

ORDINANCE 2077

AN ORDINANCE MAKING CERTAIN DETERMINATIONS AND FINDINGS RELATING TO AND APPROVING THE WESTSIDE URBAN RENEWAL PLAN AND DIRECTING THAT NOTICE OF APPROVAL BE PUBLISHED

WHEREAS, the Hood River Urban Renewal Agency (“Agency”), as the duly authorized and acting urban renewal agency of the City of Hood River, Oregon, is proposing to undertake certain urban renewal activities in a designated area within the City pursuant to ORS Chapter 457; and

WHEREAS, the Agency, pursuant to the requirements of ORS Chapter 457.085, has caused the preparation of the Westside Urban Renewal Plan, attached hereto as Exhibit A (the “Plan”). The Plan authorizes certain urban renewal activities within the Westside Urban Renewal Area (the “Area”); and

WHEREAS, the Agency has caused the preparation of a certain Westside Urban Renewal Report dated August 28, 2023 attached hereto as Exhibit B (the “Report”) to accompany the Plan as required under ORS 457.087; and

WHEREAS, the Agency forwarded the Plan and Report to the Hood River Planning Commission (the “Commission”) for review and recommendation. The Commission considered the Plan and Report on July 17, 2023 and adopted a finding that the Plan conformed with the Hood River Comprehensive Plan, attached hereto as Exhibit C (“Planning Commission Recommendation”); and

WHEREAS, the Plan and the Report were forwarded on June 16 and 17, 2023 to the governing body of each taxing district affected by the Plan, and the Agency has thereafter consulted and conferred with each taxing district; and

WHEREAS, on July 17, 2023, and August 21, 2023 the City met with representatives of the Hood River County Commission to review the Plan, including proposed maximum indebtedness for the Plan; and

WHEREAS, as there are unincorporated properties within the Plan area, the Hood River County Board of Commissioners approved the Plan through adoption of Resolution No. 2554 on August 21, 2023, attached hereto as Exhibit D, (the “County Approval”); and

WHEREAS, the City Council has received a written recommendation from the Hood River County Library Board of Directors with written recommendations on the Plan, a letter from the Hood River County Transportation District (dba Columbia Area Transit) providing input on the Plan and an e mail form the West Side Rural Fire Protection District not taking a position for or against the Plan; and

WHEREAS, on June 16, 2023, the City caused notice of the hearing to be held before the Council on the Plan, including the required statements of ORS 457.120(3), to be mailed to property owners within City’s urban growth boundary; and

WHEREAS, on August 14, 2023 the City Council held a public hearing to review and consider the Plan, the Report, the recommendation of the Hood River Planning Commission and the public testimony received on or before that date and to receive additional public testimony; and

WHEREAS, the City Council found that the Plan conforms with all applicable legal requirements including conformance with the Hood River County Comprehensive Plan; and

WHEREAS, after consideration of the record presented through this date, the City Council does by this Ordinance desire to approve the Plan.

NOW THEREFORE, THE COUNCIL OF THE CITY OF HOOD RIVER HEREBY ORDAINS THAT:

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

1. The process for the adoption of the Plan, has been conducted in accordance with the applicable provisions of Chapter 457 of the Oregon Revised Statutes and all other applicable legal requirements;
2. The area designated in the Plan as the Westside Urban Renewal Area (“Area”) is blighted, as defined by ORS 457.010(1) and is eligible for inclusion within the Plan because of conditions described in the Report in the Section “Existing Physical, Social, and Economic Conditions and Impacts on Municipal Services”, including the existence of inadequate streets and other rights of way, open spaces and utilities and underdevelopment of property within the Area (ORS 457.010(1)(e) and (g)).
3. The rehabilitation and redevelopment described in the Plan to be undertaken by the Agency is necessary to protect the public health, safety or welfare of the City because absent the completion of urban renewal projects, the Area will fail to contribute its fair share of property tax revenues to support City services and will fail to develop and/or redevelop according the goals of the City’s Comprehensive Plan;
4. The Plan conforms to the Hood River Comprehensive Plan and provides an outline for accomplishing the projects described in the Plan, as more fully described in XII of the Plan and in the Hood River Planning Commission Recommendation;
5. No residential displacement will occur as a result of the acquisition and disposition of land and redevelopment activities proposed in the Plan and therefore the Plan does not include provisions to house displaced persons;
6. Adoption and carrying out the Plan is economically sound and feasible in that eligible projects and activities will be funded by urban renewal tax 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 more fully described in the Sections IV, V, VI, and VII of the Report;
7. The City shall assume and complete any activities prescribed by the Plan; and the Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council.
8. The Agency consulted and conferred with affected overlapping taxing districts prior to the Plan being forwarded to the City Council. The Hood River County Library Board of Directors sent a written recommendation to the City with the following recommendations.

- a. The City should use a funding criteria other than property tax rates. The City Council (accepts, rejects, modifies) this recommendation.
- b. The City should reduce library contribution as they are unduly burdened. The City Council (accepts, rejects, modifies) this recommendation.
- c. The City should provide a legal determination that Urban Renewal is lawful. The City Council (accepts, rejects, modifies) this recommendation.
- d. The City should provide a guaranteed multiplier for the \$6 million from the library revenue or some type of guarantee of reimbursement of any amount paid that does not result in increased revenue under the existing library levy. The City Council (accepts, rejects, modifies) this recommendation.
- e. The Hood River Library County District Board of Directors is open to further discussion with the City Council about the Westside Urban Renewal District project. The City Council (accepts, rejects, modifies) this recommendation.

