

**ORDINANCE NO. 1959**

**(An ordinance making certain determinations and findings relating to and approving the Hood River Waterfront Urban Renewal Plan)**

WHEREAS, blighted areas exist in the City of Hood River, specifically within approximately 109.11 acres of the waterfront as more fully described in the Hood River Waterfront Urban Renewal Plan (“Plan”) dated July 28, 2008 (attached to this Ordinance as Exhibit A, and incorporated herein by this reference) and the City Council and Port of Hood River have jointly considered the necessity and desirability of undertaking certain urban renewal activities in the waterfront area designated in the Plan pursuant to ORS Chapter 457.

WHEREAS, the Hood River Urban Renewal Agency (“Agency”) is the City’s urban renewal agency and exercises the powers of an urban renewal agency in accordance with ORS Chapter 457;

WHEREAS, the City Council, pursuant to the requirements of ORS 457.085(1) and (2), has caused the preparation of the Plan to authorize urban renewal activities within the Hood River Waterfront Urban Renewal Area (the “Area”);

WHEREAS, the City Council has caused the preparation of a report accompanying the Plan as required by ORS 457.085(3) (“Report”), which Report is dated July 28, 2008 and is attached to this Ordinance as Exhibit B and incorporated herein by this reference;

WHEREAS, the Plan and the Report, and the Planning Commission Staff Report, dated July 7, 2008, (“Staff Report”) (attached to this Ordinance as Exhibit C and incorporated herein by this reference), were forwarded to the Hood River Planning Commission on July 7, 2008 for its recommendation, and the Planning Commission considered the Plan, Report and Staff Report on July 7, 2008 and acted on July 21, 2008, to forward a recommendation to the Council that the Plan be approved by the City Council with certain modifications, which the Council has considered;

WHEREAS, the Plan and the Report were forwarded on July 9, 2008 to the governing body of each taxing district affected by the Plan, and the City Council thereafter consulted and conferred with each taxing district;

WHEREAS, the City Council has not received written recommendation from the governing bodies of the affected taxing districts:

WHEREAS, on June 26, 2008, the City Council caused notice of the City Council

hearing on the Plan, together with the required statements of ORS 457.120(3), to be mailed to utility customers within the city limits of Hood River and published according to ORS 457.120(4); and

WHEREAS, on July 28, 2008 the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Planning Commission, and the public testimony received on that date, and does by this Ordinance desire to approve the Plan.

NOW, THEREFORE, THE CITY OF HOOD RIVER ORDAINS AS FOLLOWS:

Section 1. The City Council hereby determines and finds that the Plan complies with all requirements of ORS Chapter 457 and the specific criteria of ORS 457.095(1) through (7), in that, based on the information provided in the Report, information provided in the Staff Report, the recommendation of the Planning Commission, and the public testimony before the City Council:

1. The area designated in the Plan as the Area is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in Section II of the Report, including the underdevelopment of property within the Area, the lack of adequate streets and other rights of way serving property in the Area, the insufficiency of utilities, including sewer and water, the odor problems of the Wastewater Treatment Plant, and the insufficiency of facilities and improvements at the recreational sites in the Area;
2. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety and welfare of Hood River because absent the completion of the urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support public services and will fail to develop and/or redevelop according the goals of the City's Comprehensive Plan;
3. The Plan conforms to the Comprehensive Plan of Hood River as a whole, and provides an outline for accomplishing the projects described in the Plan, as more fully described in Chapters III and V of the Plan;
4. There is no residential displacement occurring as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan;
5. The acquisition of real property provided for in the Plan is necessary for the development of public facilities and public improvements in the Hood River Waterfront Area as described in Chapters IV and VI of the Plan;

6. Adoption and carrying out the Plan is economically sound and feasible in that funds are available to complete the Plan projects using urban renewal tax increment revenues derived from a division of taxes pursuant to section 1c, Article IX of the Oregon Constitution and ORS 457.440, and other available funding as shown in Sections V, VII and VIII of the Report; and
7. The City, by and through its Agency, shall assume and complete any activities prescribed it by the Plan.

Section 2. In accordance with the findings set forth above, the public testimony and the information presented to the City Council, the City Council approves the Hood River Waterfront Urban Renewal Plan.

Section 3. The City Clerk shall forward a copy of this Ordinance to the Agency. The Agency shall deliver a copy of the Plan to Hood River County to be recorded in the Records of Hood River County, Oregon.

Section 4. In accordance with ORS 457.095 and 457.115, notice of the adoption of this Ordinance approving the Plan, and the provisions in ORS 457.135, shall be published in the Hood River News no later than four days following adoption of this Ordinance.

Read for the first time: July 28, 2008.

Read for the second time and passed: August 11, 2008, to become effective thirty (30) days hence.

Signed August 11, 2008.

  
Linda Streich, Mayor

ATTEST:

  
Jennifer McKenzie, City Recorder

**Exhibit 'A'**  
**TERRA SURVEYING**  
**P.O. Box 617**  
**Hood River, OR 97031**  
**PHONE & FAX (541) 386- 4531**  
**terra@gorge.net**

**LEGAL DESCRIPTION**  
**For**  
**THE PORT OF HOOD RIVER**  
**WATERFRONT URBAN RENEWAL AREA AND ZONING**

**PAGE 1 OF 3**

A parcel of land located in a portion of Section 25 and a portion of Section 26, Township 3 North, Range 10 East, Willamette Meridian in the County of Hood River, and State of Oregon, being more particularly described as follows:

Commencing at a Hood River County 3" brass cap monumenting a point on the division line between the East and West halves of the Nathaniel Coe DLC #37; Thence N(North) 00°04'52" E(East) a distance of 556.59 feet to the point of beginning located on a fence line on the south side of Riverside Drive, said point of beginning is located S(South) 00°04'52" W(West) a distance of 651.92 feet from a 5/8" iron rod with cap marked L.S. 72306 monumenting the division line of the East and West halves of the Nathaniel Coe DLC #37 at the intersection with the north line thereof as shown on Hood River County Survey #2008036 filed with the Hood River County Surveyor. The basis of bearing has now been established. Thence westerly along a meandering fence line the following courses:

Thence N 68°42'38" W a distance of 35.15 feet;  
Thence N 69°15'16" W a distance of 171.64 feet;  
Thence N 71°22'12" W a distance of 138.62 feet;  
Thence N 74°06'25" W a distance of 326.45 feet to a curve concaved southerly whose chord bears S 80°34'14" E a distance of 427.90 feet, radius point bears S 17°02'46" W a distance of 1,614.14 feet. Thence along said curve through central angle of 15°14'01" a distance of 429.16 feet and to the end of said meandering fence line. Thence S 44°21'16" W a distance of 70.54 feet to a point; thence N 88°49'40" W a distance 225.69 feet to a point; thence N 57°44'08" W to a point; thence N 89°49'46" E a distance of 318.40 feet to a point on the 83.7 foot mean sea level contour line of the Bonneville Pool. This elevation is based on the 1973 United States of America flowage easement and defined by National Geodetic Vertical Datum of 1929 (N.G.V.D. 29), thence following the meandering 83.7 foot contour line northerly a distance of 820 feet, more or less. Thence continuing to follow said meandering contour line northwesterly a distance of 1,100 feet, more or less along the south side of the area known as "The Hook". Thence

Exhibit A

**Exhibit 'A' (Cont.)  
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southwesterly a distance of 580 feet, more or less. Thence continuing to follow said contour line around the point of the hook a distance of 224 feet, more or less, thence northeasterly along said contour line a distance of 670 feet, more or less, thence continuing along said contour line southeasterly a distance of 1,112 feet, more or less, the area named "The Hook" now ends. Thence continuing easterly along said 83.7 foot contour line a distance of 2,700 feet to a point which bears N 36°43'10" W of the Northeast corner of the Nathaniel Coe DLC #37 as shown on Hood River County Survey # 2008036. Thence parallel to said Coe north line S 89°36'40" E a distance of 581.15 feet to a point which bears N 23°39'59" E a distance of 533.19 feet from said Northeast Coe corner; thence S 00°06'12" E a distance of 459.69 feet to a point on the 83.7 feet mean sea level contour line of the Bonneville pool. Thence easterly along said contour line a distance of 175 feet to a point on the western bank of the Hood River. Thence southerly along said contour line a distance of 1,200 feet to a point on the South 1/16<sup>th</sup> line of Section 25, a point which measures 10.66 feet easterly of a 5/8" iron rod with cap marked L.S. 72306. Thence S 89°26'42" W along said 1/16<sup>th</sup> line a distance 10.66 feet to said 5/8" iron rod, thence S 01°44'04" W a distance of 65.03 feet to a 5/8" iron rod with cap marked L.S. 72306, thence S 85°18'42" E a distance of 287.90 feet to a point on the east bank of the Hood River monumented with a 5/8" iron rod with cap marked L.S.72306. Thence S 74°40'38" E a distance of 27 feet, more or less to the end of the handrail located at the northeast corner of the pedestrian foot bridge crossing the Hood River. Thence S 02°32'13" E a distance of 7 feet to the handrail located on the southeast corner of said footbridge. Thence S 67°14'27" W a distance of 30 feet, more or less to a 5/8" iron rod with cap marked L.S.72306. Thence S 83°53'52" W a distance of 273.16 feet to a point on the west bank of the Hood River monumented by a 5/8" iron rod with cap marked L.S. 72306. Thence N 89°21'45" W a distance of 53.57 feet along the north line of parcel 1 in a Deed to State of Oregon in Book 49, page 310 of Hood River County Deeds, January 14<sup>th</sup> 1953. Thence S 00°59'01" W a distance of 29.74 feet to a point; thence N 88°50'15" W a distance of 92.66 feet to a point; thence N 82°48'46" W a distance of 231.35 feet to a point; thence N 00°59'01" E a distance of 27.15 feet to the beginning of a non-tangential curve concave northeasterly on the south line of a tract

acquired by the State of Oregon through instrument #952886 in Hood River County records dated August 17<sup>th</sup> 1995. Said

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**PAGE 3 OF 3**

curve chord bears N 54°30'32" W a distance of 94.23 feet, radius bears N 29°45'30" E a distance of 471.65 feet; thence along said curve through a central angle of 11°27'56" a distance of 94.38 feet to a point which bears S 40°55'24" W a distance of 12.00 feet from an aluminum cap found at 'AC' 191+49.42 PT as shown on said O.D.O.T Monumentation survey filed with the Hood River County Surveyor File #99036 ; thence N 49°04'36" W a distance of 321.47 feet to the beginning of a curve concave easterly said point bears S 40°55'24" W a distance of 12.00 feet from a aluminum cap found at 'AC' 191+49.42 PT as shown on said Hood River County Surveyor file No. 99036; said chord bears N 22°54'37" W a distance of 136.93 feet, radius point bears N 40°55'24" E a distance of 155.26 feet; thence along said curve through the central angle of 52°19'59" a distance of 141.81 feet to a point; thence N 03°12'44" E a distance of 15.99 feet to a point; thence N 89°24'35" W a distance of 74.45 feet to a brass cap monumenting '2<sup>nd</sup>' 19+01.06 PSC as shown on said Hood River County Surveyor file No. 99036. Thence S 88°22'34" W a distance of 91.51 feet to a 5/8" iron rod marked L.S. 1815 monumenting the southeast corner of Hood River County instrument #89-0675; thence N 88°50'40" W a distance of 125.21 feet to a 5/8" iron rod marked L.S. 1815 monumenting the southwest corner of Hood River county instrument #89-0675, thence S 76°12'23" W a distance of 144.20 feet to a fence post; thence N 85°52'53" W a distance of 308.98 feet to a fence post; thence N 74°08'16" W a distance 162.50 feet to a fence post; thence N 71°14'05" W a distance of 135.35 feet to a point; thence N 69°07'07" W a distance of 174.52 feet to a fence post; thence N 68°46'52" W a distance of 164.76 feet to the point of beginning.

Contains 108.0 Acres, more or less.  
July 28, 2008. EMC

# HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

**City of Hood River**

LIST OF PARTICIPANTS

Mayor: Linda Streich

City Council: Arthur Babitz  
Paul Blackburn  
Paul Cummings  
Ann Frodel  
Carrie Nelson  
Laurent Picard

Port Commission: Sherry Bohn  
Fred Duckwall  
Don Hosford  
Hoby Streich  
Kathy Watson

Urban Renewal Agency: Paul Cummings  
Lynn Guenther  
Robert Hastings  
Don Hosford  
Kate McBride  
Hoby Streich  
Paul Thompson

City Manager/  
Urban Renewal Administrator: Bob Francis

Port Director: Michael McElwee

Planning Commission: Stephen Ford  
Ambler Harrison  
John Herron  
Scott Kaden  
Bob Kramer  
Kate McBride  
Laurie Stephens

City Staff liaison: Cindy Walbridge  
Alexandra Sosnkowski  
Julie Harvey  
Jessica Kinder

County GIS: Mike Schrankel

Consultant Team: Tashman Johnson LLC  
Jeannette Launer, Attorney  
Elaine Howard Consulting LLC  
James Vanden Bos



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# HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

## I. INTRODUCTION

The Hood River Waterfront Urban Renewal Plan (the “Plan”) has been developed with the cooperative input of the Hood River City Council (“City Council”) and the Hood River Port Commission (“Port Commission”). The two governing bodies authorized a feasibility study in the fall of 2007, and after review of that document, in separate meetings by each body, approved further research to allow for the formation of an urban renewal area at the waterfront. In April of 2008, the City Council and Port Commission convened a joint meeting where they discussed the potential projects and provided input on their project priorities, found in Section IV of this document. A public meeting was held in May of 2008 to both provide information to and gain input from the public. The Plan reflects the input from the governing bodies, and the public in general, as well as the strategies outlined in the Port Commission’s Hood River Waterfront Development Strategy that was adopted in 2007. The Plan contains goals, objectives and projects for the development of the Hood River Waterfront Urban Renewal Area (“Area”). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area lacks adequate streets and utilities, excessive odor from the Wastewater Treatment Plant is an impediment to development in the Area and the recreational areas are in need of upgrading.

Urban renewal allows for the use of tax increment financing to fund urban renewal projects. Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections III and IV.

Where development can be anticipated in the near future, as it can for the waterfront property, tax increment financing can be a very significant source of funding for necessary improvement projects.

Urban renewal is put into effect by the local government (the City of Hood River in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

The Area, shown in Figure 1, consists of approximately 109 acres of land including rights of way. The north boundary is the high water line of the Columbia River, the south boundary is I-84, the west boundary is the Hook and the east boundary is the eastern edge of the Spit. The boundary also includes the area of the pedestrian bridge over the Hood River.

The Plan would be administered by the Hood River Urban Renewal Agency (“Agency”) which was established by the City Council of the City of Hood River as the City’s Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council as outlined in Section VIII of this Plan. The Plan is accompanied by an Urban Renewal Report (“Report”) that contains additional information as required by ORS 457.085. The information in the Report is the technical information which includes:

- A description of the physical, social and economic conditions in the area
- Expected impact of the Plan, including fiscal impact in light of increased services
- Reasons for selection of each Area in the Plan
- The relationship between each project to be undertaken and the existing conditions
- The total cost of each project and the source of funds to pay such costs
- The estimated completion date of each project
- The estimated amount of funds required in the Area, the anticipated year in which the debt will be retired
- A financial analysis of the Plan
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area
- A relocation report.

The Plan is anticipated to take twenty years to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$5,750,000.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Chapter IV of the Plan are the specific means of meeting the objectives.

#### **Goal 1: *ECONOMY***

**Diversify the economic base in the Hood River area and strengthen the area's role as a regional economic center.**

##### Objectives:

1A: Support business development by offering sites for local businesses, preserving current industrial uses, promoting private investment, and providing for a mix of employment types and uses.

1B: Promote job retention and creation by targeting quality jobs, enhancing job opportunities for local residents and maintaining minimum job density.

1C: Ensure quality development by promoting sustainable development and place-based planning principles, encouraging quality design and construction, and making strategic infrastructure investments.

1D: Assist in the financing and provision of transportation and infrastructure improvements to support the development of industrial and commercial uses.

1E: Work with property owners to promote beneficial development of properties within the Area.

#### **Goal 2: *RECREATION***

**Provide facilities and parks to support the world-class waterfront recreational opportunities that exist in Hood River.**

##### Objectives:

2A: Plan a cohesive system of trails within the waterfront and connecting to the downtown core.

2B: Sustain existing and promote new recreational activities on the water.

2C: Enhance waterfront recreation sites.

2D: Develop additional waterfront recreation sites.

2E: Improve pedestrian access to and along the river.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **Goal 3:       *HABITAT ENHANCEMENT***

**Protect the riverine habitat because of its value both to the environment and to waterfront visitors.**

#### Objectives:

- 3A: Provide for appropriate and adequate landscape plantings along the water's edge.
- 3B: Protect areas of existing bio-habitat and recreate habitat where it has been destroyed.
- 3C: Insure that upland development does not degrade habitat conditions in the Columbia River.

### **Goal 4:       *LAND USE***

**Ensure an adequate supply of appropriately zoned land to provide for the development of industrial and commercial uses.**

#### Objectives:

- 4A: Provide opportunities for industrial development.
- 4B: Encourage business and industry to locate within the Hood River city limits.
- 4C: Disperse employment centers to parts of the City with access to adequate transportation routes and public utilities.

### **Goal 5:       *TRAFFIC AND TRANSPORTATION***

**Implement transportation improvements that will increase access to the area and mitigate traffic impacts.**

#### Objectives:

- 5A: Improve existing streets to meet future development demands.
- 5B: Develop a network of streets to serve all parcels.
- 5C: Construct street improvements as consistent with City standards.
- 5D: Provide sidewalks and streetscape improvements that promote multimodal usage, access and safety.
- 5E: Provide signalization improvements for efficient traffic flow and safety of transportation systems.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **Goal 6:        *PUBLIC UTILITIES***

**Ensure that new development is located in areas that can be adequately served by public infrastructure.**

#### Objectives:

6A: Develop public infrastructure improvements on parcels of underutilized land to encourage private development.

