Alder/7th connection. Voting results: Take the connection out. The question was then asked whether a policy should be drafted to explore the possibility of keeping the connection in the plan as a bike/pedestrian or emergency connection. The consensus was to draft policy.

Streets

- 1) A question was posed about "skinny streets" and whether the City should allow 28-foot streets with parking on both sides as an option. Voting results: yes- in constrained situations.
- 2) Discussion was held on collector streets widths and sidewalks.
- 3) Discussion about how the Code could be manipulated to adjust for special circumstances "constraints".

Implementing Code:

There was discussion regarding sidewalks and how the determination was made as to which sidewalks were aspirational, likely, etc. This was answered that the decisions were made via a scoring system. A lengthy discussion regarding shifting priorities took place and concluded with City Planner Pelz suggesting that the Council and Commission look at the sidewalk priorities and see what they might shift on the priorities list in order to move W11 (Elm Street area between SE 9th and SE 10th Streets) up on the list and to send these suggestions in an email.

Staff requested direction on whether collector streets should have sidewalks on both sides; and, if infill development should be required or if a deferral would be allowed. There was discussion on

this topic that neared conclusion when the City Engineer informed the joint bodies of the rule that some cities used to have in place allowing a contractor to delay putting the final "lift" of asphalt in until 75% of the homes were built- at which time the developer would need to come back and install it. He stated that he felt sidewalks should have a similar requirement. There was a comment made that the 50% rule could apply to both infill and subdivisions, but that there should also be a sunset clause.

Planner Pelz suggested language "All new development, including single-family homes, should put in a sidewalk unless granted a deferral by the City". There was clarification on infill and whether the requirement meant that if 50% of the street had deferrals or if 50% of the sidewalk on a street was built. It seemed that general consensus was that it should be for both. A reminder was given that a sunset clause had been suggested.

Conversation moved to collector streets. The consultants explained the proposed policy regarding sidewalks was that there should be sidewalks on both sides unless there were constraints. There were different variables and streets discussed and measured against the proposed policy. It was suggested to require sidewalks on both sides for new development, but only on one side for redevelopment. Clarification on this last that and whether deferrals should be granted and how the determination would be made about which side of the street should get the sidewalk. Concern was expressed about needing language to show the public how the side of the street was going to be determined. A language suggestion was made for "all new collectors shall have sidewalks on both sides, however old ones will be developed on at least one side determined by topographical and environmental constraints".

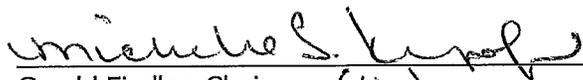
It was commented on by several members present that at this time a deferral was effectively a waiver. The response to this comment was that they would like to see those deferrals acted on and those sidewalks built.

Questions on the tech memo included whether it was a possibility to delete the word "new" with regard to the bypass design instead of deleting the entire section (which led to some discussion regarding the buffer design). This concluded with the request to leave the language in for possible future need.

The consultants, engineer, and planner requested that any additional comments the Council and Commission had be submitted by the 25th after which the final draft would be drafted and published on the website. The overall timeline was discussed.

VI. Adjournment

Moved and seconded to adjourn the meeting. Meeting was adjourned.



Gerald Fiedler, Chairman (Vice)
Michele Kropf

ATTEST:



Melody Osborne, Planning Secretary