The Hood River County Transportation District (dba Columbia Area Transit) Board of Directors sent a written letter containing input on the following points:

- a. Hood River County Transportation District (dba Columbia Area Transit) primarily depends on property tax revenues to fulfil match requirements for State and Federal grants. The district can continue to meet existing financial obligations with the redirection of a portion of the tax rates to the Urban Renewal Area as described in the graph distributed to the district. However, if additional Urban Renewal Areas were created or the district's estimated total revenue is not accurate that may impact the grants that the district is able to commit to which improve or expand services or contribute to additional mobility options available in the region in the future. The City Council accepts the CAT request for analysis of the input of any future urban renewal areas on the CAT and analysis of the impact of the current urban renewal areas. The analysis of the current urban renewal area impacts is done annually through the Urban Renewal Annual Report which is distributed to all impacted taxing districts.

The City Council accepts the CAT request for analysis of the input of any future urban renewal areas on the CAT and analysis of the impact of the current urban renewal areas. The analysis of the current urban renewal area impacts is done annually through the Urban Renewal Annual Report which is distributed to all impacted taxing districts.

- b. The district appreciates the outreach and communication that the City of Hood River has done to ensure that Hood River County Transportation District was aware of and understood the impact of the proposal. However, the district is mainly funded by grants through Federal and State sources that are often applied for a year or more in advance of when funds are obligated, and service or projects are implemented. If staff had been aware of this potential change in local

property tax revenue earlier staff may have adjusted some grant applications to reduce financial obligations.

The City Council accepts the CAT request for coordination with the CAT on any potential future urban renewal areas.

- c. According to the transportation Motor Vehicle project priority list described in Table 5 of the Westside Urban Renewal Plan the high priority items are large infrastructure projects located on ODOT Right of Way. The district is concerned about the de-prioritization of community projects that takes steps to reduce Single Occupancy Vehicle trips by encouraging active transportation. The board supports the City of Hood River in seeking future State and Federal assistance for large infrastructure projects and is happy to assist with advocacy and creating letters of support.

The City Council accepts and values the opportunity to work in partnership with the CAT and appreciates their willingness to assist with advocacy and creating letters of support for future State and Federal assistance.

- d. It is acknowledged that infrastructure needs to be built before developers can build additional housing to support the needs of the community. Staff are available to work with the developers and City of Hood River officials to encourage development with walking, biking, and transit as priorities. The Transit Oriented Development Toolkit was created as part of the recently adopted Hood River County Transportation District Transit Master Plan and is a great resource for developers when incorporating transit with their development.

The City Council accepts the offer of the CAT to encourage development with walking, biking and transit as priorities and will strive to work with developers on using the Hood River County Transportation District Transit Master Plan as a basis for their transportation planning.

- e. The board would like the City of Hood River to clarify if the infrastructure improvement work that is being done on Cascade Avenue as part of the Westside Urban Renewal Plan will refer to the MIG Cascade Avenue Design Refinement Plan. Our riders with mobility devices and those who use bicycles look forward to ADA and bicycle friendly facilities on Cascade Avenue.

Accept this recommendation. The City will use the MIG Cascade Avenue Design Refinement Plan as its foundation when it begins its planning for Cascade improvements. This planning effort will include public engagement and the city invites Columbia Area Transit to participate as a subject matter expert and stakeholder.

Section 2: The Westside Urban Renewal Plan is hereby approved based upon review and consideration by the City Council of the Plan and Report, the Hood River Planning Commission Recommendations, the Hood River County Commission approval of the Plan, each of which is hereby accepted, and the public testimony in the record.

Section 3: The City Manager shall forward forthwith to the Agency a copy of this Ordinance.

Section 4: The Agency shall thereafter cause a copy of the Plan to be recorded in the Records of Hood River County, Oregon.

Section 5: The city recorder, in accordance with ORS 457.115, shall publish notice of the adoption of the Ordinance approving the Plan including the provisions of ORS 457.135, in the Columbia Gorge News no later than four days following adoption of this Ordinance.

Adopted by the City Council of the City of Hood River this 28th day of August, 2023.

Read for the First Time on August 14, 2023

Read for the Second Time and approved on August 28, 2023

This Ordinance shall take effect immediately upon second reading.