6B: Develop water, sanitary sewer and storm drainage improvements to support industrial uses.

6C: Mitigate negative impacts of the existing wastewater treatment facility.

6D: Where possible, develop environmentally friendly utility systems to support existing and future development.

### **Goal 7:        *PUBLIC INVOLVEMENT***

**Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning and implementation process.**

#### Objectives:

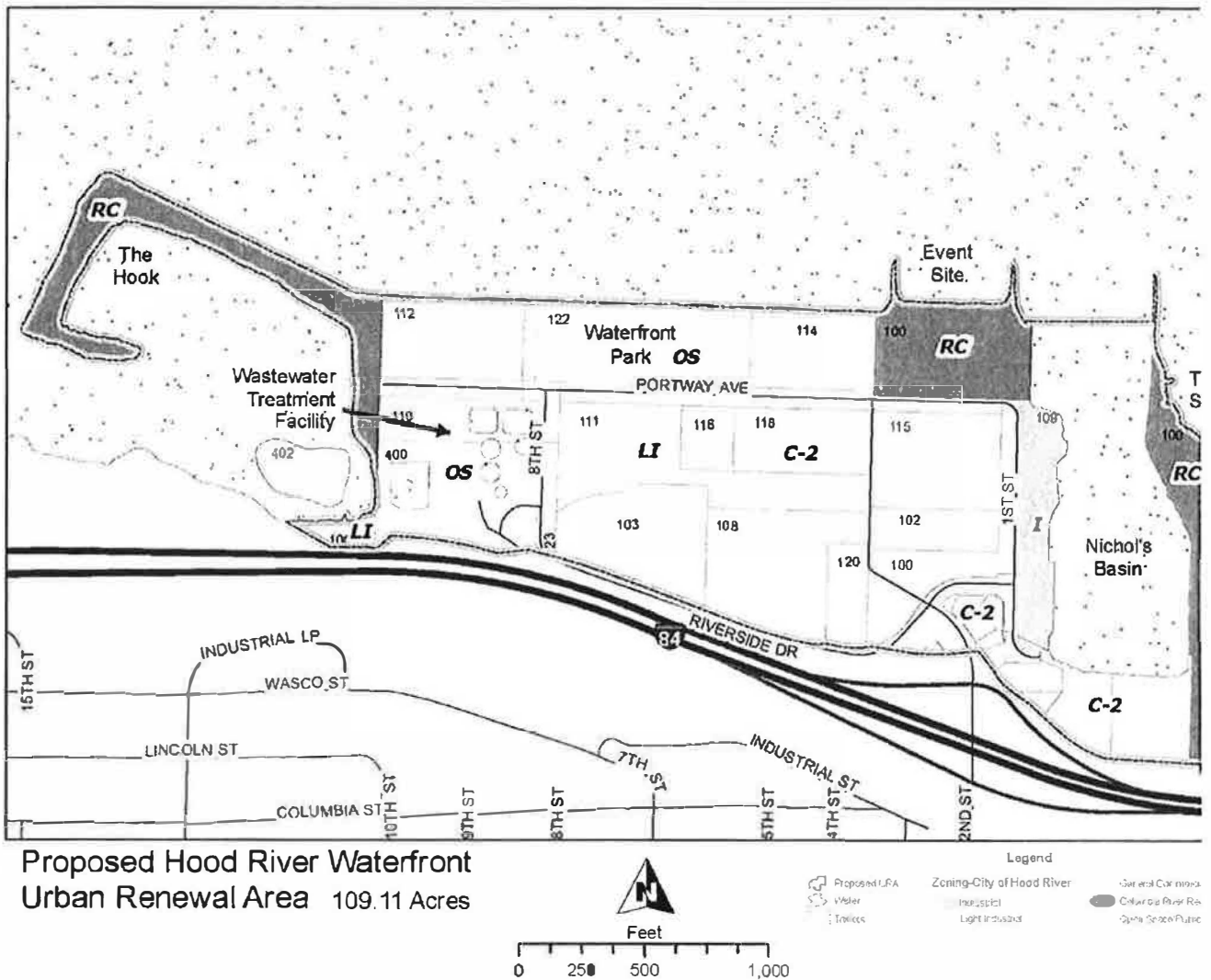
7A: Use available media to inform citizens of projects and programs to be undertaken.

7B: Provide for public input as to implementation of the Plan and work to achieve consensus as a basis for proceeding.

# HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

## II. MAP AND LEGAL DESCRIPTION OF URBAN RENEWAL AREA

Figure 1. Urban Renewal Area, Zoning and Comprehensive Plan Designations



## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES**

The projects within the area are infrastructure improvements, park and recreational improvements, habitat enhancements and economic development assistance. An outline of major urban renewal project activities is as follows:

#### **A. Infrastructure Improvements**

1. Odor control of the wastewater treatment plant (engineering and construction)
2. Transportation improvements to increase circulation from, to, and within the Area
3. Preliminary engineering study for future improvements
4. Utility upgrades and renewable energy

#### **B. Park and Recreational Improvements**

1. Trail connections
2. Phase II park improvements
3. Recreational site enhancements including the Spit, Hook and Event Site

#### **C. Habitat Enhancements**

1. Habitat enhancements in Nichols Basin
2. Habitat enhancements along areas of the Hook
3. Habitat enhancements along rip rap portions of waterfront

#### **D. Economic Development Assistance**

1. Business recruitment and marketing program

### **IV. URBAN RENEWAL PROJECTS**

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include transportation projects, utility projects including odor control at the sewage treatment plant, park and trail improvements, and habitat restoration. The Plan also authorizes economic development assistance. The scope, budget and priorities for urban renewal projects and programs will be decided by the Agency as it administers the Plan. In April of 2008, the City Council and the Port Commission convened a joint meeting where they discussed the potential projects and identified their project priorities.



## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

The governing bodies agreed that, at that time, the three priority projects to be considered by the Agency should be the Odor Control at the Wastewater Treatment Facility, Portway Avenue Improvements and Trail Connectivity. There was also support voiced for the Waterfront Park Improvement Project. The participants understood that the actual project expenditures will be determined by the Agency on an annual basis and may reflect opportunities for working with businesses in expanding or relocating to the Area and the opportunity to match funds for specified projects.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

### **A. Infrastructure**

#### 1. Wastewater Treatment Facility

This project includes preliminary engineering and implementing the plan for odor control. The odor control facilities consist of a new biological soil type biofilter for serving the existing primary clarifier and improvements at the existing septage receiving station.

#### 2. Portway Avenue

Portway Avenue will be improved as a pedestrian oriented street with new paving, ornamental street lights, pedestrian improvements, street trees and sidewalks. Portway Avenue will be evaluated and constructed to the City Engineer's standards based on the results of the evaluation.

#### 3. Riverside Drive to 8<sup>th</sup> Improvements

Riverside Drive will be the primary truck access street for the Waterfront area. Riverside is significantly substandard and improvements and it will need to be reconstructed and widened to meet an expanded level of truck and vehicular traffic. A signal may be required at 2<sup>nd</sup> Street and Riverside Drive. Riverside Drive will be constructed to the City Engineer's standards based on the results of the City Engineer's evaluation.

#### 4. 8<sup>th</sup> Street Improvements

8<sup>th</sup> Street will be improved, including new sidewalks and pedestrian improvements to meet an expanded level of vehicular traffic. 8<sup>th</sup> Street will be constructed to the City Engineer's standards based on the results of the City Engineer's evaluation.

#### 5. Future Industrial Street

The future Industrial Street will serve the industrial parcels in the central waterfront area. This new street would be on a dedicated right-of-way that goes north from Riverside Drive and connects to 2<sup>nd</sup> Street. The street would provide truck access to parcels that front on Riverside Drive, reducing their need to access loading areas from Portway Ave. and other pedestrian-oriented streets within the waterfront. The future Industrial

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

Street will be constructed to City Engineer's standards based on the results of the City Engineer's evaluation.

### **B. Park and Recreational Improvements**

#### 1. Trail Connectivity

Comprehensive trail connections along the Columbia River waterfront including connecting the Hook, Spit, Park and Event Site to each other and to downtown Hood River will be developed. The existing pedestrian bridge over Hood River may become part of the future improvements for pedestrian access. The trail connections may include but are not limited to trail surfacing, lighting, street furniture, signage and landscaping. Trail connections will be built to existing City standards.

#### 2. Phase II Hood River Waterfront Park

Phase II of the Hood River Waterfront Park will include but not be limited to landscaping with native vegetation, an open grassy field area, on-site parking, an outdoor amphitheater, irrigation, picnic shelters and a picnic area, public art, youth play areas and structures, an architectural feature reminiscent of a Native American fishing platform, and a swimming platform. Phase II also includes paving (ADA) walking paths that were not completed as part of Phase I. The scope and nature of specific improvements will be refined during Plan implementation.

#### 3. Recreational Site Enhancements

Improvements to the various recreational sites will be undertaken. These improvements may include but are not limited to improved access roads, signage, utilities, drainage structures (e.g. bio swales) and support structures (e.g. changing rooms) to accommodate increased recreational use and larger programmed events.

### **C. Habitat Enhancements**

Habitat enhancements can improve the biological diversity and natural habitat characteristics of the waterfront. A Habitat Enhancement Program will be developed by the Agency. Habitat enhancement project components may include but are not limited to bio-engineering and other types of landscape improvements to Nichols Basin, areas of the Hook and rip rap portions of the Columbia River waterfront. Some habitat enhancement work may be necessary to mitigate other waterfront projects. The Agency will decide the scope and nature of specific habitat enhancement improvements after the Plan is approved.

### **D. Economic Development**

#### 1. Utility Upgrades and Renewable Energy

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

Utility upgrades could consist of assistance as necessary to property owners for a utility tie in to their parcel. This project may also include investment in “green” energy alternatives to support development in the waterfront area.

### 2. Economic Development, Business Recruitment and Marketing Program

An Economic Development, Business Recruitment and Marketing Program for the Area will be established by the Port of Hood River to enhance the community’s efforts to identify, recruit and potentially provide incentives for investment in construction or rehabilitation by businesses that meet the community’s criteria for job creation and development density for the waterfront industrial area. The Agency will establish the guidelines for this program as part of Plan implementation.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **V. PROPERTY ACQUISITION AND DISPOSITION**

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses or other rights to use.

#### **A. Property Acquisition for Public Improvements**

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisition must occur prior to institution of eminent domain procedures.

#### **B. Property Acquisition – From Willing Sellers**

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property for a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

#### **C. Land Disposition**

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for construction and/or maintenance of the public improvement. The Agency may retain such property during construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section V by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency in its discretion determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

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### **VI. RELOCATION METHODS**

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations as necessary for the administration of relocation assistance.

### **VII. TAX INCREMENT FINANCING OF PLAN**

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation (“GO”) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

#### **A. General Description of the Proposed Financing Methods**

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants and any other form of financial assistance from the Federal, State, Port or local governments or other public bodies;
- Loans, grants, dedications or other contributions from private developers and property owners, including but not limited to assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

The financing for projects in the early stages of the urban renewal plan may come from the Port of Hood River or other public sources. If approved by the Agency, these loans will be considered an obligation of the Plan and will be repaid from anticipated tax increment revenues, as shown in Section VII of the Urban Renewal Report.

#### **B. Tax Increment Financing and Maximum Indebtedness**

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$5,750,000. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

### **C. Prior Indebtedness**

Any indebtedness permitted by law and incurred by the Agency or the City of Hood River in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when and if such funds are available.

## **VIII. FUTURE AMENDMENTS TO PLAN**

The Plan may be amended as described in this section.

### **A. Substantial Amendments**

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than one percent of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Hood River as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and .115.

### **B. Council Approved Amendments**

Council Approved amendments consist solely of amendments that result in:

- Material changes to the goals and objectives of the Plan; or

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

Council Approved amendments require approval by the Agency by resolution and by the City Council by ordinance.

### **C. Minor Amendments**

Minor Amendments are amendments that are not Substantial or Council Approved Amendments in scope. They require approval by the Agency by resolution.

### **D. Amendments to the Hood River Comprehensive Plan and/or Hood River Revised Code**

Amendments to the Hood River Comprehensive Plan and/or Hood River Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

## **IX. RELATIONSHIP TO LOCAL OBJECTIVES**

The Plan relates to local planning and development objectives contained within the City of Hood River's Comprehensive Plan, Hood River Municipal Code (Section 17: Zoning Ordinance) and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies and implementation strategies will reflect the numbering which occurs in the original document. Italicized text is text that has not been taken directly from an original planning document.

### **A. City of Hood River Comprehensive Plan**

*The City of Hood River Comprehensive Plan is the general guide for the City for all activities relating to land use. It identifies existing assets, problems, and needs in the community, and sets forth City policy and implementation strategies for dealing with these issues. The proposed Plan relates to several of these stated goals, policies, and implementation strategies. Of particular relevance are sections pertaining to Citizen Involvement, Land Use Planning, Open Spaces, Scenic and Historic Areas, Natural Resources, Economy, Transportation, Energy Conservation, and Air, Water and Land Resources Quality.*

#### **Goal 1: Citizen Involvement**

##### **GOAL**

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **POLICIES**

1. Improve and use existing citizen participation programs to ensure ongoing citizen involvement in planning and land use regulation revisions now and after acknowledgement of the Comprehensive Plan.
2. Establish, maintain, and encourage uses of an ongoing citizen involvement program for the City of Hood River.

*Findings: The Plan relates to and addresses the citizen involvement goal and Policies 1 and 2 through public meetings held in the adoption process.*

### **Goal 2: Land Use Planning**

#### **GOAL**

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

#### **GUIDELINES**

2. Protect public health, safety, and welfare.
3. Maintain the quality of air, water, and land resources of the planning area.
5. Conserve and protect resources.
6. Diversify and improve the economy.
7. Develop public facilities and services.
8. Satisfy recreational needs.
9. Aid in the development of a transportation system.

*Findings: The proposed Plan relates to and addresses the Land Use Planning Goal and aforementioned Guidelines. The Plan will help to upgrade the sewage treatment plant to improve the local air quality (Guidelines 2, 3 and 7). It will encourage development on lands that have already been improved but are currently underutilized, protecting resources and diversifying the economy (Goal 1 and Guidelines 5 and 6). It will encourage the development of land within the urban growth boundary that is not presently served by an adequate transportation network. (Goal 1 and Guideline 5) The Area is contiguous to the developed areas of the City of Hood River where transportation systems and other infrastructure are already partially in place (Goal 1 and Guidelines 3 and 5). Some of the funds generated by the Plan will be used for recreational area improvements and improving the transportation network within the Area (Guidelines 7,8 and 9).*



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### **Goal 3: Agricultural Lands**

*This Plan will not impact or affect this goal.*

### **Goal 4: Forest Lands**

*This Plan will not impact or affect this goal.*

### **Goal 5: Open Spaces Scenic and Historic Areas and Natural Resources**

*This Goal in the Comprehensive Plan addressed open spaces, historic areas and natural resources. This Plan will not impact or affect historic areas; therefore, only the relevant provisions pertaining to open spaces and natural resources are referenced. The Economic, Social, Environmental and Energy Analysis (ESEE) is found at the end of this Goal 5 Section, as required by Statewide Land Use Goal 5.*

### **OPEN SPACES**

Open space and natural areas are an integral part of the City of Hood River's livability. A wide range of types and sizes of open space and natural areas within the urban area should provide; diverse plant and animal habitat, visual and special breaks from urban uses and places for recreation, facilities for community events, trails for pedestrian and bicycle transportation and sports activities. Open space and natural areas may be in the form of parks, public school grounds, trails, natural areas and areas of special interest, river and stream corridors, open space easements and right-of-way, and lands excluded from development.

Maintaining open space and natural areas in an urban area is a difficult task, and one that becomes more complex during periods of rapid growth. However, providing open space in the urban area for the benefit of existing and future residents is important. The following goals are intended to enhance, create and protect the City of Hood River's open space and natural areas.

### **GOALS**

1. To provide land for recreational uses such as windsurfing, kite boarding, bicycling, jogging and fishing.
2. To preserve water resources, riparian, and wildlife habitats.
3. To establish trails, greenways and wildlife corridors that are interconnected.
4. To encourage environmental awareness so that citizens will become stewards of our natural resources.
5. To soften the appearance of street corridors with planter and median strips.
6. To support coordinated efforts of public agencies, private organizations and individuals to preserve and enhance the area's natural features and open space.

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### IMPLEMENTATION STRATEGIES

4. Include natural features and open space in the design of public facilities.
5. Locate transportation and utility systems to avoid natural features.

*Findings: The Plan relates to the Goals and implements the relevant Implementation Strategies of open space because the proposed projects will upgrade the existing parks by providing access, lighting, and infrastructure improvements (Goals 1,3,5 and Implementation Strategies 4). The Plan will also provide assistance to the development of a new area of park land by providing funds for infrastructure improvements in the Park (Goals 1,3). The Plan establishes a Habitat Enhancement Program (Goal 2). Private fundraising is an ongoing commitment for the Park, and some funding will be allocated through the Plan (Goal 6).*

### NATURAL RESOURCES

Wetland and riparian areas have a variety of native plant species that are adapted to growing in locations where the soils are wet during all or part of the year. Well established wetlands and riparian areas provide a complex ecosystem that support a diverse combination of plants and animals.

Wetlands and riparian areas within Hood River and the Urban Growth Area were inventoried and evaluated in July 2003 as part of the Local Wetland Inventory, a required Periodic Review update for Goal 5. The Port of Hood River conducted and Economic, Social, Environment and Energy Analysis (ESEE) for the Columbia River Waterfront area in May 2004 to allow for greater flexibility for development along that area of the Columbia River.

