



Oregon

Theodore R. Kulongoski, Governor

Department of Transportation

Office of the Director

355 Capitol St. NE

Rm 135

Salem, Oregon 97301-3871

DATE: November 2, 2006
TO: Oregon Transportation Commission

FROM: Matthew L. Garrett
Director

FILE CODE:

SUBJECT: Agenda F ~ Lower the Volume-to-Capacity (V/C) Ratio for Chenoweth Interchange at Interstate 84

Requested Action:

Conduct a public hearing on a proposed amendment to the Oregon Highway Plan to lower the V/C ratio from .85 to .75 for the Chenoweth Interchange ramp intersections with River Road at I-84 in The Dalles. Following the public hearing, the Commission will consider approval of the proposed amendment.

Background:

In July, the City of The Dalles approved a 67-acre zone change from Industrial to Commercial for a parcel adjacent to the Chenoweth Interchange at I-84. The Commission approved proceeding with an appeal of this zone change at its July 19, 2006, meeting. The appeal was filed with the Land Use Board of Appeals on July 28, 2006. Since then, region staff and the Attorney General's office have negotiated with the developer and city. A draft Intergovernmental Agreement is being prepared, which contains the following key provisions:

1. Lower the V/C standard for the Chenoweth Interchange from .85 to .75 in order to ensure capacity is reserved for future industrial development (this is the decision item currently before the Commission).
2. Oregon Department of Transportation and city will develop an Interchange Area Management Plan in 2007.
3. Allow 25 acres of subject property to submit site plans for commercial uses, but impose property covenants on the remaining 42 acres to restrict commercial development until the Interchange Area Management Plan is completed, any needed mitigation is identified, and agreement is reached on a funding strategy.
4. All site plans will include Transportation Planning Rule compliant traffic analysis, with notice and opportunity to participate provided to ODOT and the Department of Land Conservation and Development. Preparation and scoping of the traffic analysis will be closely coordinated with ODOT staff.
5. No changes to uses allowed in the industrial zone until after the Interchange Area Management Plan is completed.

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6. The city and ODOT agree that the cost of any future capacity-increasing improvements to the transportation infrastructure, including the Chenoweth Interchange, Highway 30, and Weber Street Interchange, will be borne by the city.

Lowering the V/C ratio to .75 at the ramp intersections will reserve some capacity for future industrial use, while allowing some initial commercial use to proceed. Once the V/C ratio is lowered, and the intergovernmental agreement is signed, ODOT will withdraw its appeal.

Attachments: A. October 30, 2006, Letter from Daniel C. Durow, City of The Dalles
B. Findings of Compatibility
Vicinity and Location Maps

Copies (w/attachments) to:

Doug Tindall
Mike Marsh
Patrick Cooney
Joan Plank
Bob Bryant
Gary Farnsworth
Mark DeVoney



CITY of THE DALLES

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Community Development Dept.

October 30, 2006

Bob Bryant
Oregon Dept of Transportation
Region 4
63055 N Hwy 97
P.O. Box 5309
Bend, OR 97708-5309

RE: Proposed terms of settlement agreement for LUBA No. 2006-136.
Chenoweth Interchange v/c ratio, comprehensive plan compatibility statement.

Dear Bob,

This letter is to confirm that a proposed settlement agreement term to change the v/c ratio of the Chenoweth Interchange from 0.85 to 0.75 is compatible with the comprehensive land use plan for the City of The Dalles.

The recently updated Transportation System Plan has been incorporated into the comprehensive land use plan by ordinance. The TSP does not set a specific v/c ratio for the interchange. The TSP does make a reference to the Oregon Highway Plan standards in the introductory chapter but only as a reference, not as a TSP standard. No where else in the TSP is there a specific standard identified or established for The Dalles.

In addition, this modified ratio is consistent with the economic development, and transportation goals and policies as stated in the Comprehensive Land Use Plan. Specifically, under the Statewide Goal 9 Economic Development, the Plan goals which apply are: 1. Provide family wage employment opportunities for The Dalles citizens, and; 6. Utilize Port District lands for job creation, and development of the tax base in The Dalles. The related policies include: 2. Encourage the siting and growth of employers which pay family wage jobs; 3. Plan for and make prudent public investments to meet the future demands of industrial, commercial, and residential growth if The Dalles, and; 11. Reserve industrial lands for industrial uses and uses compatible with industry. In addition, under Goal 12, policy 8. Provide adequate access to the west side of the Urban Area, which also relates to this v/c ratio. Establishing a v/c ratio of .75 will help insure that capacity and access will be reserved for industrial uses in the Port area.

Sincerely yours,

Daniel C. Durow

~~Michael Parker~~ City Attorney

OCT 31 2006