AYES: 7

NAYS: 0

ABSTAIN: 0

ABSENT: 0



Paul Blackburn, Mayor

ATTEST:

Approved as to form:



Jennifer Gray, City Recorder



Daniel Kearns, City Attorney

Attachments:

Exhibit A – Westside Urban Renewal Plan

Exhibit B – Report on the Westside Urban Renewal Plan

Exhibit C – Hood River Planning Commission Report and Recommendation on the Westside Urban Renewal Plan

Exhibit D – Hood River County Resolution of Approval of the Westside Urban Renewal Plan

Exhibit A

The Westside Urban Renewal Area Plan

City of Hood River
Hood River Urban Renewal Agency



Westside Urban Renewal Area Plan
Approved by the City of Hood River
August 28, 2023
Ordinance No. 2023 – 2078

If Amendments are made to the Plan, the Resolution or Ordinance Number and date will be listed here. The amendment will be incorporated into the Plan and noted through a footnote

Amendment Number	Type	Description	Date

LIST OF PARTICIPANTS

Mayor

Paul Blackburn

City Council

Tim Counihan
Gladys Rivera
Megan Saunders
Mark Zanmiller
Grant Polson
Douglas Stepina

Planning Commission

Mark Frost, Chair
Zac Lytle
Bill Irving
Bonifacio Romero
MariRuth Petzing
Ben Mitchell
Kate Hoffman

Urban Renewal Agency

Mark Zanmiller, Chair
Megan Saunders, Vice Chair
Paul Blackburn
Kristi Chapman
Tim Counihan
Heather Gehring
Grant Polson
Gladys Rivera
Douglas Stepina

Urban Renewal Advisory Committee

Jack Trumbull, Chair
Abby Capovilla
Travis Dillard
Amanda Goeke
Clint Harris
Kate Hoffman
Jeff Hunt

City of Hood River Staff

City Manager
Abigail Elder
Finance Director
Chris Longinetti
Director of Planning and Zoning
Dustin Nilsen
Director of Public Works
Rich Rice
Senior Planner
Kevin Liburdy
City Recorder
Jennifer Gray
Administrative Services Officer
Monica Morris
Community Engagement Coordinator
Jackie Vanderpuye
GIS Analyst
Jonathan Skloven-Gill

Consulting Team

Elaine Howard Consulting, LLC
Elaine Howard
Scott Vanden Bos
Tiberius Solutions, LLC
Nick Popenuk
Ali Danko
Rob Wyman
ECONorthwest
Emily Picha
Cadence Petros

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I. DEFINITIONS

“Agency” means the Hood River Urban Renewal Agency (Agency). The Agency is responsible for administration of the urban renewal/tax increment plan.

“Area” means the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting the urban renewal/tax increment plan.

“City” means the City of Hood River, Oregon.

“City Council” or “Council” means the Hood River City Council.

“Comprehensive Plan” means the City of Hood River comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Hood River County, Oregon.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within a tax increment area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal/tax increment plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in a tax increment area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS 457” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Hood River Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the tax increment area as defined in ORS 457.470.

“Tax increment financing (TIF)” means a method of funding tax increment projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal/tax increment plan.

“Tax increment finance revenues” means the funds allocated by the assessor to a tax increment/urban renewal area due to increases in assessed value over the frozen base within the area.

“UGA” means urban growth area.

“Urban renewal area” or (URA) means a blighted area included in an urban renewal plan or an area included in a tax increment plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more tax increment areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in a tax increment or urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal/tax increment plan pursuant to ORS 457.087.

“Westside Area” means, as used in this Plan, the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

Documents referenced:

City of Hood River Transportation System Plan, October 2011 and amended April 2021

Hood River Area Multi-Jurisdictional Parks Recreation & Open Space Plan September 2020

Hood River Affordable Housing Strategy May 2022

Westside Area Concept Plan Report December 2017

II. INTRODUCTION

A. Plan Background

The purpose of the Westside Urban Renewal Plan is to provide financing to help with the implementation of three recently approved plans: the Transportation System Plan amended in April 2021, the Hood River Valley Parks & Recreation District's Multi-Jurisdictional Parks, Recreation & Opens Space Plan, adopted in September 2020, and the Hood River Affordable Housing Strategy, May 2022. Each of these plans had significant public input and specific goals and projects were identified in each of the plans. This Westside Urban Renewal Plan (Plan) is one of the implementation tools for the three planning documents.

The Westside Urban Renewal Area Plan Area (Area), shown in Figure 1, consists of approximately 406.1 total acres: 379.65 acres of land in tax lots and 26.45 acres of public rights-of-way. It is anticipated that the Westside Urban Renewal Area Plan (Plan) will take approximately twenty-six and a half years of tax increment collections to implement.

The maximum amount of indebtedness that may be issued for the Plan is not to exceed \$146,700,000 (One Hundred Forty-Six Million Seven Hundred Thousand dollars). Detailed financial analysis is in the Report Accompanying the Westside Urban Renewal Plan (Report).

Detailed principles developed for the Plan are intended to guide tax increment finance (TIF) revenue investment in the Area over the life of the Plan. The project category descriptions and list of projects are similarly intended to aid future decision makers when considering how best to expend TIF revenue. The Plan is to be administered by the Hood River Urban Renewal Agency (Agency).

The relationship between the sections of the Plan and the Oregon Revised Statutes (ORS) 457.085 requirements is shown in Table 1. The specific reference in the table below is the section of this Plan that primarily addresses the statutory reference. There may be other sections of the Plan that also address the statute.