The riparian areas along the Columbia River, Hood River, Indian Creek and Phelps Creek are considered a significant resource under Statewide Planning Goal 5.

### GOALS

1. It is important to conserve and improve the wetlands and riparian areas along the Columbia River, Hood River, Indian Creek and Phelps Creek in Hood River City and Urban Growth Area. These areas serve several functions that protect and enhance the quality of both animal and human life within the urban area in many ways;

- Reduce stream velocities that can erode or damage stream banks and property;
- Provide storage for water during peak flows and flooding conditions;

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- Trap or filter sediment and runoff water from upland areas and impervious surfaces;
- Provide shade over rivers and creeks that helps water quality by reducing the warm water temperatures that produce algal blooms;
- Provide shade to help moderate water temperatures to support fish and other aquatic animals;
- Provide vegetation and woody debris that serve as habitat and nesting areas for a variety of aquatic animals, birds and mammals;
- Provide a safe corridor for birds, amphibians and mammals that live and feed along the river; and
- Provide a transition area between aquatic and upland habitat areas during animal migration.

3. Lands zoned as Open Space shall be preserved as open space.

*Findings: The Goals and Implementation Strategies for Natural Resources are implemented through the City's ESEE Analysis and Chapter 17.22 of the Hood River Municipal Code. Findings addressing the ESEE are below. During the development review process for a project, Chapter 17.22 will be applied to the extent a proposed project impacts a natural resource.*

*Generally, however, the Plan provides for future habitat enhancements supporting natural resources by establishing a Habitat Enhancement Program (Goal 2). The trail system will be upgraded to connect to existing trail segments (Goal 3).*

### **Goal 5: Economic, Social, Environmental and Energy Analysis (ESEE)**

An ESEE analysis is an analysis of the potential economic, social, environmental, and energy consequences of prohibiting, limiting, or permitting conflicting uses to occur on resources that have been determined to be significant under Statewide Land Use Goal 5.

The intent of Statewide Land Use Goal 5 is, "to protect natural resources conserve scenic and historic areas and open spaces." Goal 5 resources covered in the analysis are those determined to be significant by the City. The purpose of this ESEE analysis is to develop a basis for general planning policies and implementing measures adopted to provide adequate levels of protection to the Columbia River shoreline along Hood River's waterfront.

This analysis addresses the land use consequences of protecting Goal 5 resources in the City of Hood River's Columbia River Infill Waterfront Area or the allowance of these

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resources to be reduced or lost. In compliance with Goal 5, the City adopted through the legislative process the Hood River Waterfront Riparian Inventory.

*Six Reaches, as defined in the ESEE, are in the Area. The ESEE analysis for each area is as follows:*

### **REACH: COR4**

**Basin:** Columbia River

**Size of Site:** 0.67 acres

**Location:** The east bank of the abandoned boat works basin.

#### **Description of Resource:**

This reach is 1,064 feet long. The shoreline and riparian areas are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area is developed and the top of the slope consists of an access road. The slope consists of an immature forested riparian community consisting of red-osier dogwood, black cottonwood, red alder, and Himalayan blackberry.

#### **Existing Uses:**

- Industrial - this area is currently zoned light industrial but no development currently occurs within this reach.
- Water Recreation - boating and jet skiing.
- Public Access - a gravel road runs along the entire length of the spit.

*Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. No other projects or programs will have an impact on this reach.*

### **REACH: COR6**

**Basin:** Columbia River

**Size of Site:** 0.04 acres

**Location:** The west bank of the abandoned boat works marina.

#### **Description of Resource:**

This reach is 1,776 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area is developed and the majority of the reach has sheet piling along the banks. There is a boat launch at the north end. No vegetation is growing along the shoreline. The top of the bank consists of either asphalt or well compressed fill and gravel.

#### **Existing Uses:**

- Industrial - part of this reach is zoned industrial. Current development includes a vacant building and a gas station.

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- Open Space - event site and park with access roads.

*Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.*

### **REACH: COR7**

**Basin:** Columbia River

**Size of Site:** 2.8 acres

**Location:** The shoreline of the Columbia River that extends from the abandoned boat works basin west to the hook.

**Description of Resource:**

This reach is 4,639 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area consists of industrial development, parking lots, and a gravel jetty with an access road. The vegetation is limited to five Douglas fir trees growing at the top of the bank.

**Existing Uses:**

- Recreational/Commercial - this includes the Event Site which has bathroom facilities, parking lots, picnic areas, and water access.
- Light Industrial - there are currently two light industrial developments along this reach which includes the building and parking areas.
- Water recreation - windsurfing, swimming and kiteboarding.

*Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.*

### **REACH: COR8**

**Basin:** Columbia River

**Size of Site:** 0.5 acres

**Location:** The hook at the end of the man-created jetty.

**Description of Resource:**

This reach is 499 feet long and consists of a mature forested point that appears to be on a native or natural landform of very large boulder. The vegetation is dense, with extensive coverage by Himalayan blackberry in the shrub layer.

**Existing Uses:**

- Natural area - heavily used wintering waterfowl area.

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- Water recreation - swimming, windsurfing lessons.

*Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.*

### **REACH: COR9 & COR10**

**Basin:** Columbia River

**Size of Site:** 1.27 acres

**Location:** COR9 is the interior shoreline of the hook and COR10 is the interior, east shoreline of the hook.

#### **Description of Resource:**

COR9 is 905 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. This man created jetty is heavily used by people and has resulted in limited vegetation able to become established. Vegetation is limited to black cottonwood, red-osier dogwood, willow, and a few weeds.

COR10 is 1,329 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. This portion of the shoreline has not been as impacted by recreational uses as the western portion. At the toe of the rip rap slope is a 25 foot wide wetland bench that is vegetated by black cottonwood, Himalayan blackberry, willow, cattail, and reed canary grass.

#### **Existing Uses:**

- Water recreation - swimming, windsurfing lessons.
- Light Industrial - most of this area is currently zoned light industrial although there is currently no light industrial development along this reach.
- Open Space/Public Facility - the Hood River Wastewater Treatment Plant is located at the eastern end of COR10.
- Natural area - heavily used winter waterfowl area.

*Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document. The Hood River Wastewater Treatment Plant will undergo changes to eliminate the odor problems associated with it. Any work will address the standards in the ESEE.*

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### **REACH: HOR1L**

**Basin:** Hood River

**Size of Site:** 0.94 acres

**Location:** HOR1L is the west bank the Hood River and extends from I84 to the confluence with the Columbia River.

#### **Description of Resource:**

The shoreline is fill material that was placed after Columbia River levels were raised following construction of the Bonneville Dam. The shoreline is a steep, rip rapped bank. Vegetation along the bank is sparse and limited red-osier dogwood and cascara. Willows and slough sedge are growing at the edge of the water. The top of the bank is an access road to the end of the jetty that is composed of well compacted fill and gravel.

#### **Existing Uses:**

- Industrial - this area is currently zoned industrial but it is currently undeveloped.
- Water Recreation - fishing, swimming kayaking.
- Public Access - unpaved road to access the point and unpaved, unmarked parking lot.

*Findings: The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document.*

### **Goal 6: Air, Land, and Water Resources Quality**

#### **GOAL**

1. To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution-free environment.

#### **POLICIES**

##### *Air Quality*

1. The air discharges from public and private facilities within the City of Hood River will not exceed the carrying capacity of the air shed.
2. Activities involving or affecting the air resources of the City of Hood River and Urban Growth Area will provide for and contribute to both a stable and healthy economy and a relatively pollution-free environment.

#### **IMPLEMENTATION STRATEGIES**

1. Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic.

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*Findings: The Plan will improve air quality by aiding the renovation of the existing sewage treatment plant to reduce odor emissions (Goal and Policies 1,2). This will result in cleaner air for the Hood River waterfront area and downtown Hood River in general. Additionally, any new development will incorporate sidewalks and trail connections to promote multimodal access and reduce traffic loads in the Area (Implementation Strategy 1).*

### **Goal 7: Natural Disasters**

*This Plan will not impact or affect this goal.*

### **Goal 8: Recreational Needs**

#### **GOAL**

To satisfy the recreational needs of the citizens of the community and visitors to the area.

#### **POLICIES**

1. Existing park sites will be protected from incompatible uses and future expansion alternatives at some sites will be developed.
2. When feasible, recreational opportunities and park sites will be located so as to be accessible to a maximum number of people.
3. The development of parks which are accessible by means of walking or bicycling is encouraged.
5. Encourage low-maintenance park and recreation use of floodplains and drainage.
7. Because the growth of the windsurfing industry and other recreational activities comprise a significant portion of Hood River's recreational and tourist industry, the establishment of recreational facilities may be allowed in appropriate locations in the City.

#### **IMPLEMENTATION STRATEGIES**

1. Park sites will be developed with the lowest possible maintenance costs while still maintaining quality (i.e. use of native species rather than ornamental species).
2. City sidewalks will continue to be upgraded (i.e. ramps at corners, legal catch).

*Findings: The Plan will improve recreation sites by adding signage, streetscape improvements and access improvements to the existing park areas as well as assisting in the Phase II development of an additional park (Goal and Policies 1,2,3,5,7, Implementation Strategy 1). Additionally, any new development will incorporate sidewalks and trail connections to promote multimodal access for users of the recreation system (Implementation Strategy 2). The Plan will abide by*



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*the Parks and Recreation Master Plan and the State of Oregon Parks Comprehensive Plan (SCORP).*

### **Goal 9: Economy**

#### **GOALS**

1. To diversify and improve the economy of the Hood River planning area.
2. To preserve and promote a livable community.
3. To better utilize all commercial and industrial lands, including underutilized lands.
4. To have adequate public facilities for anticipated economic growth.
5. To have economic development that is consistent with availability of long-term human and natural resources.
6. To accommodate the need for expansion of new and existing businesses.

#### **POLICIES**

1. Promote commercial and light industrial development on the Waterfront consistent with a Columbia River Waterfront Plan.
2. Encourage family wage jobs, including, but not limited to: office, commercial, retail and lodging developments, light industrial small businesses, expansion of small commercial and light industrial businesses, home businesses, tourism and recreation based businesses, and regional retail businesses.
3. Consider existing business expansion needs.
4. Limit commercial use on lands reserved for light industrial and industrial uses.
5. Promote mixed use developments that integrate business, office, light industrial, research and development, commercial uses, and residential, if appropriate, on the same parcel.
6. Encourage family wage jobs.

#### **IMPLEMENTATION STRATEGIES**

6. The City shall pursue funding opportunities for the construction and completion of services in areas where deficient.
8. The City will cooperate with the Port, regional, state and federal agencies and private businesses to develop and implement plans to improve and diversify the economic base of the planning area.
9. Industrial centers will be developed at planned locations that have high standards of design, landscaping, maintenance, and accessibility.

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*Findings: The Plan will help install the infrastructure necessary to support additional development of the Area. It will help encourage the development of prime industrial and commercial land that will provide expansion opportunities for existing local businesses and attract new ones to the Hood River area (Goals 1,2,3,4, Policies 1,2,3,4,5,6, Implementation Strategies 6,8,9). Growth in the Area will create new jobs for the community and generate additional tax revenue for the municipality when the Urban Renewal Area expires (Goals 1,2,3,4, Policies 1,2,3,4,5,6, Implementation Strategies 6). The Area is providing industrial growth but is in an area of the City where much scrutiny occurs (the waterfront). Existing City standards will require addressing Implementation Strategy 9.*

### **Goal 10: Housing**

*The Plan will not impact or affect this goal.*

### **Goal 11: Public Facilities and Services**

#### **GOAL**

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development in the City and Urban Growth Area.

#### **POLICIES**

1. Provide urban services (water, sewer, storm drainage and transportation) to residential, commercial and industrial lands within the City's Urban Growth Area.
3. Promote the efficient use of urban and urbanizable land in the UGA to minimize the cost of providing public facilities and services.
7. Ensure that public facilities and services of adequate size are constructed to serve planned urban uses as urban growth occurs consistent with the zoning.
8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans.
13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions.
15. Maintain an eight year supply of commercial and industrial land that is serviceable by urban services.
19. Consider protection of riparian zones and habitat when extending utility facilities.
21. Ensure coordination between the Transportation Systems Plan and Public Facilities Plan, particularly with respect to recommended capital improvements.

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### IMPLEMENTATION STRATEGIES

12. That City shall adopt standards ensuring that urban service facilities are constructed to levels adequate to serve the needs of the proposed development and, where necessary, urban area.

16. The City shall adopt standards or enforce existing measures to protect riparian habitat.

*Findings: The Plan will improve public facilities by aiding the renovation of the existing sewage treatment plant to reduce odor emissions and by financing utility upgrades in the Area. The wastewater treatment plant improvement will result in cleaner air for the Hood River waterfront area and downtown Hood River in general (Goal and Policy 1). There is a habitat enhancement program which will address riparian and habitat issues (Policy 19). Development of street and utility infrastructure will provide the services which will attract development of underutilized land (Goal and Policies 1,3,7,8,13,15,21). The TSP is undergoing an update to reflect the planned improvements (Policies 7,8).*

### Goal 12: Transportation

*There are seven transportation goals with related policies organized under each goal. The Goals that relate to the Plan are incorporated below.*

#### GOAL 1

A balanced transportation system.

#### POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service.
2. Provide connectivity to each area of the City for convenient multi-modal access.
3. Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.
4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

*Findings: The Plan will provide a system of multi-modal trail and street connections throughout the site and will provide sidewalks where there presently*

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

*are none in the Area. These improvements will be made in compliance with the above stated goals and policies (Goal 1 and Policies 1,2,3,4).*

### **GOAL 2**

Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

### **POLICIES**

1. Maintain the livability of Hood River through proper location and design of transportation facilities.
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.
3. Meet the applicable requirements of state and federal resource agencies for wetlands or stream corridors in development of City transportation facilities.

*Findings: The Plan relates to the transportation facilities goal in the Area in that facilities will be properly designed and located to maintain the livability of Hood River. Pathways are incorporated in the transportation network envisioned for the Area. Wetlands and steam corridor requirements will be followed (Goal 2 and Policies 1,2,3,4).*

### **GOAL 3**

A safe transportation system.

### **POLICIES**

1. Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.
2. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.
3. Maintain access management standards for arterial and collector roadways consistent with City, County and State requirements to reduce conflicts between vehicles and trucks, as well as conflicts between vehicles, bicycles, and pedestrians.
4. Ensure adequate access for emergency service vehicles is provided throughout the City.

*Findings: The Plan relates to this goal because improvements to be incorporated will be designed meeting the safety requirements as specified by the City Engineer (Goal 3 and Policies 1,2,3,4).*

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **GOAL 6**

Transportation facilities, which provide efficient movement of goods.

### **POLICIES**

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.
2. Consider existing water, railroad and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.

*Findings: The Plan relates to this goal as the transportation network is designed to facilitate the efficient movement of goods (Goal 6 and Policies 1,2).*

### **GOAL 7**

Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

### **POLICIES**

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.

*Findings: The Plan relates to this goal as the Port and City will work cooperatively with the State and Federal government on any areas where this cooperation is necessitated (Goal 7 and Policy 1).*

*The Plan will encourage the development of land which is not presently served by an adequate transportation network. It will encourage development on lands that have already been improved but are currently underutilized. The Area is contiguous to the developed areas of the City of Hood River where transportation systems and other infrastructure are already partially in place (Goals 1,2,3,6 and 7).*

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **Goal 13: Energy Conservation**

#### **GOAL**

To conserve energy and encourage the use of renewable energy resources.

#### **POLICIES**

1. The development and growth of urban land uses shall be controlled and managed to maximize the conservation of all forms of energy.
2. Higher density land use along major arterials, collectors, and intersections will be encouraged.
3. Public facilities and services will be extended in an orderly manner to promote development of lands within and adjacent to the City before development of outlying areas.
4. The City will cooperate with operating utilities, state, and federal agencies and other organizations in projects to promote the conservation of non-renewable energy resources and the use of renewable resources.
5. The City will encourage residents and businesses to take steps to conserve energy and use renewable energy resources. The City's efforts shall be coordinated with those of utilities, state and federal agencies, and other organizations.
6. Industrial land use shall be permitted in areas located with good access to transportation, public services, and raw materials.
7. Industry which is energy efficient shall be encouraged.

*Findings: The Plan helps ensure the development of land that is already in the urban growth boundary while cooperating with other governmental entities (Goal and Policy 1). Public facilities will be extended to allow for the development of the land (Policy 3). Energy efficient development and businesses will be sought in the marketing programs (Policy 4, 5).*

#### **Comprehensive Map Categories:**

*The Comprehensive Plan map categories are the same as the zoning code categories covered in the section D below.*

# HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

## **B. City of Hood River Transportation System Plan**

### **Transportation Goals and Policies**

*The Transportation System Plan (TSP) guides the management of existing transportation facilities and the design and implementation of future facilities through 2019. An update to the TSP that incorporates projects specifically identified for the Area is being undertaken concurrent with the adoption of this Plan.*

*The existing TSP sets forth 7 goals followed by policies and recommended actions to guide the development of Hood River's transportation system. The proposed Plan will comply with every goal that is relevant to the Area, namely goals 1, 2, 3, 6, and 7. A list of the relevant goals, policies, and actions is detailed below along with how the proposed Plan relates to them.*

#### **GOAL 1**

A balanced transportation system.

#### **POLICIES**

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service.
2. Provide connectivity to each area of the City for convenient multi-modal access.
3. Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.
4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

*Findings: The Plan relates to Goal 1 and its policies by providing an upgraded transportation system within the area that serves the underdeveloped parcels within the area and better serves the recreational sites within the area. The Plan proposes a comprehensive trail system which would link the recreational sites within the area and provide a link to the downtown. (Goal 1 and Policies 1,2,3,4)*

#### **GOAL 2**

Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

### **POLICIES**

1. Maintain the livability of Hood River through proper location and design of transportation facilities.
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.