Table 1. Statutory References

Statutory Requirement	Plan Section
ORS 457.085(1)	I, XII
ORS 457.085(2)(a)	V
ORS 457.085(2)(b)	V
ORS 457.085(2)(c)	XIII
ORS 457.085(2)(d)	XIII
ORS 457.085(2)(e)	XII
ORS 457.085(2)(f)	VIII
ORS 457.085(2)(g)	VII
ORS 457.085(2)(h)	IX
ORS 457.085(2)(i)	VI
ORS 457.085(2)(j)	Not applicable

B. Public Outreach to Taxing Districts

The impacted taxing districts were all contacted in the formative process of this Plan. They were briefed on the formation of the Plan and additionally received a formal copy of the Plan and Report in the required consult and confer stage of the Plan adoption. Table 2 shows the dates the briefings occurred and notes the city manager also contacted staff.

Table 2. Taxing District Consult and Confer

Taxing District	City Manager discussion with Staff	Formal briefing to Board
Hood River County	Yes	March 20, follow up memorandums on March 24 and April 14,
Port of Hood River	Yes	March 7
Westside Rural Fire District	Yes	March 16
Parks and Recreation District	Yes	February 15
911 Communications (<i>County Commission serves as 911 Board</i>)	Yes	March 20
Hood River County Transit District	Yes	March 15
Hood River Library District	Yes	March 28
Columbia Gorge Community College	Yes	March 21
Hood River School District	Yes	No
Columbia Gorge Education Service District	Feasibility Study sent to Superintendent; emails sent	

C. Formal Public Review

The formal public review process is shown in Table 3. Opportunity for public input occurred at all of the listed meetings. The Open House was held online on May 23, 2023. Forty-nine people registered, twenty people attended. The questions were mainly technical questions. No boundary or project suggestions were made.

There was also an online survey published in English and in Spanish, opened on May 23, 2023 through June 9, 2023. The notice for the City Council hearing was sent to all properties in the urban growth boundary. The notice was also published in English and Spanish.

Table 3. Formal Public Review

Open House	May 23, 2023
Hood River Urban Renewal Agency	June 12, 2023
Hood River Urban Renewal Advisory Committee	June 15, 2023
Hood River Planning Commission	July 10, 2023
Hood River County	July 17, 2023, August 21, 2023
Notice of City Council Hearing	July
Hood River City Council Hearing	August 14, 2023
Hood River City Council Vote	August 28, 2023

D. Public Input on Planning Documents

The base planning documents being implemented by this Plan included significant public outreach outlined below. A more descriptive list of public involvement is shown in Exhibit A to this Plan.

(1) Transportation System Plan, amended in 2021

The 2021 Transportation System Plan amendment was largely to incorporate the Westside Concept Plan Report recommendations.

- Advised through the Westside Area Concept Plan Report process – stakeholder interviews, Project and Technical Advisory Committees, Project Website, Public Open House events
- Additional Online Open House, Website, and Planning Commission and City Council meetings

(2) Hood River Affordable Housing Strategy

The Hood River Affordable Housing Strategy identifies and describes actions and implementation steps to address housing affordability and encourages the development and preservation of housing units to better meet residents' affordability needs. With the Affordable Housing Strategy, the City has identified a set of actions to support new and existing affordable development. The actions will encourage the development of more diverse housing types, grow partnerships with housing providers and agencies involved in housing issues, and reduce displacement risk for Hood River residents.

Engagement Process located on p. 67 of the Hood River Affordable Housing Strategy

- Task force – 12 members
- Stakeholder interviews: service providers, Latino community, employers, affordable housing developers, local housing developers, local government agencies
- Equity lens applied throughout engagement process
- Collaborative, with multiple rounds of feedback

(3) Multi-Jurisdictional Parks, Recreation & Open Space Plan

This **Multi-Jurisdictional Parks, Recreation & Open Space Plan** is intended to serve as the guiding recreation plan for the Hood River Valley Parks and Recreation District, the City of Hood River and Hood River County. The Port of Hood River and Hood River County School District, along with several conservation organizations, were integral partners and contributors to the plan.

Outreach efforts are located on p. 1-7 of the Multi-Jurisdictional Parks, Recreation & Open Space Plan

- Focus Groups: Recreation group, sports fields and facilities group, Latino community group
- Stakeholder interviews
- Community survey – 582 responses received
- Community meeting

E. Tax Increment Finance Overview

Oregon Revised Statute (ORS) Chapter 457 allows for the use of tax increment financing to fund projects in designated urban renewal areas. Tax increment revenues - the amount of property taxes generated by the increase in total assessed values in the tax increment area from the time the tax increment area is first established - are used to repay borrowed funds. The borrowed funds are used to pay for projects and cannot exceed the maximum indebtedness amount set by the tax increment plan.

The purpose of tax increment financing is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457.010. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, tax increment projects can include construction or improvement of streets, trails, 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.

This Area meets the definition of blight due to its transportation system infrastructure deficiencies, utility infrastructure deficiencies, and underdeveloped and undeveloped properties. These blighted conditions are specifically cited in the ordinance adopting the Plan and described in detail in the Report.

The Report contains the information required by ORS 457.087, including:

- 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 the Plan area;
- The relationship between each project to be undertaken and the existing conditions;
- The estimated 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 and 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 area; and
- A relocation report.