*Findings: The Plan relates to this goal and its policies by designing the road system within the area to separate the industrial traffic from the recreational traffic. The Plan also proposes a comprehensive trail system which would link the recreational sites within the area and provide a connection to downtown (Goal 2 and Policies 1,2).*

### **GOAL 3**

A safe transportation system.

### **POLICIES**

2. Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.
6. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.
9. Ensure adequate access for emergency service vehicles is provided throughout the City.

*Findings: The Plan relates to this goal and its policies by designing the road system within the area to separate the industrial traffic from the recreational traffic. The Plan proposes transportation improvements which would provide additional sidewalks within the area. The Plan also proposes a comprehensive trail system which would link the recreational sites within the area and provide a connection to the downtown (Goal 3 and Policies 2,6,9).*

### **GOAL 6**

Transportation facilities which provide efficient movement of goods.

### **POLICIES**

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.

*Findings: The Plan relates to this goal and its policies as it proposes*



## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

*improvements that would facilitate the use of underdeveloped industrial properties which are located in close proximity to the freeway system (Goal 6 and Policy 1).*

### **GOAL 7**

Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

### **POLICIES**

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.
2. Participate in regional transportation and growth management policies and work with regional agencies to assure adequate funding of transportation facilities to support those policies.
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.
5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

*Findings: The Plan relates to this goal and its policies as it calls for multiple transportation improvements including improving 8<sup>th</sup> Street and Portway, a new street to serve industrial properties, improving access to and roads on the Spit, and installing a new traffic signal at 2<sup>nd</sup> Street. All roads in the area will have sidewalks to aid pedestrian access and new trail connections will be constructed throughout the waterfront park. Whenever possible, the City of Hood River will collaborate with other agencies to finance and complete these projects in the most efficient manner possible (Goal 7 and Policies 1,2,4,5).*

### **THE PEDESTRIAN SYSTEM**

A pedestrian system plan will be implemented in the city. Where possible, every paved street will have sidewalks on both sides of the roadway meeting the requirements set forth in the street standards. The pedestrian system projects include only sidewalk projects. Although shoulder additions can serve pedestrians, they are not ideal because they are not separated from the roadway; however, in undeveloped urban areas where development may not occur quickly, the addition of shoulders is often the most practical improvement that can be implemented. Generally, shoulders are more of a benefit to cyclists than to pedestrians; therefore, proposed shoulder widening or additions are discussed in the Bicycle System Plan section of this chapter. Missing sidewalk segments

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

should be installed whenever an opportunity presents itself (such as development, special grants, etc.), concentrating on arterial streets, collectors, and school routes. Pedestrian safety should be improved at crossings through additional/improved signing and lighting, curbs extensions, access management, and speed control measures.

*Findings: The Plan proposes projects which will further develop the Pedestrian System as described in the TSP. There is one pedestrian project in the TSP for the Area, P-22 which is an Intermediate Range project for the Port of Hood River, specifically a Riverfront Pedestrian Trail System with an estimated cost of \$150,000.*

### **THE BICYCLE SYSTEM**

This Transportation System Plan identifies the bicycle system projects that fill the gaps in the bicycle system network. The plan builds from the State requirement that all arterial and major collector roads have bikeways. Additional linkages are also included to complete the network.

On arterial and collector streets that are not scheduled to be improved as part of the street system plan, bike lanes may be added to the existing roadway at any time to encourage cycling or when traffic volumes exceed 2,500 to 3,000 vehicles per day. The striping of bike lanes on streets, which lead directly to schools, is a high priority.

Bike lanes will be one-way, five or six feet wide and located adjacent to the curb, except where there is curb parking or a right-turn lane. Where these conditions occur, the bike lane is located between the through travel lane and parking or right-turn-lane. The bike lanes shall be marked in the same direction as the adjacent travel lane. Striping and signing should conform to the State Bicycle and Pedestrian Plan.

*Findings: The Plan proposes projects which will further develop the Bicycle System as described in the TSP. A specific TSP project in the Area: B3, 2<sup>nd</sup> St, Riverside Drive to State Avenue: bike striping.*

### **C. Hood River Waterfront Development Strategy**

The Hood River Waterfront Development Strategy (WDS) was developed in 2007 and adopted by the Port of Hood River Commission in 2007 to address the unique needs of the Hood River Waterfront area. The Hood River Waterfront Development Strategy has not been adopted by City Council. The plan identifies community objectives, creates an overall concept that provides the framework for future waterfront development, and describes specific actions and projects to guide the Port's investments, marketing and business development over a 10 year period.

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

*Findings: Many of the objectives identified in the WDS have been incorporated as goals in the proposed Plan. Additionally, a majority of the projects included in the Plan are also outlined as crucial projects in the WDS.*

### **D. Hood River Zoning Ordinance**

The City of Hood River Zoning Ordinance establishes zoning districts to control land use throughout the city and regulates development standards within these established use districts. The proposed Area is located within established commercial, industrial and recreational zones, regulated by Section 17 of the Planning Code. Section 17 has been designed in accordance with the goals, policies, and most appropriate statements of the intent of the City's Comprehensive Plan. It is the purpose of this title, therefore, to provide the principal means for the implementation of the Comprehensive Plan. Specifically, the proposed Area is located within the General Commercial, Industrial, Light Industrial, Open Space/Public Facility, and Columbia River Recreational/Commercial zones.

*General Commercial (C-2):* The General Commercial zone allows for most uses except large scale industrial. It supports small residential developments and commercial uses such as bed and breakfasts, daycares and home businesses. With a site review, it will allow larger residential complexes (15 or more people), parking lots, and industrial uses that are essential to an on site commercial business. Conditional uses include, but are not limited to, hospitals, schools, public parks, churches and town-homes.

*Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will support additional General Commercial uses.*

*Industrial (I):* This zone allows for, pending a site plan review, industrial uses such as manufacturing, processing, warehousing, outside storage, and parking lots. It also allows for commercial uses that incidental and essential to on site industrial uses.

*Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will support additional Industrial uses. The proposed Economic Development Fund will provide for marketing and recruitment of companies to develop these sites.*

*Light Industrial (LI):* This zone allows for, pending a site plan review, light industrial uses such as manufacturing, processing, warehousing, outside storage, and parking lots. It also allows for commercial uses that are incidental and essential to on site light industrial uses.

*Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will support additional Light Industrial uses. The proposed Economic Development*

## HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

*Fund will provide for marketing and recruitment of companies to develop these sites.*

*Open Space/Public Facility (OS/PF):* The purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review in this zone shall include, but are not limited to: recreational activities, parks, non-profit community activities, and arts festivals.

*Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core.*

*Columbia River Recreational/Commercial (RC):* The purpose of this zone is to provide an area within the City to promote recreational Columbia River waterfront uses and limited accessory commercial activities. The zone is intended to increase and protect public access, including visual access, to the Columbia River waterfront and related recreational opportunities and to contribute to an aesthetically pleasing urban environment. The uses permitted in this zone are intended to be consistent with visual and pedestrian access and include wildlife viewing areas, public bike and jogging paths, fishing sites, swimming beaches, and numerous others.

*Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core.*

Each of these districts contain specific development standards, intended to promote site planning and design that consider the natural environment; maintain the required dimensional standards while promoting energy conservation, privacy, safe and efficient parking areas; and improve the general living environment and economic life of a development.

*Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for each of these zoning districts. The Plan will support the development of underdeveloped industrial land, thereby providing employment opportunities, which will in turn encourage development on adjacent parcels. It will provide for upgrades of open space and recreational sites and provide the connectivity of those sites to each other and to the downtown retail core.*

**REPORT ACCOMPANYING THE HOOD RIVER  
WATERFRONT URBAN RENEWAL PLAN**

As required by ORS 457.085(3)

**City of Hood River**

July 28, 2008

Exhibit B

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REPORT ON PROPOSED  
HOOD RIVER WATERFRONT URBAN RENEWAL PLAN

**I. INTRODUCTION**

The Hood River Waterfront Urban Renewal Report (the “Report”) contains background information and project details for the Hood River Urban Renewal Plan (the “Plan”). The Report is not a legal part of the Plan but is intended to provide public information and a basis for the findings made by the City Council as part of its approval of the Plan.

The Report provides the information required in ORS 457.085(3). The format of the Report is based on this statute.

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**II. EXISTING PHYSICAL AND ECONOMIC CONDITIONS AND IMPACT ON MUNICIPAL SERVICES**

This section of the Report describes existing conditions within the Hood River Waterfront Urban Renewal Area (the “Area”), documenting the occurrence of “blighted areas” as defined by ORS 457.010(1).

**A. Physical Conditions**

1. Land Use

The Area, shown in Figure 1 below, contains approximately 109.11 acres, including an estimated 15.9 acres in Nichols Basin, and public right-of-way (ROW) which is all included in one tax lot. It includes 30 individual tax lots with the following use classifications as determined by the County assessor: industrial, light industrial, general commercial, Columbia River recreational/commercial, open space/public facility and one unzoned property which encompasses the right of way. All of the Area is inside Hood River city limits and within the Urban Growth Boundary.

The Area is served by one major transportation corridor, Highway I-84 via the City Center/ 2<sup>nd</sup> Street Exit. Highway I-84 runs east and west along the southern border of the Area and provides all major access to the Hood River area. The Hood River Bridge, to the east of the Area, provides access to the State of Washington. 2<sup>nd</sup> Street is the major route to the Area. Transportation within the Area is conducted along five streets, Portway Avenue, Riverside Drive (also called Frontage Road on some maps), 1<sup>st</sup> Street, 2<sup>nd</sup> Street and 8<sup>th</sup> Street.

An analysis of property classification data from Hood River County’s 2007-08 Assessment and Taxation database was used to determine the land use designation of parcels in the Area. The largest portion (86.43 percent) of the Area is classified as Light Industrial, as shown in Table 1, “Existing Land Use (FY 2007-08)”. The second largest classification, Industrial, accounts for 7.58 percent of the Area. The Open Space/Public Facility classification is third, comprising 4.7 percent of the Area.

**Table 1. Existing Land Use of Proposed Area (FY 2007-2008)**

<b>Land Use Classification</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total (Acres)</b>
C2	4	0.81	0.88%
IND	4	6.97	7.58%
LI	24	79.48	86.43%
OS/PF	1	4.70	5.11%
<b>Total</b>	<b>33</b>	<b>91.96</b>	<b>100.00%</b>

\*included in the LI category is the ROW property containing sidewalks, streets, and Nichols Basin

Source: Hood River County Assessor



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2. Zoning

As illustrated in Table 2 and Figure 1, 42.81 acres (47.29 percent) of the Area is zoned for Light Industrial uses. Approximately 16.98 acres (18.76 percent) is zoned for Recreation Commercial uses. The three remaining zones, Open Space/Public Facility, General Commercial, and Industrial comprise 14.91 acres (16.47 percent), 12.22 acres (13.50 percent), and 3.60 acres (3.98 percent), respectively. The acreage calculations from the assessor's data and the GIS data vary an insignificant amount on two parcels. The acreage used for the total calculation of the Area comes from the GIS calculation which includes right of way.

**Table 2. Existing Zoning of Proposed Area**

<b>Land Use Zone</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total (Acres)</b>
Recreation Commercial	4	16.98	18.76%
General Commercial	12	12.22	13.50%
Industrial	1	3.60	3.98%
Light Industrial	13	42.81	47.29%
Open Space/Public Facility	4	14.91	16.47%
<i>Total</i>	<b>34*</b>	<b>90.52**</b>	<b>100.00%</b>

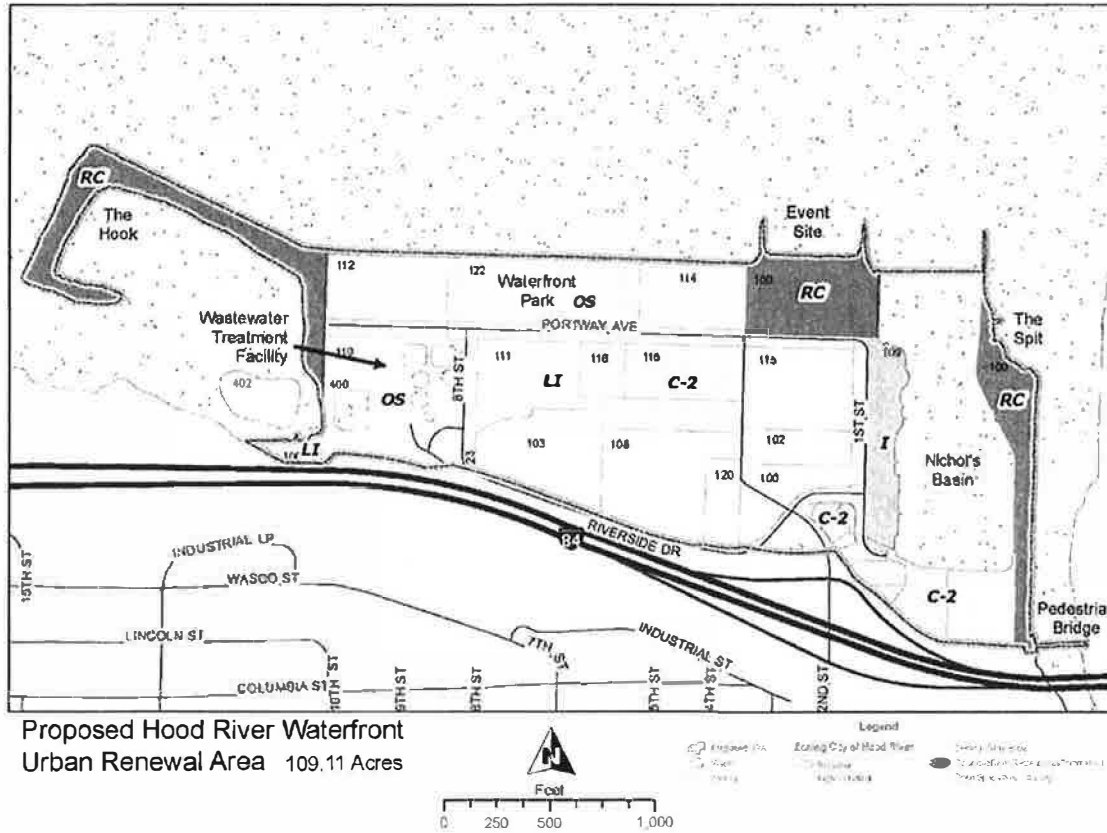
Source: Hood River County GIS

\*4 parcels have multiple zoning designations, which accounts for the larger parcel count of 34. There are actually only 30 parcels in the URA.

\*\*This does not include 15.89 acres of Nichols Basin.

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**Figure 1. Hood River Waterfront Urban Renewal Area and Zoning**



3. Riparian Habitat

The Area is bordered on three sides by water including the Columbia River on the north and west and Hood River on the east. Nichols Basin is included in the Area. The northern land edge of the Area is to the bank of the Columbia River, including the “Event Site”, the west is the “Hook”, a man made recreational center and water access point, and the east contains an inlet and the piece of land called the “Spit.” All three sides of the Area mcl'd recreation with riparian habitat. The area is built on fill and the natural habitat has not been restored.

**B. Infrastructure**

1. Transportation

2nd Street is designated as a Major Arterial in the Hood River Transportation System Plan (TSP). All other streets within the Area are classified as local streets. There is one pedestrian project in the TSP for the Area, P-22 which is an Intermediate Range project for the Port of Hood River, specifically a Riverfront

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Pedestrian Trail System with an estimated cost of \$150,000. There is also a bicycle loop on the bicycle projects map. Short Range Project B3 is identified as: Striping of bike lanes along 2<sup>nd</sup> Street from Riverside Drive to State Street. Long-Range Project B18 is identified as: Crossing of Union Pacific Railroad Tracks provides for a non-motorized traffic crossing over the current railroad tracks just north of the I-84 overpass. This would allow pedestrian and bicycle traffic a direct connection to Riverside.

The two main east and west streets within the area are Riverside Drive and Portway Avenue.

Riverside Drive varies in its improvement levels. The section from 2<sup>nd</sup> Street west is an improved two-lane street with sidewalks on each side up until the Hood River Distillers. It continues to a lower improvement level with no sidewalks to 8<sup>th</sup> street.

Portway Avenue, a two lane street, also has varied improvement levels. From 2<sup>nd</sup> street west it has sidewalks on the south side to the entrance to the Expo Center. From the Expo Center westward to 8<sup>th</sup> Street there are no sidewalks, and at 8<sup>th</sup> Street westward there are sidewalks on the north side.

The numbered streets have a north south orientation.

1<sup>st</sup> Street has an island in between the north and south flowing traffic. There are no sidewalks on either side of the street.

2<sup>nd</sup> Street is a fully improved 2 lane street with sidewalks, street trees and decorative lighting on both sides of the street.

8<sup>th</sup> Street is a two lane street with sidewalks on the east side of the street.

The road system in the Area is inadequate for the anticipated development in the Area.

2. Wastewater, Water, Sewer and Storm Drainage Facilities

**Wastewater:** The City of Hood River wastewater treatment plant is located on City property at the west end of the Port of Hood River. Plant capacity is three million gallons per day. Current average daily summertime flows are approximately one million gallons. Wintertime flows may increase significantly due to inflow and infiltration. The City consistently meets or exceeds Oregon Department of Environmental Quality requirements related to the effluent that it discharges to the Columbia River.

Wastewater systems are adequate for the existing and future development potential of the Area. The main issue is the smell from the Wastewater Treatment Plant,

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treatment of which is proposed as a project in this Plan. The odor from the Wastewater Treatment Plant is a detriment to future development in the Area.

**Water:** The City of Hood River's water is of extremely high quality from a pristine groundwater source consisting of three springs located approximately 15 miles southwest of town on the slopes of Mount Hood. Cold Spring, Stone Spring I, and Stone Spring II are located on approximately 23 acres of City-owned property near Lost Lake. It is estimated that the springs can continuously provide at least 10 million gallons of water per day. They are currently providing up to five million gallons of water per day, which is carried from the source to the City's primary five-million gallon reservoir in a 14-inch steel transmission main that was constructed in 1929. From the five-million gallon reservoir, the water travels through approximately three more miles of parallel 14-inch and 16-inch mains to serve the City's distribution system and two more reservoirs. The three reservoirs provide a total of nearly six million gallons of storage capacity for fire fighting and service outages.

The water service is adequate for the existing and future development potential of the Area.

**Stormwater:** The City of Hood River maintains an extensive storm drainage system in conjunction with the City streets. The system consists primarily of catch basins, manholes and underground piping except in some of the older parts of town and in areas recently annexed into the City where drainage ditches still exist.

The City's Stormwater Utility Capital Facilities Plan (CFP) was completed in 2001. The CFP identified capital improvements costing \$4.3 million that are necessary to upgrade portions of the existing system. New segments of the system necessary to accommodate projected growth into the Urban Growth Area are projected to cost about \$4.7 million (all costs in 2001 dollars).

There are stormwater deficiencies in the Area, specifically ponding at the east end of the Event Site. However, this is not in the current CIP list.

3. Parks and Open Space

There are four parks in the Area: the Hook, the Spit, the Event Site and Hood River Waterfront Park, though none of these are inventoried under Goal 8.

The Hook is 7.22 acres and a launch site for windsurfing, kite boarding, and sailing. It is a meeting place for windsurfing schools, as its relatively calm waters are appropriate for beginners. Unstructured parking exists all along the Hook. The parking and public facilities at the Hook are inadequate to serve the demand.

The Spit is 4.51 acres of land that currently has a huge deposit of sand connected to it and extending north into the Columbia River. While the spit no longer serves as a

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direct launch point for river recreation activities (primarily kite boarding), it is still the access path to the sand deposit that is used as a new launch. The parking and public facilities at the Spit are inadequate to serve the demand.

The Event Site is 5.63 acres and acts as another windsurf launch on the Columbia River. It provides direct access to the under 5mph zone where kite boarding is not allowed. The public facilities at the Event Site are inadequate to serve the demand.

Hood River Waterfront Park is 6.75 acres and Phase I improvements began in spring of 2008. The funding for Phase II improvements is not in place. The demand for recreational facilities exceeds the improvements presently in place. The present park improvements are inadequate to serve the demand.

4. Public Spaces

Other than the parks above, there are no other public spaces in the area.

5. Public Parking

There is public parking at the Event Site and at the Expo Center. Additionally, there is unstructured public parking along the sides of the Hook and at the Spit. This unstructured parking is inadequate to serve the site.

6. Public Buildings

The Expo Center is on a 5 acre site. It is anticipated that it will be leased to a private party. There are no improvements envisioned for this building in the Plan.

The Wastewater Treatment Plant is on a 8.69 acre site, and it is slated for improvements through the Plan. Eliminating the odor is seen as a key component to allow for future development in the Area. The present smell deters companies from desiring to upgrade or relocate to the Area.

The Western Power Building is located at 8<sup>th</sup> and Portway. There are no improvements envisioned for this building in the Plan.

**C. Social Conditions**

Currently, the Area contains no residential dwellings. Therefore social conditions do not need to be further examined.

**D. Economic Conditions**

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area, including all real, personal, personal manufactured and utility properties, is \$10,514,470 or 2.08% of Hood River City's total assessed value. The total assessed value of the City of Hood River less incremental assessed value in urban renewal areas is \$506,672,296.

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2. Building to Land Value Ratio

An analysis of property values can be used to evaluate the economic condition of real estate investments in a given area. The relationship of a property's improvement value (the value of buildings and other improvements to the property) to its land value is generally an accurate indicator of the condition of real estate investments. This relationship is referred to as the "Improvement to Land Ratio" or "I:L". The values used are real market values. In urban renewal areas, the I:L may be used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 3 below, "Improvement to Land Ratio," shows the improvement to land ratios for taxable properties within the study area. As the table shows, over 54 % of the study area has less than 1.5 improvement value; the I:L ratios for improved properties in the urban renewal study area are very low.

**Table 3. I:L Ratio of Taxable Parcels in Proposed Area**

<b>I:L Ratio</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total (Acres)</b>
No Improvements	1	1.58	5.98%
0 - 0.5	1	1.00	3.64%
0.51 - 1	0	0	0.00%
1.1 - 1.5	6	16.09	58.62%
1.6 - 2	0	0	0.00%
2.1 - 2.5	0	0	0.00%
2.6 - 3	0	0	0.00%
3.1 - 4	1	3.50	12.75%
4.1 - 5	0	0	0.00%
>5	2	5.28	19.23%
<b>Total</b>	<b>11</b>	<b>27.45</b>	<b>100.00%</b>

Source: Hood River County Assessor data

The parcel count in Table 3 is for taxable properties only (excluded Port owned properties). There are 5 parcels that are divided and listed twice in the County Assessor's information. These divided parcels were recombined in the I:L chart below. Park parcels are still excluded as they will never have taxable value, nor be developed. Table 4, then, includes the Port owned properties which are non taxable. It shows there are ten parcels in the area which have no improvements.

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**Table 4. I:L Ratio of All Non-Park Parcels in Proposed Area**

<b>I:L Ratio</b>	<b>Parcels</b>	<b>Acres</b>	<b>% of Total Acreage</b>
No Improvements	10	12.40	22.75%
0.0 - 0.5	2	1.32	2.42%
0.5 - 1.0	0	0	0.00%
1.0 - 1.5	5	18.98	34.83%
1.5 - 2.0	1	3.35	6.15%
2.0 - 2.5	0	0	0.00%
2.5 - 3.0	0	0	0.00%
3.0 - 4.0	1	3.50	6.42%
4.0 - 5.0	0	0	0.00%
>5.0	3	14.95	27.43%
<b>Total</b>	<b>22*</b>	<b>54.50</b>	<b>100.00%</b>

Source: Hood River County Assessor data

**E. Impact on Municipal Services**

The fiscal impact of tax increment financing on taxing districts that levy taxes within the Area (“affected taxing districts”) is described in Section IX of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

Increases in industrial occupancies within the Area will generally result in higher demand for fire, life safety and public safety services. The increased occupancies within the Area will also increase the demand for water, sewer and storm drainage services.

These impacts will be offset by the funding from the Plan for an improved transportation network within the area, increased public infrastructure including water and sewer and storm drainage which will provide incentives for developing sites which will have employment opportunities for the citizens of Hood River.

The Plan also proposes improvements to the public park spaces within the area, which will help offset increased municipal services. The Plan also proposes funds to be used for odor control at the sewage treatment plant, which is a benefit to the citizens of Hood River.

**III. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN**

There is one urban renewal area in the Plan and it was selected to improve and prevent the future occurrence of blighted areas as defined in ORS 457.010(1).

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**IV. THE RELATIONSHIP BETWEEN URBAN RENEWAL PROJECTS  
AND THE EXISTING CONDITIONS IN THE URBAN RENEWAL  
AREA**

This section describes the relationship between the urban renewal projects called for in the Plan and conditions generally described in Section II of this Report and more particularly described below.

There are existing deficiencies in all urban infrastructure needs in the Hood River Waterfront Urban Renewal Area. Deficiencies include inadequate transportation improvements, water, sewer and storm water facilities. Urban renewal funds will be combined with existing and other future sources of funding to finance project costs. The estimated portion of costs for the projects is shown in Table 5 on page 14 of this Report.

**A. Infrastructure Improvements**

1. Sewage Treatment Facility

The Sewage Treatment Plant will have an odor control treatment which will reduce the odors emitted from the Plant. The Plan will assist in funding of an engineering study and the prescribed improvements which will address the odor problem.

Relationship to Existing Conditions

There is currently an odor problem with the Wastewater Treatment Plant. Eliminating the odor is seen as a key component to allow for future development in the Area. The present smell deters companies from desiring to upgrade or relocate to the Area.

2. Portway Avenue

Portway will be improved as a pedestrian oriented street and with roadbed improvements, streetscape and sidewalks.

Relationship to Existing Conditions

Portway Avenue is deficient and must be upgraded to city standards to be dedicated to the City. It not presently pedestrian oriented. It needs a topping course, drainage structures and sidewalks. The street's current condition in not adequate for anticipated future development.

3. Riverside Drive to 8<sup>th</sup> Improvements

Riverside Drive would be the primary truck access street for the Waterfront area. Improvements are necessary to meet an expanded level of vehicular traffic. These improvements may include additional traffic lanes and a topping course. A signal may be required at 2<sup>nd</sup> Street and Riverside Drive. Riverside Drive will be evaluated and constructed to City Engineering standards based on the results of the evaluation.



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Relationship to Existing Conditions

Riverside Drive can not accommodate the amount of truck traffic which would be required for build out of the area. In addition, there is presently no signal at 2<sup>nd</sup> Street and Riverside Drive. The street's current condition is not adequate for anticipated future development.

4. 8<sup>th</sup> Street Improvements

8<sup>th</sup> Street will be improved, including roadbed improvements and sidewalk improvements, to meet an expanded level of vehicular traffic. 8<sup>th</sup> Street will be evaluated and constructed to City Engineering standards based on the results of the evaluation.

Relationship to Existing Conditions

8th Street is deficient and must be upgraded to meet city standards. 8<sup>th</sup> Street does not have the capacity for traffic which would be generated by industrial uses. The street's current condition is not adequate for anticipated future development.

5. Future Industrial Street

A future industrial street will serve the industrial parcels in the central waterfront area. This new street would be on a dedicated right-of-way that goes north from Riverside Drive and connects to 2<sup>nd</sup> Street. The street would provide truck access to parcels that front on Riverside reducing their need to access loading areas from other streets within the waterfront. The street will be evaluated and constructed to City Engineering standards based on the results of the evaluation.

Relationship to Existing Conditions

The future industrial street does not exist. If these parcels developed at this time, the current access would be from Portway Avenue. The future industrial street would provide a separation of truck traffic from recreational traffic. The current condition of the street network is not adequate for anticipated future development.

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**B. Recreational Site Development, Access and Enhancements**

1. Trail Connectivity

Comprehensive trail connections along the Columbia River waterfront including connecting the Hook, Spit, Park and Event Site to each other and to downtown Hood River will be developed. The existing pedestrian bridge over Hood River may become part of the future improvements for pedestrian access. The trail connections may include but are not limited to trail surfacing, lighting, street furniture, signage and landscaping. Trail connections will be built to existing City standards.

Relationship to Existing Conditions

No formal trail presently exists along the waterfront. The pedestrian bridge has no identified funding for future improvements. The pedestrian linkages are inadequate to serve the demand for pedestrian connections in the Area.

2. Phase II Hood River Waterfront Park

Phase II of Hood River Waterfront Park improvements will include but not be limited to landscaping with native vegetation, an open grassy field area, on-site parking, outdoor amphitheater, irrigation, remainder of paved (ADA) walking paths not completed as part of Phase I, picnic shelters and picnic area, public art, youth play areas and structures, architectural feature reminiscent of a Native American fishing platform, and swimming platform. The scope and nature of specific improvements will be refined during Plan implementation.

Relationship to Existing Conditions

Phase I of the Park improvements began construction in Spring of 2008. The City is participating in ongoing fundraising projects for the Park. Funding for Phase II is not yet identified. The demand for recreational facilities exceeds the improvements presently in place. The present park improvements are inadequate to serve the demand.

3. Recreational Site Enhancements

Improvements to the various recreational sites will be undertaken. These improvements may include but are not limited to improved access roads, signage, utilities, drainage structures (eg. bio swales) and support structures (eg. changing rooms) to accommodate increased recreational use and larger programmed events. These sites include the Hook, Spit and Event Site.

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Relationship to Existing Conditions

The Hook and Spit are currently on unimproved roads without clear signage and without bio swales. Neither have changing rooms or utilities provided at the site. The Event Site does not have adequate landscaping, utilities, support structures nor adequate signage. The improvements at these three sites are inadequate to serve the demand for services at these recreational sites.

**C. Habitat Enhancements**

Habitat enhancements can improve the biological diversity and natural habitat characteristics of the waterfront. A Habitat Enhancement Program will be developed by the Agency. Efforts may include but are not limited to bio-engineering and other types of landscape improvements to the Nichols Basin, areas of the Hook and rip rap portions of the Columbia River waterfront. Some habitat enhancement work may be necessary to mitigate for other waterfront projects. Decisions on the use of habitat enhancement funds will be made by the Agency after the Plan is approved.

Relationship to Existing Conditions

There is presently no provision or funding for habitat enhancements. The ability to address habitat enhancement needs is inadequate.

**D. Economic Development**

1. Utility Upgrades and Renewable Energy

Utility upgrades could consist of assistance as necessary to property owners for a utility tie in to their parcel. It could also include investment in “green” energy alternative to support development in the waterfront area.

Relationship to Existing Conditions

Utility upgrade assistance does not presently exist for the area. There is also not an assistance program for “green” energy alternatives. Utility upgrade assistance is inadequate for the expected development in the Area.

2. Business Recruitment and Marketing

An Economic Development Business Recruitment and Marketing Program for the Area will be established by the Port of Hood River to further the ability to identify, recruit and potentially provide incentives for businesses which meet the community’s goals for job creation and development

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density for the waterfront industrial area. The Agency will establish the guidelines for this program as part of Plan implementation.

Relationship to Existing Conditions

Additional funding is necessary for an Economic Development Business Recruitment and Marketing Program for the Area. The present marketing provided by the Port will need to be enhanced to adequately market the Area.

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**V. THE ESTIMATED TOTAL COST OF EACH PROJECT AND THE SOURCES OF MONEYS TO PAY SUCH COSTS**

Table 5 below shows the estimated total cost of each project and the estimated sources of funds to address such costs, with all figures in present value. This analysis is based on known projects at the time of preparation of the Plan and does not include projects authorized by the Plan, but unknown at this time.

**Table 5: Total Estimated Cost and Estimated Sources of Funds in 2008 dollars**

Projects	Estimated Cost	TI Funding	Other Funding	Other Funding Sources
<b>INFRASTRUCTURE IMPROVEMENTS</b>				
Wastewater Treatment Plant Odor Control/Engineering	\$750,000	\$750,000	\$0	
Transportation Improvements				
Portway Avenue	\$350,000	\$350,000	\$0	
Riverside to 8 <sup>th</sup> (including signal at 2 <sup>nd</sup> Street)	\$1,300,000	\$1,000,000	\$300,000	Property Owners Contributions
8 <sup>th</sup> Street	\$400,000	\$400,000	\$0	
Future Industrial Street	\$1,100,000	\$100,000	\$1,000,000	EDA Grant 500,000, IOF 250,000, other: 250,000
<i>Sub total Infrastructure</i>	<i>\$3,900,000</i>	<i>\$2,600,000</i>	<i>\$1,300,000</i>	
<b>PARK/RECREATIONAL IMPROVEMENTS</b>				
Trail Connections	\$500,000	\$250,000	\$250,000	State Grant 200,000 other 50,000
Hood River Waterfront Park Phase II	\$1,700,000	\$850,000	\$850,000	Grants and Fundraising
Recreational Site Access and Enhancements	\$600,000	\$400,000	\$200,000	Grants and Fundraising, Port Investment
<i>Sub total Park/Recreational</i>	<i>\$2,800,000</i>	<i>\$1,500,000</i>	<i>\$1,300,000</i>	
<b>HABITAT ENHANCEMENTS</b>	<i>\$500,000</i>	<i>\$200,000</i>	<i>\$300,000</i>	Grants and Fundraising
<b>ECONOMIC DEVELOPMENT</b>				
Business Recruitment and Marketing	\$250,000	\$100,000	\$150,000	Port of Hood River
Utility Upgrades and Renewable Energy	\$350,000	\$100,000	\$250,000	Property Owners Contributions
<i>Sub total Economic Development</i>	<i>\$600,000</i>	<i>\$200,000</i>	<i>\$400,000</i>	
<i>Materials and Services</i>	<i>\$249,418</i>	<i>\$249,418</i>	<i>\$0</i>	
<i>CONTINGENCY approx. 5%</i>	<i>\$225,000</i>	<i>\$225,000</i>	<i>\$0</i>	
<i>Sub total TI funding</i>		<i>\$4,974,418</i>		
<b>TOTAL</b>	<i>\$8,274,418</i>	<i>\$4,974,418</i>	<i>\$3,300,000</i>	

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Table 6 below shows the estimated total cost of each project and the estimated sources of funds to address such costs, with all figures in year of expenditure dollars.