III. MAXIMUM INDEBTEDNESS

Maximum indebtedness is the amount of indebtedness secured by a pledge of tax increment revenue that can be spent on projects, programs and administration throughout the life of the Plan. 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 \$146,700,000 (One Hundred Forty-Six Million Seven Hundred Thousand dollars). This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness or interest earned on bond proceeds. The method of establishing the maximum indebtedness is shown in the Report.

IV. PLAN GOALS

The goals were developed using the three main planning documents that exist for the area.

- The Transportation Goals are from the Hood River Transportation System Plan (as amended in 2021)
- The Affordable Housing Goals are from the Hood River Affordable Housing Strategy, May 2022
- The Recreation Goals are from the Hood River Valley Parks & Recreation District Master Plan, September 2020

The tax increment projects identified in Sections V and VI of the Plan are the specific means of implementing the principles. The projects will be pursued as economically as is feasible and at the discretion of the Agency. The goals and guiding principles are not listed in any order of importance or priority for this Plan; however, they are listed in the order designated in the original planning document. Following adoption of this Plan, the Agency has contracted to complete a Five Year Action Plan that will prioritize projects for the first five years of tax increment collections. A matrix of how the projects align with the goals and objectives is shown in Table 4.

A. Equity Framework¹

Goal: Honor the Hood River City Council Goals on Racial and Social Equity

Objectives:

In developing and implementing the Westside Plan, the Agency will adhere to principles which align with City Council adopted actions for racial justice and equity in Hood River as adopted in City Council Resolution 2020-13, Resolution for Racial and Social Equity within the City of Hood River. A full Equity Framework is provided in Attachment A. The framework covers:

- Clarity- Understand what we are doing and why. It is our responsibility to move forward with this Plan knowing the problems that our community faces.
- Transparency - Be open with the community about what we are doing and why. Use inclusive and plain language and offer information in both English and Spanish. Be clear about how we are using past input and how new input we receive will be used.
- Comprehensive Vision - Assess the multitude of potential benefits and negative consequences of a proposed action; pay attention to who could benefit and who may be harmed or burdened by an action.
- Commitment to Equity - Seek to ensure benefits accrue to communities who have historically been left behind, primarily communities of color and low-income communities; work to ensure burdens aren't disproportionately borne by those who have historically borne the burdens of government action. Emphasize both equity in process and equity in outcomes.
- Consider Long Term Effects - Commit to long-term goals that will benefit future generations.

¹ Westside Urban Renewal Plan Equity Framework, shown in Exhibit B

B. Transportation²

Goals:

- A balanced transportation system.
- Transportation facilities designed, constructed, and maintained in a manner that enhances Hood River's livability.
- A safe transportation system.
- An efficient transportation system that reduces the number of trips made by single occupancy vehicles and limits congestion.
- Transportation facilities, which are accessible to all members of the community and reduce trip length.
- Transportation facilities, which provide efficient movement of goods.
- Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible transportation financing system.
- Protect the function and operation of the I-84 interchanges, interstate highway and local street network consistent with the following interchange functions and their relationship to the community and broader transportation system.
- Provide a sustainable transportation system that meets the needs of present and future generations.

Objectives:

Construct select transportation improvements at Exit 62, Cascade Avenue and Mt. Adams Avenue, construct Westside Drive and pursue other improvements to provide for a connected transportation system.

C. Affordable Housing³

Goals:

- Increase and retain housing opportunities for households with incomes up to 120% of Hood River's Median Family Income (MFI).
- Engage residents, employers, housing advocates, service providers, and others affected by housing costs to ensure underrepresented voices are included in project outcomes.
- Adopt limited and actionable number of strategies with strong likelihood to result in affordable housing development.
- Ensure strategies address equity.
- Provide clear guidance about the specific policies, tools, and actions the City will use to encourage the development of affordable housing.

Objectives:

Acquire land to aid in the creation of 150-300 units of rental and owner-occupied housing for residents earning 120% and below Median Family Income.

² Hood River Transportation System Plan, Amended 2021

³ Hood River Affordable Housing Strategy, Adopted May 2022 p 4

D. Parks and Recreation⁴

Goal: Trails *Hood River County's comprehensive trail system promotes active lifestyles by providing non-vehicular connections to nature, parks, schools and other community destinations, while balancing recreational needs with other community goals and being sensitive to farm and forest uses*

Urban and Regional Trails: Develop, enhance, and maintain multi-use trails that provide safe opportunities to recreate and to connect to major destinations within urban areas and throughout the greater Hood River area.

Primitive Trails: Provide a sustainable system of recreation trails to provide access to motorized and non-motorized outdoor recreation and connections to the region's public forest lands for residents and visitors to the area.

Goal: Parks: *Park providers in the Hood River area provide and maintain adequate parkland to provide diverse recreational experiences and meet current and future community needs*

Parkland Acquisition: Acquire additional parkland necessary to serve the Hood River area's current and future population based on adopted service levels.

Neighborhood and Community Parks: Improve park sites to provide a diverse range of active and passive recreational experiences.

Riverfront Regional Parks: Maintain and enhance riverfront parks to connect residents with the water and provide unique recreational experiences.

County Regional Parks: Provide opportunities for residents and visitors to experience – on a day or overnight basis – minimally developed parks that promote a connection to nature.