**Table 6: Estimated Project Expenditures and Revenues**

FY Ending June 30	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	
<b>REVENUES</b>											
Beginning Balance	0	382,212	377,572	383,534	389,042	444,968	500,403	377,868	364,051	349,681	
Tax Increment Debt Proceeds											
Long Term	1,500,000	1,000,000	1,000,000	1,000,000	500,000	500,000	250,000	0	0	0	
<b>Total</b>	<b>1,500,000</b>	<b>1,382,212</b>	<b>1,377,572</b>	<b>1,383,534</b>	<b>889,042</b>	<b>944,968</b>	<b>750,403</b>	<b>377,868</b>	<b>364,051</b>	<b>349,681</b>	
Cost in 2008S											
<b>EXPENDITURES</b>											
Materials and Services	249,418	30,000	31,200	32,448	33,746	35,096	36,500	37,960	5,000	5,200	5,408
Bond Issuance Costs	37,500	25,000	25,000	25,000	12,500	12,500	6,250	0	0	0	
Urban Renewal Projects											
<b>INFRASTRUCTURE IMPROVEMENTS</b>											
Wastewater Treatment Plant Odor Control/Engineering	\$750,000	405,600	405,600								
Transportation Improvements											
Portway Avenue	\$350,000			204,725	204,725						
Riverside to 8 <sup>th</sup> (including signal at 2 <sup>nd</sup> Street)	\$1,000,000	540,800	540,800								
8 <sup>th</sup> Street	\$400,000			233,972	233,972						
Future Industrial Street	\$100,000	108,160									
<i>Sub total Infrastructure</i>	<i>\$2,600,000</i>	<i>\$1,054,560</i>	<i>\$946,400</i>	<i>\$438,697</i>	<i>\$438,697</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	
<b>PARK/RECREATIONAL IMPROVEMENTS</b>											
Trail Connections	\$250,000					158,165	158,165	342,142			
Hood River Waterfront Park Phase II	\$850,000			497,190	497,190						
Recreational Site Access and Enhancements	\$400,000					253,064	253,064				
<i>Sub total Park/Recreational</i>	<i>\$1,500,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$497,190</i>	<i>\$497,190</i>	<i>\$411,229</i>	<i>\$411,229</i>	<i>\$342,142</i>	<i>\$0</i>	<i>\$0</i>	
<b>HABITAT ENHANCEMENTS</b>											
	\$200,000										
<b>ECONOMIC DEVELOPMENT</b>											
Business Recruitment and Marketing	\$100,000	5,000	5,200	5,408	5,624	5,849	6,083	6,327	6,580	6,843	7,117
Utility Upgrades and Renewable Energy	\$100,000	5,000	5,200	5,408	5,624	5,849	6,083	6,327	6,580	6,843	7,117
<i>Sub total Economic Development</i>	<i>\$200,000</i>	<i>\$10,000</i>	<i>\$10,400</i>	<i>\$10,816</i>	<i>\$11,249</i>	<i>\$11,699</i>	<i>\$12,167</i>	<i>\$12,653</i>	<i>\$13,159</i>	<i>\$13,686</i>	<i>\$14,233</i>
Contingency	\$225,000	\$53,228	\$47,840	\$47,335	\$47,357	\$21,146	\$21,170	\$17,740	\$658	\$684	\$712
<b>Total</b>	<b>\$4,974,418</b>	<b>\$1,117,788</b>	<b>\$1,004,640</b>	<b>\$994,038</b>	<b>\$994,492</b>	<b>\$444,074</b>	<b>\$444,585</b>	<b>\$372,535</b>	<b>\$13,817</b>	<b>\$14,370</b>	<b>\$14,945</b>
<i>Balance</i>		<i>382,212</i>	<i>377,572</i>	<i>383,534</i>	<i>389,042</i>	<i>444,968</i>	<i>500,403</i>	<i>377,868</i>	<i>364,051</i>	<i>349,681</i>	<i>334,736</i>

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**Table 6: Estimated Project Expenditures and Revenues, continued.**

FY Ending June 30	2020	2021	2022	2023	2024	2025	2026	2027	2028
<b>REVENUES</b>									
Beginning Balance	334,736	319,193	303,029	286,218	268,735	261,385	261,385	261,385	261,385
Tax Increment Debt Proceeds									
Long Term	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>334,736</b>	<b>319,193</b>	<b>303,029</b>	<b>286,218</b>	<b>268,735</b>	<b>261,385</b>	<b>261,385</b>	<b>261,385</b>	<b>261,385</b>
<b>EXPENDITURES</b>									
Materials and Services	5,624	5,849	6,083	6,327	6,580	6,843	7,117	7,401	7,697
Bond Issuance Costs	0	0	0	0	0	0	0	0	0
Urban Renewal Projects									
<b>INFRASTRUCTURE IMPROVEMENTS</b>									
Wastewater Treatment Plant Odor Control/Engineering									
Transportation Improvements									
Portway Avenue									
Riverside to 8 <sup>th</sup> (including signal at 2 <sup>nd</sup> Street)									
8 <sup>th</sup> Street									
Future Industrial Street									
<i>Sub total Infrastructure</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<b>PARK/RECREATIONAL IMPROVEMENTS</b>									
Trail Connections									
Hood River Waterfront Park Phase II									
Recreational Site Access and Enhancements									
<i>Sub total Park/Recreational</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
<b>HABITAT ENHANCEMENTS</b>									
<b>ECONOMIC DEVELOPMENT</b>									
Business Recruitment and Marketing	7,401	7,697	8,005	8,325	3,500				
Utility Upgrades and Renewable Energy	7,401	7,697	8,005	8,325	3,500				
<i>Sub total Economic Development</i>	<i>\$14,802</i>	<i>\$15,395</i>	<i>\$16,010</i>	<i>\$16,651</i>	<i>\$7,000</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>	<i>\$0</i>
Contingency	\$740	\$770	\$801	\$833	\$350	\$0	\$0	\$0	\$0
<b>Total</b>	<b>\$15,543</b>	<b>\$16,164</b>	<b>\$16,811</b>	<b>\$17,483</b>	<b>\$7,350</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>Balance</b>	<b>319,193</b>	<b>303,029</b>	<b>286,218</b>	<b>268,735</b>	<b>261,385</b>	<b>261,385</b>	<b>261,385</b>	<b>261,385</b>	<b>261,385</b>

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**VI. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT**

Projects will be ongoing and accomplished in increments. Estimated timeframes for the projects are shown in the chart above, Table 6.

**VII. THE ESTIMATED AMOUNT OF TAX INCREMENT REVENUES REQUIRED AND THE ANTICIPATED YEAR IN WHICH INDEBTEDNESS WILL BE RETIRED**

Table 7 shows the yearly tax increment revenues and their allocation to debt service and debt service reserve funds. It is anticipated that all debt will be retired by the end of FY 2028. The total amount of tax increment revenues required to service debt is \$ 9,158,454. The maximum indebtedness is Five Million Seven Hundred and Fifty Million Dollars (\$5,750,000).

The tax increment revenues are used to repay loans from a lender that are disbursed in necessary amounts each year from FY 2010 through FY 2015, assuming that no reserves are required, that all interest is paid annually at the rate of 5.0% and that principal is paid using all remaining funds after payment of interest.

**Table 7. Tax Increment Revenues, Debt Service and Debt Service Reserves**

<b>FY Ending June 30</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>2015</b>	<b>2016</b>	<b>2017</b>	<b>2018</b>	<b>2019</b>
<b>REVENUES</b>										
Beginning Balance		\$ 153,511	\$ 390,659	\$ 700,037	\$ 1,016,771	\$ 1,337,059	\$ 1,800,737	\$ 2,310,235	\$ 2,816,105	\$ 3,332,987
Tax Increment Revenues	\$ 153,511	\$ 237,148	\$ 309,377	\$ 316,735	\$ 320,288	\$ 463,678	\$ 509,498	\$ 505,870	\$ 516,882	\$ 528,115
<b>Total Revenues</b>	<b>\$ 153,511</b>	<b>\$ 390,659</b>	<b>\$ 700,037</b>	<b>\$ 1,016,771</b>	<b>\$ 1,337,059</b>	<b>\$ 1,800,737</b>	<b>\$ 2,310,235</b>	<b>\$ 2,816,105</b>	<b>\$ 3,332,987</b>	<b>\$ 3,861,102</b>
Par Amount of Financing	1,500,000	1,000,000	1,000,000	1,000,000	500,000	500,000	250,000	0	0	0
	1,500,000	2,421,489	3,305,415	4,161,309	4,552,640	4,959,983	4,994,304	4,734,522	4,465,378	4,171,765
Interest	75,000	121,074	165,271	208,065	227,632	247,999	249,715	236,726	223,269	208,588
Principal	78,511	116,074	144,106	108,669	92,656	215,679	259,782	269,144	293,613	319,527
Bond Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Debt Service Short Term										
Transfer to DS Fund										
<b>Total Expenditures</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>
<b>Balance</b>	<b>153,511</b>	<b>390,659</b>	<b>700,037</b>	<b>1,016,771</b>	<b>1,337,059</b>	<b>1,800,737</b>	<b>2,310,235</b>	<b>2,816,105</b>	<b>3,332,987</b>	<b>3,861,102</b>



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**Table 7. Tax Increment Revenues, Debt Service and Debt Service Reserves, continued.**

<b>FY Ending June 30</b>	<b>2020</b>	<b>2021</b>	<b>2022</b>	<b>2023</b>	<b>2024</b>	<b>2025</b>	<b>2026</b>	<b>2027</b>	<b>2028</b>	
<b>REVENUES</b>										
Beginning Balance	\$ 3,861,102	\$ 4,400,675	\$ 4,951,937	\$ 5,515,122	\$ 6,090,472	\$ 6,678,231	\$ 7,278,650	\$ 7,891,985	\$ 8,518,497	
Tax Increment Revenues	\$ 539,573	\$ 551,262	\$ 563,185	\$ 575,350	\$ 587,759	\$ 600,419	\$ 613,335	\$ 626,512	\$ 639,956	\$ 9,158,454
<b>Total Revenues</b>	<b>\$ 4,400,675</b>	<b>\$ 4,951,937</b>	<b>\$ 5,515,122</b>	<b>\$ 6,090,472</b>	<b>\$ 6,678,231</b>	<b>\$ 7,278,650</b>	<b>\$ 7,891,985</b>	<b>\$ 8,518,497</b>	<b>\$ 9,158,454</b>	
Par Amount of Financing	0	0								
	3,852,238	3,505,277	3,129,279	2,722,558	2,283,336	1,809,744	1,299,812	751,467	162,528	
Interest	192,612	175,264	156,464	136,128	114,167	90,487	64,991	37,573	8,126	
Principal	346,961	375,998	406,722	439,222	473,592	509,932	548,345	588,939	162,528	
Bond Reserve	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	
Debt Service Short Term										
Transfer to DS Fund										
<b>Total Expenditures</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	
<b>Balance</b>	<b>4,400,675</b>	<b>4,951,937</b>	<b>5,515,122</b>	<b>6,090,472</b>	<b>6,678,231</b>	<b>7,278,650</b>	<b>7,891,985</b>	<b>8,518,497</b>	<b>9,158,454</b>	

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**VIII. FINANCIAL ANALYSIS OF THE PLAN**

The estimated tax increment revenues of \$9,158,454 are based on projections of the assessed value of development within the Area. The projections assume industrial development within the Area and leasing of the Expo Site. It also assumes potential development on the commercially zoned property at the south end of Nichols Basin and development of Lot 1 to its highest and best use under existing zoning.

Table 8 shows the projected incremental assessed value, projected tax rates that would produce tax increment revenues, and the annual tax increment revenues (not adjusted for undercollection, penalties and interest). These, in turn, provide the basis for the projections in Table 7.

**Table 8: Projected Incremental Assessed Value, Tax Rates and Tax Increment Revenues**

FY Ending June 30	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018
Base Assessed Value	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000
Appreciation %		1.5%	1.5%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Appreciation Amount		160,500	169,943	460,989	597,409	716,557	730,888	745,506	986,604	1,066,336	1,087,663
Exception Value		469,000	11,550,000	6,360,000	5,360,000	0	0	11,309,405	3,000,000	0	0
Total	10,700,000	11,329,500	23,049,443	29,870,431	35,827,840	36,544,397	37,275,285	49,330,195	53,316,799	54,383,135	55,470,798
Incremental AV	0	629,500	12,349,443	19,170,431	25,127,840	25,844,397	26,575,285	38,630,195	42,616,799	43,683,135	44,770,798
Tax Rate			12.9486	12.8859	12.8251	12.7661	12.5543	12.5031	12.4535	12.0630	12.0261
Tax Increment Revenues			159,908	247,029	322,268	329,932	333,634	482,998	530,727	526,948	538,419

FY Ending June 30	2019	2020	2021	2022	2023	2024	2025	2026	2027	2028
Base Assessed Value	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000	10,700,000
Appreciation %	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%	2.0%
Appreciation Amount	1,109,416	1,131,604	1,154,236	1,177,321	1,200,868	1,224,885	1,249,383	1,274,370	1,299,858	1,325,855
Exception Value										
Total	56,580,214	57,711,818	58,866,054	60,043,376	61,244,243	62,469,128	63,718,510	64,992,881	66,292,738	67,618,593
Incremental AV	45,880,214	47,011,818	48,166,054	49,343,376	50,544,243	51,769,128	53,018,510	54,292,881	55,592,738	56,918,593
Tax Rate	11.9903	11.9556	11.9219	11.8892	11.8574	11.8265	11.7966	11.7675	11.7392	11.7118
Tax Increment Revenues	550,120	562,055	574,231	586,652	599,322	612,249	625,437	638,891	652,617	666,621

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**IX. IMPACT OF THE TAX INCREMENT FINANCING, BOTH UNTIL AND AFTER THE INDEBTEDNESS IS REPAYED, UPON ALL ENTITIES LEVYING TAXES UPON PROPERTY IN THE URBAN RENEWAL AREA**

The impact of tax increment financing on overlapping taxing districts consists primarily of the property tax revenues foregone on permanent rate levies as applied to the growth in assessed value.

The tables below show no impacts on the Hood River Public Schools School District or the Educational Service District. Under current school funding law, property tax revenues are combined with State School Fund revenues to achieve per-student funding targets. Under this system, property taxes foregone are replaced with State School Fund revenues.

**Table 9: Projected Impact on Taxing District Permanent Rate Levies During Use of Tax Increment Financing**

	<b>Present Value of Revenues Foregone Through 2028</b>	<b>Average Annual Present Value of Revenues Foregone</b>
County	656,334	34,544
911 Comm Dist	261,403	13,758
City of Hood River	1,302,015	68,527
Port of Hood River	15,377	809
Columbia Gorge CC	125,190	6,589
Parks and Rec	162,011	8,527
HRC Trans Dist	33,486	1,762

The average impact of foregone revenues as a percentage of the total permanent rate levy of each taxing district is shown in Table 10 below.

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**Table 10: Average Annual Revenues Foregone as Percent of Levy**

	<b>FY 2007/2008 Permanent Levy</b>	<b>Rate</b>	<b>Percent Average Annual Revenues Foregone of FY 08 Levy</b>
County	2,167,192		1.6%
911 Comm Dist	863,145		1.6%
City of HR	1,424,357		4.8%
Port of HR	47,404		1.7%
Col.Gorge CC	385,942		1.7%
Parks and Rec	511,210		1.7%
HRC Trans Dist	110,569		1.6%

Table 11 shows the increase in permanent rate levy revenues that would occur after termination of the tax increment financing in FY 2028. By FY 2038, revenues added to the permanent rate levies would exceed the revenues foregone during the use of tax increment financing.

**Table 11: Additional Revenues Obtained After Termination of Tax Increment Financing**

	<b>Present Value, Revenues Gained by FY 2038</b>
County	702,759
911 Comm Dist	279,893
City of Hood River	1,394,111
Port of Hood River	16,464
Columbia.Gorge CC	134,045
Parks and Rec	173,470
HRC Trans Dist	35,855

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**X. RELOCATION REPORT**

There are no businesses or residents to be relocated.

**XI. COMPLIANCE WITH STATUTORY LIMITS ON ASSESSED VALUE AND SIZE OF URBAN RENEWAL AREA**

State law limits the percentage of both a municipality’s total assessed value and the total land area that can be contained in an urban renewal area at the time of its establishment to 25% for municipalities under 50,000 in population. As noted above, the estimated total assessed value of the Area, including all real, personal, personal manufactured and utility properties is \$10,514,470 and the frozen base of the Downtown Urban Renewal Area, an URA already in existence in downtown Hood River, is \$12,583,099 for a combined total of 4.56% of the City of Hood River’s total assessed value, well within the 25% statutory limitation. The estimated total acreage of the Area is 109.11 including public right of way. The Downtown Urban Renewal Area contains 79.29 acres. The City of Hood River is 2123 acres. Therefore, 8.87% of the acreage in the City would be in urban renewal areas, and 4.56% of the assessed value of the City would be in urban renewal areas. This is also well below the 25% statutory limitation.

**Table 12. Assessed Value and Acreage Calculations**

<b>Urban Renewal Area</b>	<b>Frozen Base Assessed Value</b>	<b>Acres</b>
Cascade Columbia Development Plan (Downtown Urban Renewal)	\$12,583,099	79.29
Waterfront Urban Renewal Area	\$10,514,470	109.11
Total	\$23,097,569	188.40
Total Acreage, City of Hood River		2123
Total Assessed Value City of Hood River Less Incremental Assessed Value in Urban Renewal Areas	\$506,672,296	
Percent of Hood River AV in Urban Renewal Areas	4.56%	
Percent of Hood River Area in Urban Renewal Area		8.87%

The City of Hood River is 2.9 square miles, or 1856 acres.

**STAFF REPORT**

TO: City of Hood River Planning Commission  
FROM: Jeff Tashman, Tashman Johnson LLC  
DATE: June 29, 2008  
HEARING/  
WORK SESSION: July 7, 2008  
SUBJECT: Hood River Waterfront Urban Renewal Plan

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**PURPOSE**

This is an urban renewal plan for the waterfront area of Hood River to provide a financing mechanism to fund infrastructure and recreational improvements at the waterfront, encouraging growth of businesses and providing recreational enhancements at the waterfront.

**BACKGROUND**

The Hood River Waterfront Urban Renewal Plan (the "Plan") has been developed with the cooperative input of the Hood River City Council ("City Council") and the Hood River Port Commission ("Port Commission"). The two governing bodies authorized a feasibility study in the fall of 2007, and after review of that document, in separate meetings by each body, approved further research to allow for the formation of an urban renewal area at the waterfront. In April of 2008, the City Council and Port Commission convened a joint meeting where they discussed the potential projects and provided input on their project priorities, found in Section IV of the Plan. A public meeting was held in May of 2008 to both provide information to and gain input from the public. The Plan reflects the input from the governing bodies and the public in general as well as the strategies outlined in the Hood River Waterfront Development Strategy, adopted in 2007 by the Port Commission. The Plan contains goals, objectives and projects for the development of the Hood River Waterfront Urban Renewal Area ("Area"). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to proper development of the Area.