Partner Agency Recommendations:

City of Hood River

- Coordinate with HRVPRD to acquire up to three neighborhood parks and one community park to serve the westside of Hood River
- Plan for the acquisition and development of several trail corridors, including Westside Trail, Henderson Creek Trail and Ridgeline Trail
- Upgrade and enhance park amenities, ADA accessibility, and parking at existing parks

E. Administration

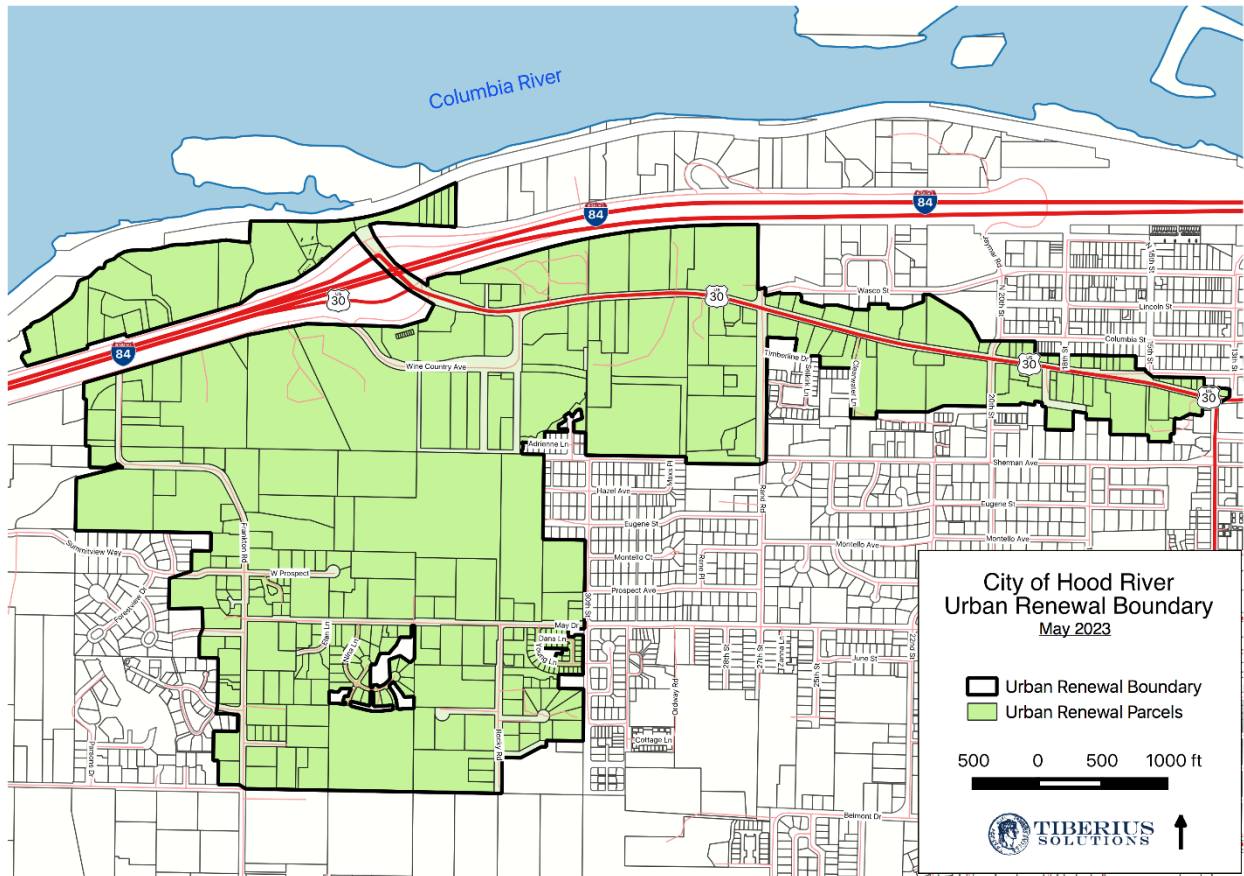
Goal: Provide for the Administration of the Urban Renewal Plan.

⁴ Hood River Area Multi-Jurisdictional Parks, Recreation, and Open Space Plan August 2020 p iv, v, vii

Table 4. Relationship of Projects to Westside Urban Renewal Area Plan Principles

Project Category	Goals and Guiding Principles
Transportation	A, B, C, D, E
Affordable Housing	A, C, D, E
Parks	A, D, E
Administration	A, B, C, D, E

Figure 1. Westside Urban Renewal Area Boundary



Source: Tiberius Solutions with data from the City of Hood River

V. TAX INCREMENT PROJECTS

Tax increment projects authorized by the Plan are described below. They are not listed in any priority order. The Agency has contracted with Elaine Howard Consulting LLC and ECONorthwest to write and adopt a five-year action plan which will include initial project sequencing, once the District has been created.

The Agency anticipates initiating a process to create an overlay zone for portions of the proposed district around Cascade Avenue, in recognition of the area's prominence as the entrance and gateway into the city.

The Agency will determine the order of the projects and may add projects in the future through the amendment process defined in Section VI of this Plan. The financing of the projects assumes additional funding sources will need to be identified. The projects come from the following sources:

- Transportation Projects are from the **Hood River Transportation System Plan, Amended 2021**
- Affordable Housing Projects are from the Hood River Affordable Housing Strategy, May 2022
- Multi-Jurisdictional Parks, Recreation & Open Space Plan, September 2020

A. Transportation

Multi-modal transportation improvements in the Area including but not limited to the following projects. MV is Motor Vehicle project identified in the **Hood River Transportation System Plan**, page 60-66, and Figure 8.

Projects below assume additional funding sources, such as contributions by developers, state grants and Oregon Department of Transportation (ODOT) project funds. In addition to the costs below, some projects may require additional funding for infrastructure such as water, sewer, and stormwater projects as identified in capital improvement plans, and bike lanes, pedestrian paths or sidewalks.

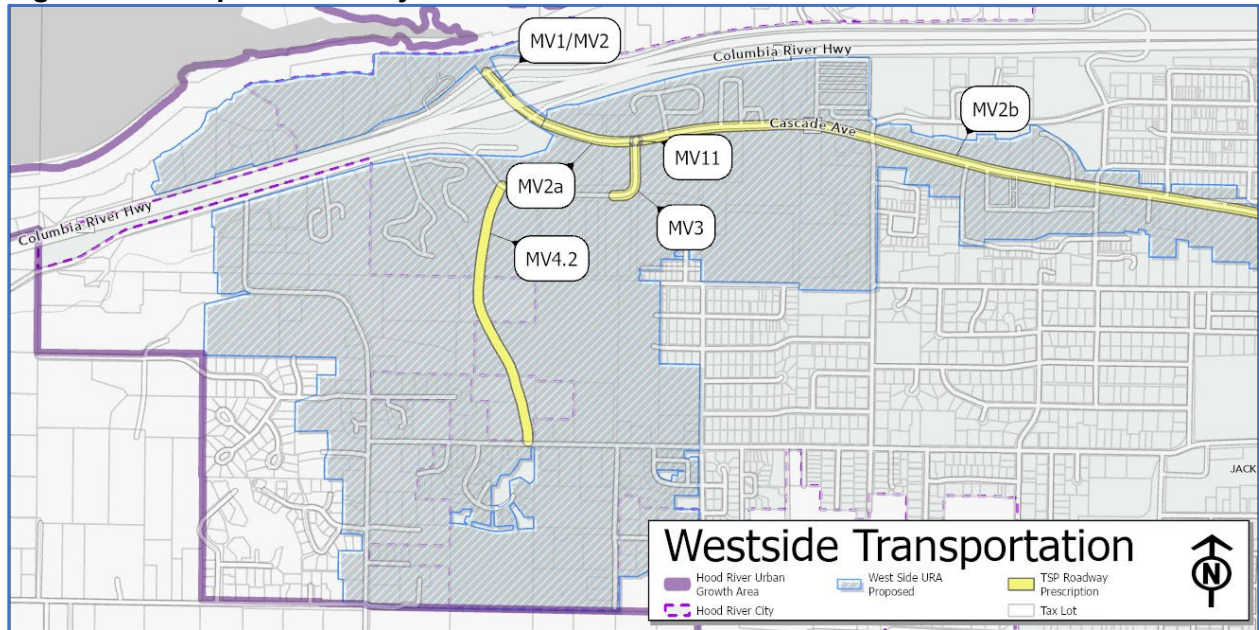
Many of the transportation projects listed below align with the **Hood River I-84 Exit 62 Interchange Management Plan**. Project MV11 (roundabout at Cascade Avenue and Mt. Adams Avenue) is identified as the top transportation project; however, project timing may depend on sequencing with related projects on Cascade Avenue.

Table 5. Transportation Projects

Project ID	Location	Description
MV1/MV2 Interim	I-84 Exit 62 Interchange	<ul style="list-style-type: none"> • I-84 Westbound Ramp/Terminal <ul style="list-style-type: none"> - Construct traffic signal • I-84 Westbound Ramp/Terminal <ul style="list-style-type: none"> - Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive • I-84 Eastbound Ramp/Terminal <ul style="list-style-type: none"> - Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement • Cascade Avenue <ul style="list-style-type: none"> - Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue) • Westcliff Drive/Cascade Avenue <ul style="list-style-type: none"> - Install a stop sign on the eastbound approach - Remove the stop sign for the northbound right turn lane
MV2a	Cascade Ave.(HCRH): I-84 Exit 62 Interchange to Mt. Adams Ave	Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)*** <i>(Roundabout on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</i>
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	<ul style="list-style-type: none"> • Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	<ul style="list-style-type: none"> • <u>Cascade Ave. at Mt. Adams Ave.</u> <ul style="list-style-type: none"> • Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to construct a second northbound left turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative) • Install yield control for eastbound right turn lane (constructed as part of MV2) (Roundabout (preferred if feasible) or traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11) • <u>Mt. Adams Ave. at Wine County Ave.</u> <ul style="list-style-type: none"> • Construct a roundabout
MV4.2	Westside Drive (Wine Country Avenue to May Street)	<ul style="list-style-type: none"> • Construct Westside Drive as a 2 to 3-lane minor arterial from Wine Country Avenue to May Street.