**PUBLIC NOTICE**

A Notice announcing the Planning Commission public hearing was mailed on June 26, 2008 to all City property owners.

Exhibit C

## PROPOSAL

The Area, shown in Figure 1, consists of approximately 109 acres of land including rights of way. The north boundary is the high water line of the Columbia River, the south boundary is I-84, the west boundary is the Hook and the east boundary is the eastern edge of the Spit. The boundary includes the area of the pedestrian bridge over the Hood River.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old deteriorated buildings, public spaces which need improvements, streets and utilities in poor condition or the areas can lack streets and utilities altogether. The Area lacks adequate streets and utilities, the Sewage Treatment Plant is an impediment to development in the Area and the recreational areas are in need of upgrading.

Urban renewal projects in general can include construction or improvement of streets, utilities and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers and can provide funds for improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections III and IV of the Plan.

Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

Urban renewal is put into effect by the local government (city in this case) adopting an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The first goal of the Plan is "Economy" and is centered around supporting business development and promoting job creation for the citizens of Hood River. The second goal is "Recreation" and is important as this area is the prime location of local and tourist recreation for Hood River and is a driving force of the Hood River economy. The other goals of the plan, "Habitat Enhancement, Land Use, Traffic and Transportation, Public Utilities, and Public Involvement" all support the efforts of providing additional infrastructure and safety improvements in the Area to facilitate business development job growth and recreational activities.

The projects to be administered under the Plan include four main categories:

- Infrastructure Improvements
- Park and Recreational Improvements
- Habitat Enhancements
- Economic Development Assistance

The financing proposed in the Plan is a maximum indebtedness of the Area of Five Million Seven Hundred Fifty Thousand Dollars (\$5,750,000). These funds would be generated through growth in the Area over the next twenty years. During this time, the other taxing districts would forego the growth of the property taxes in the Area, dedicating that increase in taxes to the improvement of the Area. Once the Plan terminates, the full increase in property tax revenues would then be allocated to the other taxing districts.

The Plan would be administered by the Hood River Urban Renewal Agency ("Agency"). Major changes to the Plan, if necessary, must be approved by the Agency and City Council as detailed in Section VII Future Amendments to the Plan.

#### REVIEW CRITERIA

There are no explicit review criteria for a Planning Commission for review of an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.085(4) states that "An urban renewal plan and accompanying report shall be forwarded to the planning commission of the municipality for recommendations, prior to presenting the plan to the governing body of the municipality for approval under ORS 457.095". The general accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives, (Section IX of the Plan), and particularly to the conformance to the City of Hood River Comprehensive Plan.

#### ANALYSIS

The Plan would provide for a maximum indebtedness of \$5,750,000 and last for approximately 20 years, which would use the increase in property tax revenues in the Area to fund projects identified in the Plan. The conformance with the local objectives is in the Findings section of this document, Attachment 1. The Findings support that the Plan is in conformance with the Hood River Comprehensive Plan and Hood River Zoning Ordinance.



**PLANNING COMMISSION RECOMMENDATION AND VOTE**

Staff recommends that the Planning Commission;

1. Review and discuss the proposed Hood River Waterfront Urban Renewal Plan.
2. Recommend to the Hood River City Council approval of the Hood River Waterfront Urban Renewal Plan and further recommend findings that the Plan complies with the Hood River Comprehensive Plan.

Recommendation/Suggested Motion(s):

"I move recommending findings that the Hood River Waterfront Urban Renewal Plan conforms with the Hood River Comprehensive Plan and further recommend that the Hood River City Council adopt the proposed Hood River Waterfront Urban Renewal Plan."

Attachments:

1. Findings
2. Hood River Waterfront Urban Renewal Plan
3. Hood River Waterfront Urban Renewal Report

Attachment 1: Findings

A. City of Hood River Comprehensive Plan

The City of Hood River Comprehensive Plan is the general guide for the City for all activities relating to land use. It identifies existing assets, problems, and needs in the community, and sets forth City policy and implementation strategies for dealing with these issues. The proposed Plan relates to several of these stated goals, policies, and implementation strategies. Of particular relevance are sections pertaining to Citizen Involvement, Land Use Planning, Open Spaces Scenic and Historic Areas and Natural Resources, Air, Water and Land Resources Quality, Economy, Transportation and Energy Conservation.

Goal 1: Citizen Involvement

**GOALS**

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

**POLICIES**

1. Improve and use existing citizen participation programs to ensure ongoing citizen involvement in planning and land use regulation revisions now and after acknowledgement of the Comprehensive Plan.
2. Establish, maintain, and encourage uses of an ongoing citizen.

**Findings:** The Plan relates to and addresses the Citizen Involvement Goal and Policies 1 and 2 through public meetings held in the adoption process.

Goal 2: Land Use Planning

**GOALS**

1. To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land and to assure an adequate factual base for such decisions and actions.

**GUIDELINES**

1. Maintain the quality of air, water, and land resources of the planning area.
2. Conserve and protect resources.
3. Maintain the quality of air, water, and land resources of the planning area.
6. Diversify and improve the economy.

7. Develop public facilities and services.
8. Satisfy recreational needs

**Findings:** The proposed Plan directly relates to and addresses the Land Use Planning Goal and Guidelines. The Plan will help to upgrade the Wastewater Treatment Plant to improve the local air quality. (Guidelines 1,7) It will encourage development on lands that have already been improved but are currently underutilized, protecting resources and diversifying the economy. (Goal 1 and Guidelines 2,6) It will encourage the development of land which is not presently served by an adequate transportation network. (Goal 1 and Guideline 2) The Area is contiguous to the developed areas of the City of Hood River where transportation systems and other infrastructure are already partially in place. (Goal 1 and Guidelines 1 and 2) By providing funds for recreational area improvements, the Plan will address Guidelines 7,8. During the development review process for a project, Chapter 17 of the Hood River Municipal Code will be applied to the extent a proposed project impacts the land use.

#### Goal 3: Agricultural Lands and Goal 4: Forest Lands

This Plan will not impact or affect these goals. None of the Area is designated as Agricultural nor Forest Lands.

#### Goal 5: Open Spaces Scenic and Historic Areas and Natural Resources

This Goal in the Comprehensive Plan addressed open spaces, historic areas and natural resources. This Plan will not impact or affect historic areas; therefore, for purposes of this Plan, only the provisions pertaining to open spaces and natural resources are relevant. The Goal 5 Economic, Social, Environmental and Energy Analysis (ESEE) is found at the end of this Goal 5 Section.

#### OPEN SPACES

Open space and natural areas are an integral part of the City of Hood River's livability. A wide range of types and sizes of open space and natural areas within the urban area should provide; diverse plant and animal habitat, visual and special breaks from urban uses and places for recreation, facilities for community events, trails for pedestrian and bicycle transportation and sports activities. Open space and natural areas may be in the form of parks, public school grounds, trails, natural areas and areas

of special interest, river and stream corridors, open space easements and right-of-way, and lands excluded from development.

Maintaining open space and natural areas in an urban area is a difficult task, and one that becomes more complex during periods of rapid growth. However, providing open space in the urban area for the benefit of existing and future residents is important. The following goals are intended to enhance, create and protect the City of Hood River's open space and natural areas.

#### GOALS

1. To provide land for recreational uses such as windsurfing, kite boarding, bicycling, jogging and fishing;
2. To preserve water resources, riparian, and wildlife habitats;
3. To establish trails, greenways and wildlife corridors that are interconnected;
4. To encourage environmental awareness so that citizens will become stewards of our natural resources;
5. To soften the appearance of street corridors with planter and median strips; and
6. To support coordinated efforts of public agencies, private organizations and individuals to preserve and enhance the area's natural features and open space.

#### IMPLEMENTATION STRATEGIES

4. Include natural features and open space in the design of public facilities; and
5. Locate transportation and utility systems to avoid natural features.

**Findings:** The Plan relates to the Goals and implements the relevant Implementation Strategies of open space because the proposed projects will upgrade the existing parks by providing access, lighting, and infrastructure improvements. (Goals 1,3,5 and Implementation Strategies 4) The Plan will also provide assistance to the development of a new area of park land by providing funds for infrastructure improvements in the Park. (Goals 1,3) The Plan establishes a Habitat Enhancement Program, addressing Goal 2. Private fundraising is an ongoing commitment for the Park, and funding through the Plan addresses Goal 6. Because the City's ordinances also implement the implementation Strategies, the development review process will ensure that these Goals and Implementation Strategies are complied with.

## NATURAL RESOURCES

Wetland and riparian areas have a variety of native plant species that are adapted to growing in locations where the soils are wet during all or part of the year. Well established wetlands and riparian areas provide a complex ecosystem that support a diverse combination of plants and animals.

Wetlands and riparian areas within Hood River and the Urban Growth Area were inventoried and evaluated in July 2003 as part of the Local Wetland Inventory, a required Periodic Review update for Goal 5. The Port of Hood River conducted an Economic, Social, Environment and Energy Analysis (ESEE) for the Columbia River Waterfront area in May 2004 to allow for greater flexibility for development along that area of the Columbia River.

The riparian areas along the Columbia River, Hood River, Indian Creek and Phelps Creek are considered a significant resource under Statewide Planning Goal 5.

## GOALS

1. It is important to conserve and improve the wetlands and riparian areas along the Columbia River, Hood River, Indian Creek and Phelps Creek in Hood River City and Urban Growth Area. These areas serve several functions that protect and enhance the quality of both animal and human life within the urban area in many ways;

- Reduce stream velocities that can erode or damage stream banks and property;
- Provide storage for water during peak flows and flooding conditions;
- Trap or filter sediment and runoff water from upland areas and impervious surfaces;
- Provide shade over rivers and creeks that helps water quality by reducing the warm water temperatures that produce algal blooms;
- Provide shade to help moderate water temperatures to support fish and other aquatic animals;
- Provide vegetation and woody debris that serve as habitat and nesting areas for a variety of aquatic animals, birds and mammals;
- Provide a safe corridor for birds, amphibians and mammals that live and feed along the river; and
- Provide a transition area between aquatic and upland habitat areas during animal migration.

**Findings:** The Goals and Implementation Strategies for Natural Resources are implemented through the City's ESEE Analysis and

Chapter 17.22 of the Hood River Municipal Code. Findings addressing the ESEE are above. During the development review process for a project, Chapter 17.22 will be applied to the extent a proposed project impacts a natural resource.

Generally, however, the Plan provides for future habitat enhancements supporting natural resources by establishing a Habitat Enhancement Program. (Goal 2)The trail system will be upgraded to connect to existing trail segments. (Goal 3)

#### Goal 5: Economic, Social, Environmental and Energy Analysis (ESEE)

An ESEE analysis is an analysis of the potential Economic, Social, Environmental, and Energy (ESEE) consequences of prohibiting, limiting, or permitting conflicting uses to occur on resources that have been determined to be significant under Statewide Land Use Goal 5.

The intent of Statewide Land Use Goal 5 is, "to protect natural resources conserve scenic and historic areas and open spaces." Goal 5 resources covered in the analysis are those determined to be significant by the City. The purpose of this ESEE analysis is to develop a basis for general planning policies and implementing measures adopted to provide adequate levels of protection to the Columbia River shoreline along Hood River's waterfront.

This analysis addresses the land use consequences of protecting Goal 5 resources in the City of Hood River's Columbia River Infill Waterfront Area or the allowance of these resources to be reduced or lost. In compliance with Goal 5 the City adopted through the legislative process, the Hood River Waterfront Riparian Inventory.

Six Reaches as defined in the ESEE are within the Area. The ESEE analysis for each area follows:

REACH: COR4

Basin: Columbia River

Size of Site: 0.67 acres

Location: The east bank of the abandoned boat works basin.

Description of Resource:

This reach is 1,064 feet long. The shoreline and riparian areas are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area is developed and the top of the slope consists of an access road. The slope consists of an

immature forested riparian community consisting of red-osier dogwood, black cottonwood, red alder, and Himalayan blackberry.

**Existing Uses:**

- Industrial- this area is currently zoned light industrial but no development currently occurs within this reach.
- Water Recreation, boating and jet skiing.
- Public Access: a gravel road runs along the entire length of the spit.

**Findings:** The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. No other projects or programs will have an impact on this reach.

**REACH: COR6**

Basin: Columbia River

Size of Site: 0.04 acres

Location: The west bank of the abandoned boat works marina.

**Description of Resource:**

This reach is 1,776 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area is developed and the majority of the reach has sheet piling along the banks. There is a boat launch at the north end. No vegetation is growing along the shoreline. The top of the bank consists of either asphalt or well compressed fill and gravel.

**Existing Uses:**

- Industrial – part of this reach is zoned industrial. Current development includes a vacant building and a gas station.
- Open Space - event site and park with access roads

**Findings:** The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.

**REACH: COR7**

Basin: Columbia River

Size of Site: 2.8 acres

Location: The shoreline of the Columbia River that extends from the abandoned boat works basin west to the hook.

**Description of Resource:**

This reach is 4,639 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. The entire riparian area consists of industrial development, parking lots, and a gravel jetty with an access road. The vegetation is limited to five Douglas fir trees growing at the top of the bank.

**Existing Uses:**

- Recreational/Commercial – this includes the Event center which has bathroom facilities, parking lots, picnic areas, and water access.
- Light Industrial – there are currently two light industrial developments along this reach which includes the building and parking areas.
- Water recreation - windsurfing, swimming and kiteboarding

**Findings:** The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.

**REACH: COR8**

Basin: Columbia River

Size of Site: 0.5 acres

Location: The hook at the end of the man-created jetty.

**Description of Resource:**

This reach is 499 feet long and consists of a mature forested point that appears to be on a native or natural landform of very large boulder. The vegetation is dense, with extensive coverage by Himalayan blackberry in the shrub layer.

**Existing Uses:**

- Natural area – heavily used wintering waterfowl area.
- Water recreation - swimming, windsurfing lessons.

**Findings:** The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document.

**REACH: COR9 & COR10**

Basin: Columbia River



Size of Site: 1.27 acres

Location: COR9 is the interior shoreline of the hook and COR10 is the interior, east shoreline of the hook

Description of Resource:

COR9 is 905 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. This mancreated jetty is heavily used by people and has resulted in limited vegetation able to become established. Vegetation is limited to black cottonwood, red-osier dogwood, willow, and a few weeds.

COR10 is 1,329 feet long. The shoreline and riparian area are composed of fill material that was placed after construction of the Bonneville Dam in the 1930s. This portion of the shoreline has not been as impacted by recreational uses as the western portion. At the toe of the rip rap slope is a 25 foot wide wetland bench that is vegetated by black cottonwood, Himalayan blackberry, willow, cattail, and reed canary grass.

Existing Uses:

- Water recreation - swimming, windsurfing lessons.
- Light Industrial – most of this area is currently zoned light industrial although there is currently no light industrial development along this reach.
- Open Space/Public Facility – the Hood River Wastewater Treatment Plant is located at the eastern end of COR10.
- Natural area – heavily used winter waterfowl area.

**Findings:** The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document. The recreational sites (open space) will undergo improvements which will address the standards in the ESEE document. The Hood River Wastewater Treatment Plant will undergo changes to eliminate the odor problems associated with it. Any work will address the standards in the ESEE.

REACH: HOR1L

Basin: Hood River

Size of Site: 0.94 acres

Location: HOR1L is the west bank the Hood River and extends from 184 to the confluence with the Columbia River.

Description of Resource:

The shoreline is fill material that was placed after Columbia River levels were raised following construction of the Bonneville Dam. The shoreline is a steep, rip rapped bank.

Vegetation along the bank is sparse and limited red-osier dogwood and cascara. Willows and slough sedge are growing at the edge of the water. The top of the bank is an access road to the end of the jetty that is composed of well compacted fill and gravel.

**Existing Uses:**

- Industrial – this area is currently zoned industrial but it is currently undeveloped.
- Water Recreation - -fishing, swimming kayaking.
- Public Access – unpaved road to access the point and unpaved, unmarked parking lot

**Findings:** The Habitat Enhancement Program could be used in this reach. Any work done will address the standards in the ESEE document.

**Goal 6: Air, Land, and Water Resources Quality**

**GOALS**

1. To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution-free environment.

**POLICIES**

**Air Quality**

The air discharges from public and private facilities within the City of Hood River will not exceed the carrying capacity of the air shed.

Activities involving or affecting the air resources of the City of Hood River and Urban Growth Area will provide for and contribute to both a stable and healthy economy and a relatively pollution-free environment.

**IMPLEMENTATION STRATEGIES**

1. Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic.

**Findings:** The Plan will improve air quality by aiding the renovation of the existing sewage treatment plant to reduce odor emissions. (Goal and Policies 1,2) This will result in cleaner air for the Hood River waterfront area and downtown Hood River in general. Additionally, any new development will incorporate sidewalks and trail connections to promote multimodal access and reduce traffic loads in the Area. (Implementation Strategy 1) Because the City's ordinances also implement the

Implementation Strategies, the development review process will ensure that these Goals and Implementation Strategies are complied with.

#### Goal 8: Recreational Needs

##### GOALS

To satisfy the recreational needs of the citizens of the community and visitors to the area.

##### POLICIES

1. Existing park sites will be protected from incompatible uses and future expansion alternatives at some sites will be developed.
2. When feasible, recreational opportunities and park sites will be located so as to be accessible to a maximum number of people.
3. The development of parks which are accessible by means of walking or bicycling is encouraged.
5. Encourage low—maintenance park and recreation use of floodplains and drainage.
7. Because the growth of the windsurfing industry and other-recreational activities comprise a significant portion of Hood River's recreational and tourist industry, the establishment of recreational facilities may be allowed in appropriate locations in the City.

##### IMPLEMENTATION STRATEGIES

1. Park sites will be developed with the lowest possible maintenance costs while still maintaining quality (i.e. use of native species rather than ornamental species,
2. City sidewalks will continue to be upgraded (i.e. ramps at corners, legal catch).

**Findings:** The Plan will improve recreation sites by adding signage, streetscape improvements and access improvements to the existing park areas as well as assisting in the Phase II development of an additional park. (Goal and Policies 1,2,3,5,7, Implementation Strategy 1) Additionally, any new development will incorporate sidewalks and trail connections to promote multimodal access for users of the recreation system. (Implementation Strategy 2) Because the City's ordinances also implement the Implementation Strategies, the development review process will ensure that these Goals and Implementation Strategies are

complied with. During the development review process for a project, Chapter 13, Streets and Sidewalks will be applied to the extent a proposed project impacts a street or sidewalk.

#### Goal 9: Economy

##### GOALS

1. To diversify and improve the economy of the Hood River planning area.
2. To preserve and promote a livable community.
3. To better utilize all commercial and industrial lands, including underutilized lands.
4. To have adequate public facilities for anticipated economic growth.
5. To have economic development that is consistent with availability of longterm human and natural resources.
6. To accommodate the need for expansion of new and existing businesses.

##### POLICIES

1. Promote commercial and light industrial development on the Waterfront consistent with a Columbia River Waterfront Plan.
2. Encourage family wage jobs, including, but not limited to: office, commercial, retail and lodging developments, light industrial small businesses, expansion of small commercial and light industrial businesses, home businesses, tourism and recreation based businesses, and regional retail businesses.
3. Consider existing business expansion needs.
4. Limit commercial use on lands reserved for light industrial and industrial uses.
5. Promote mixed use developments that integrate business, office, light industrial, research and development, commercial uses, and residential, if appropriate, on the same parcel.
6. Encourage family wage jobs.

##### IMPLEMENTATION STRATEGIES

6. The City shall pursue funding opportunities for the construction and completion of services in areas where deficient.
8. The City will cooperate with the Port, regional, state and federal agencies and private businesses to develop and implement plans to improve and diversify the economic base of the planning area.
9. Industrial centers will be developed at planned locations that have

high standards of design, landscaping, maintenance, and accessibility.

**Findings:** The Plan will help install the infrastructure necessary to support additional development of the Area. It will help encourage the development of prime industrial and commercial land that will provide expansion opportunities for existing local businesses and attract new ones to the Hood River area. (Goals 1,2,3,4, Policies 1,2,3,4,5,6, Implementation Strategies 6,8,9) Growth in the Area will create new jobs for the community and generate additional tax revenue for the municipality when the Urban Renewal Area expires. (Goals 1,2,3,4, Policies 1,2,3,4,5,6, Implementation Strategies 6) The Area is providing industrial growth but is in an area of the City where much scrutiny occurs (the waterfront). Existing City standards will require addressing Implementation Strategy 9. Because the City's ordinances also implement the Implementation Strategies, the development review process will ensure that these Goals and Implementation Strategies are complied with.

#### Goal 11: Public Facilities and Services

##### GOALS

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development in the City and Urban Growth Area.

##### POLICIES

1. Provide urban services (water, sewer, storm drainage and transportation) to residential, commercial and industrial lands within the City's Urban Growth Area.
3. Promote the efficient use of urban and urbanizable land in the UGA to minimize the cost of providing public facilities and services.
7. Ensure that public facilities and services of adequate size are constructed to serve planned urban uses as urban growth occurs consistent with the zoning.
8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans.
13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions.
15. Maintain an eight year supply of commercial and industrial land that is serviceable by urban services.
19. Consider protection of riparian zones and habitat when extending utility facilities.

21. Ensure coordination between the Transportation Systems Plan and Public Facilities Plan, particularly with respect to recommended capital improvements.

#### IMPLEMENTATION STRATEGIES

12. That City shall adopt standards ensuring that urban service facilities are constructed to levels adequate to serve the needs of the proposed development and, where necessary, urban area.

16. The City shall adopt standards or enforce existing measures to protect riparian habitat.

**Findings:** The Plan will improve public facilities by aiding the renovation of the existing sewage treatment plant to reduce odor emissions and by utility upgrades in the Area. The sewer plant improvement will result in cleaner air for the Hood River waterfront area and downtown Hood River in general. (Goal and Policy 1) There is a habitat enhancement program which will address riparian and habitat issues. (Policy 19) Development of street and utility infrastructure will provide the services which will attract development of underutilized land. (Goal and Policies 1,3,7,8,13,15,21) The TSP is undergoing an update to reflect the planned improvements. (Policies 7,8) Because the City's ordinances also implement the Implementation Strategies, the development review process will ensure that these Goals and Implementation Strategies are complied with. During the development review process for a project, Chapter 12, Public Utilities will be applied to the extent a proposed project impacts a public utility.

#### Goal 12: Transportation

There are seven transportation goals with related policies organized under each goal. The Goals which relate to the Plan are incorporated.

GOAL 1: A balanced transportation system.

#### POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use and recognize these streets as important to community identity as well as providing a needed service.
2. Provide connectivity to each area of the City for convenient multi-modal access.
3. Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street

pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.

4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

**Findings:** The Plan will provide a system of multi-modal trail and street connections throughout the site and will provide sidewalks where there presently are none in the Area. These improvements will be made in compliance with the above stated goals and policies. (Goal 1 and Policies 1,2,3,4)

GOAL 2: Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

#### POLICIES

1. Maintain the livability of Hood River through proper location and design of transportation facilities.
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.
3. Meet the applicable requirements of state and federal resource agencies for wetlands or stream corridors in development of City transportation facilities.

**Findings:** The Plan addresses the transportation facilities goal in the Area that facilities will be properly designed and located to maintain the livability of Hood River. Pathways are incorporated in the transportation network envisioned for the Area. Wetlands and stream corridor requirements will be followed. (Goal 2 and Policies 1,2,3,4)

GOAL 3: A safe transportation system.

#### POLICIES

1. Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.
2. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.
3. Maintain access management standards for arterial and collector roadways consistent with City, County and State requirements to reduce conflicts between vehicles and trucks, as well as conflicts between vehicles, bicycles, and pedestrians.

4. Ensure adequate access for emergency service vehicles is provided throughout the City.

**Findings:** The Plan relates to and addresses this goal as the improvements to be incorporated will be designed with safety in mind as required by the City Engineer. (Goal 3 and Policies 1,2,3,4)

GOAL 6: Transportation facilities, which provide efficient movement of goods.

POLICIES

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.
2. Consider existing water, railroad and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.

**Findings:** The Plan is in conformance with this goal as the transportation network is designed to effect the efficient movement of goods. (Goal 6 and Policies 1,2)

GOAL 7: Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.

**Findings:** The Plan is in conformance with this goal as the Port and City will work cooperatively with the State and Federal government on any areas where this cooperation is necessitated. (Goal 7 and Policy 1)

The Plan will encourage the development of land which is not presently served by an adequate transportation network. It will encourage development on lands that have already been improved but are currently underutilized. The Area is contiguous to the developed areas of the City



of Hood River where transportation systems and other infrastructure are already partially in place. (Goals 1,2,3,6 and 7) During the development review process for a project, Chapter 13, Streets and Sidewalks of the Municipal Code will be applied to the extent a proposed project impacts a public utility.

#### Goal 13: Energy Conservation

##### GOALS

To conserve energy and encourage the use of renewable energy resources.

##### POLICIES

1. The development and growth of urban land uses shall be controlled and managed to maximize the conservation of all forms of energy.
2. Higher density land use along major arterials, collectors, and intersections will be encouraged.
3. Public facilities and services will be extended in an orderly manner to promote development of lands within and adjacent to the City before development of outlying areas.
4. The City will cooperate with operating utilities, state, and federal agencies and other organizations in projects to promote the conservation of non-renewable energy resources and the use of renewable resources.
5. The City will encourage residents and businesses to take steps to conserve energy and use renewable energy resources. The City's efforts shall be coordinated with those of utilities, state and federal agencies, and other organizations.
6. Industrial land use shall be permitted in areas located with good access to transportation, public services, and raw materials.
7. Industry which is energy efficient shall be encouraged.

**Findings:** The Plan helps insure the development of land which is already in the urban growth boundary while cooperating with other governmental entities. (Goal and Policy 1) Public facilities will be extended to allow for the development of the land. (Policy 3) Development which will encourage energy efficiency will be sought in the marketing programs. (Policy 4, 5)

#### Comprehensive Map Categories:

The Comprehensive Plan map categories are the same as the zoning code categories covered in the section D below.

## B. City of Hood River Transportation System Plan

### TRANSPORTATION GOALS AND POLICIES

The Transportation System Plan (TSP) guides the management of existing transportation facilities and the design and implementation of future facilities through 2019. An update to the TSP which incorporates projects specifically identified for the Area is being undertaken concurrent with the adoption of this Plan.

The existing TSP sets forth 7 goals followed by policies and recommended actions to guide the development of Hood River's transportation system. The proposed Plan will comply with every goal that is relevant to the Area, namely goals 1, 2, 3, 6, and 7. A list of the relevant goals, policies, and actions is detailed below along with how the proposed Plan relates to them.

GOAL 1. A balanced transportation system.

#### POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian bicycle, transit, truck, and auto use and recognize these streets as important to community
2. Provide connectivity to each area of the City for convenient multi-modal access.
3. Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.
4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

**Findings:** The Plan relates to and conforms with the goal and policies of a balanced transportation network by providing an upgraded transportation system within the area that serves the underdeveloped parcels within the area and better serves the recreational sites within the area. The Plan proposes a comprehensive trail system which would link the recreational sites within the area and provide a link to the downtown. (Goal 1 and Policies 1,2,3,4) During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13

Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

GOAL 2. Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

**POLICIES**

1. Maintain the livability of Hood River through proper location and design of transportation facilities.
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.

**Findings:** The Plan relates to and conforms with this goal and policies by designing the road system within the area to separate the industrial traffic from the recreational traffic. The Plan also proposes a comprehensive trail system which would link the recreational sites within the area and provide a link to the downtown. (Goal 2 and Policies 1,2) During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13 Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

GOAL 3. A safe transportation system.

**POLICIES**

2. Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.
6. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.
9. Ensure adequate access for emergency service vehicles is provided throughout the City.

**Findings:** The Plan relates to and conforms with this goal and policies by designing the road system within the area to separate the industrial traffic from the recreational traffic. The Plan proposes transportation improvements which would provide additional sidewalks within the area. The Plan also proposes a comprehensive trail system which would link the recreational sites within the area and provide a link to the downtown. (Goal 3 and Policies 2,6,9) During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13

Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

GOAL 6. Transportation facilities which provide efficient movement of goods.

#### POLICIES

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.

**Findings:** The Plan relates to and conforms with this goal and policies as it proposes improvements which would facilitate the use of underdeveloped industrial properties which are located in close proximity to the freeway system. (Goal 6 and Policy 1) During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13 Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

GOAL 7. Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

#### POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area; Hood River County, CAT, Port of Hood River and ODOT.
2. Participate in regional transportation and growth management policies and work with regional agencies to assure adequate funding of transportation facilities to support those policies.
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development.
5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

**Findings:** The Plan relates to and conforms with this goal and policies as it calls for multiple transportation improvements including improving 8th Street and Portway, a new street to serve industrial properties, improving access to and roads on the Spit, and installing a new traffic signal at 2nd

Street. All roads in the area will have sidewalks to aid pedestrian access and new trail connections will be constructed throughout the waterfront park. Whenever possible, the City of Hood River will collaborate with other agencies to finance and complete these projects in the most efficient manner possible. (Goal 7 and Policies 1,2,4,5) During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13 Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

2nd Street is designated as a Major Arterial in the TSP.

Deleted: 1st

## THE PEDESTRIAN SYSTEM

A pedestrian system plan will be implemented in the city. Where possible, every paved street will have sidewalks on both sides of the roadway meeting the requirements set forth in the street standards. The pedestrian system projects include only sidewalk projects. Although shoulder additions can serve pedestrians, they are not ideal because they are not separated from the roadway; however, in undeveloped urban areas where development may not occur quickly, the addition of shoulders is often the most practical improvement that can be implemented. Generally, shoulders are more of a benefit to cyclists than to pedestrians; therefore, proposed shoulder widening or additions are discussed in the Bicycle System Plan section of this chapter. Missing sidewalk segments should be installed whenever an opportunity presents itself (such as development, special grants, etc.), concentrating on arterial streets, collectors, and school routes. Pedestrian safety should be improved at crossings through additional/improved signing and lighting, curbs extensions, access management, and speed control measures.

**Findings:** The Plan proposes projects which will further develop the Pedestrian System as described in the TSP. No specific pedestrian projects were designated in the Area. During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13 Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

## THE BICYCLE SYSTEM

This Transportation System Plan identifies the bicycle system projects that fill the gaps in the bicycle system network. The plan builds from the State requirement that all arterial and major collector roads have bikeways. Additional linkages are also included to complete the network.

On arterial and collector streets that are not scheduled to be improved as part of the street system plan, bike lanes may be added to the existing roadway at any time to encourage cycling or when traffic volumes exceed 2,500 to 3,000 vehicles per day. The striping of bike lanes on streets, which lead directly to schools, is a high priority.

Bike lanes will be one-way, five or six feet wide and located adjacent to the curb, except where there is curb parking or a right-turn lane. Where these conditions occur, the bike lane is located between the through travel lane and parking or right-turn-lane. The bike lanes shall be marked in the same direction as the adjacent travel lane. Striping and signing should conform to the State Bicycle and Pedestrian Plan.

**Findings:** The Plan proposes projects which will further develop the Bicycle System as described in the TSP. A specific TSP project in the Area: B3, 2nd St, Riverside Drive to State Avenue: bike striping. During the development review process for a project, Chapter 17.20 Transportation section of Zoning and Chapter 13 Streets and Sidewalks of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

#### C. Hood River Waterfront Development Strategy

The Hood River Waterfront Development Strategy (WDS) was developed in 2007 and adopted by the Port of Hood River in 2007 to address the unique needs of the Hood River Waterfront area. The Hood River Waterfront Development Strategy has not been adopted by the City Council. The plan identifies community objectives, creates an overall concept that provides the framework for future waterfront development, and describes specific actions and projects to guide the Port's investments, marketing and business development over a 5-10 year period.

**Findings:** Many of the objectives identified in the WDS have been incorporated as goals in the proposed Plan. Additionally, a majority of the projects included in the Plan are also outlined as crucial projects in the WDS.

#### D. Hood River Zoning Ordinance

The City of Hood River Zoning Ordinance establishes zoning districts to control land use throughout the city and regulates development standards within these established use districts. The proposed Area is located within established commercial, industrial and recreational zones, regulated by Section 17 of the Planning Code. Section 17 has been designed in accordance with the goals, policies, and most appropriate statements of the intent of the City's Comprehensive Plan. It is the purpose of this title, therefore, to provide the principal means for the implementation of the Comprehensive Plan. Specifically, the proposed Area is located within the General Commercial, Industrial, Light Industrial, Open Space/Public Facility, and Columbia River Recreational/Commercial zones.

**General Commercial (C-2):** The General Commercial zone allows for most uses except large scale industrial. It supports small residential developments and commercial uses such as bed and breakfasts, daycares and home businesses. With a site review, it will allow larger residential complexes (15 or more people), parking lots, and industrial uses that are essential to an on site commercial business. Conditional uses include, but are not limited to, hospitals, schools, public parks, churches and town-homes.

**Findings:** The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The Plan projects will support additional General Commercial uses. During the development review process for a project, Chapter 17 Zoning, of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

**Industrial (I):** This zone allows for, pending a site plan review, industrial uses such as manufacturing, processing, warehousing, outside storage, and parking lots. It also allows for commercial uses that incidental and essential to on site industrial uses.

**Findings:** The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The

Plan projects will support additional Industrial uses. The proposed Economic Development Fund will provide for marketing and recruitment of companies to develop these sites. During the development review process for a project, Chapter 17 Zoning, of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

Light Industrial (LI): This zone allows for, pending a site plan review, light industrial uses such as manufacturing, processing, warehousing, outside storage, and parking lots. It also allows for commercial uses that are incidental and essential to on site light industrial uses.

**Findings:** The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. The Plan projects will support additional Light Industrial uses. The proposed Economic Development Fund will provide for marketing and recruitment of companies to develop these sites. During the development review process for a project, Chapter 17 Zoning, of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

Open Space/Public Facility (OS/PF): the purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review in this zone shall include, but are not limited to: recreational activities, parks, non-profit community activities, and arts festivals.

**Findings:** The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core. During the development review process for a project, Chapter 17 Zoning, of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

Columbia River Recreational/Commercial (RC): The purpose of this zone is to provide an area within the City to promote recreational Columbia River waterfront uses and limited accessory commercial activities. The zone is intended to increase and protect public access, including visual access, to the Columbia River waterfront and related recreational opportunities and to contribute to an aesthetically pleasing urban



environment. The uses permitted in this zone are intended to be consistent with visual and pedestrian access and include wildlife viewing areas, public bike and jogging paths, fishing sites, swimming beaches, and numerous others.

**Findings:** The proposed Plan is consistent with the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core. During the development review process for a project, Chapter 17 Zoning, of the Hood River Municipal Code will be applied to the extent a proposed project impacts a public utility.

Each of these districts contain specific development standards, intended to promote site planning and design that consider the natural environment; maintain the required dimensional standards while promoting energy conservation, privacy, safe and efficient parking areas; and improve the general living environment and economic life of a development.

**Findings:** The proposed Plan is consistent with the general objectives and specific development standards prescribed for each of these zoning districts. The Plan will support the development of underdeveloped industrial land, thereby providing employment opportunities, which will in turn encourage development on adjacent parcels. It will provide for upgrades of open space and recreational sites and provide the connectivity of those sites to each other and to the downtown retail core.