MV11	Mt. Adams Ave./ Cascade Ave.	• Construct roundabout (
		Neighborhood and Urban Collectors as designated by the Agency potentially including Wine Country, Sherman, Franklin, Post canyon, Belmont, Westcliff, and May Street..
		Additional Cascade Avenue Streetscape Improvements

Figure 2. Transportation Projects



Source: City of Hood River

B. Affordable Housing

The projects identified below are a result of the recommendations from the **Hood River Affordable Housing Strategy**. Funding for the projects assumes additional funding sources such as state grants, low-income housing tax credits, partnerships with land trusts or other funding sources as identified in the future. This project list may be updated from time to time to include input through the implementation of the **Hood River Affordable Housing Strategy** and with input from the Equity Framework, both in the development of the Five-Year Action Plan and in future planning for the Area. The Affordable Housing Strategy identified that “most households with unmet housing needs have incomes below 50% of MFI, accounting for about 970 households or 60% of existing and new households with unmet housing needs”. Providing tools for the development of housing for this income group is a high priority.

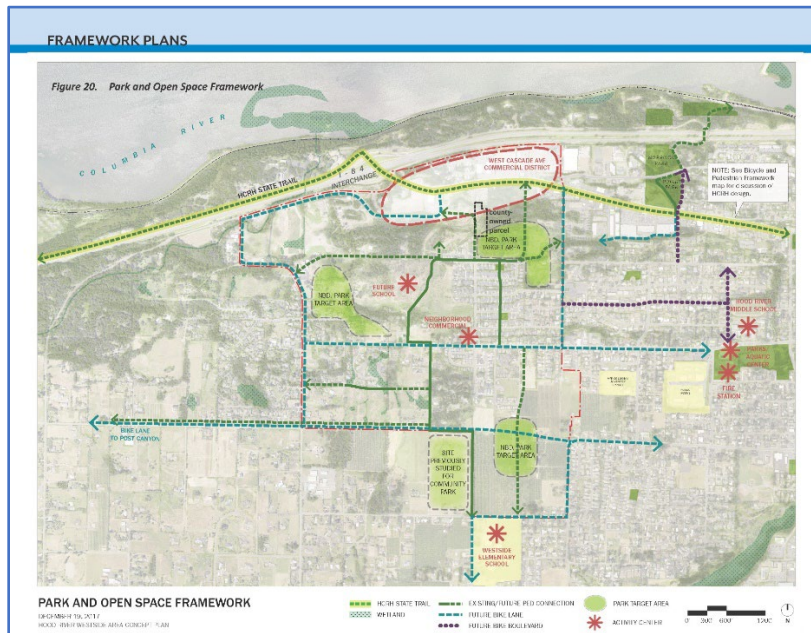
Table 6. Affordable Housing Projects

Project ID	Location	Description
Rental and/or Owner-Occupied Project #1	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income
Rental and/or Owner-Occupied Project #2	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income
Rental and/or Owner-Occupied Project #3	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income
NA	NA	Additional opportunities to develop or preserve housing potentially including the ODOT Yard.

C. Parks

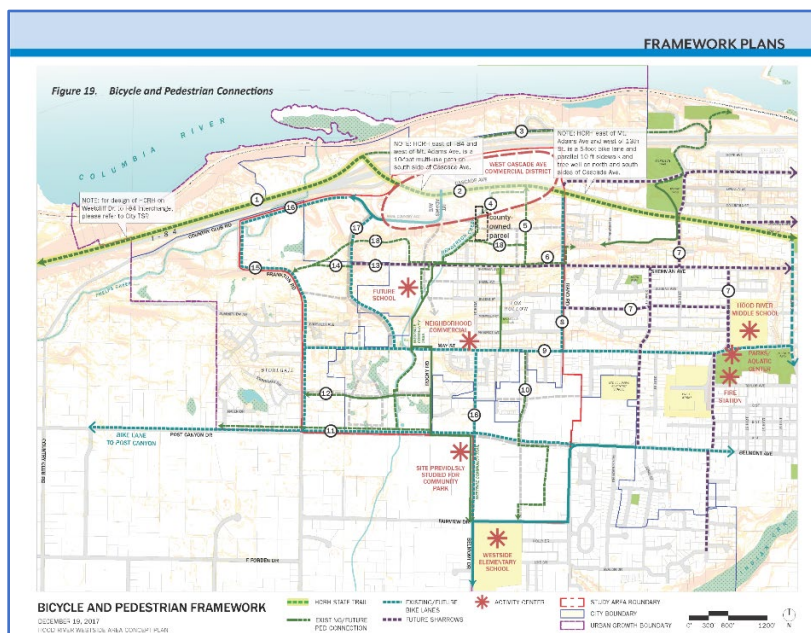
The following figures from the **Westside Area Concept Plan Report** show the how neighborhoods, including those within the Westside Urban Renewal District, can be served with parks (conceptual sizes and locations) to meet the needs of current and future residents, and how those neighborhoods and parks can be linked together with trails, multi-use paths and other transportation facilities.

Figure 3. Park and Open Space Framework



Source: City of Hood River Westside Area Concept Plan Report

Figure 4. Bicycle and Pedestrian Connections



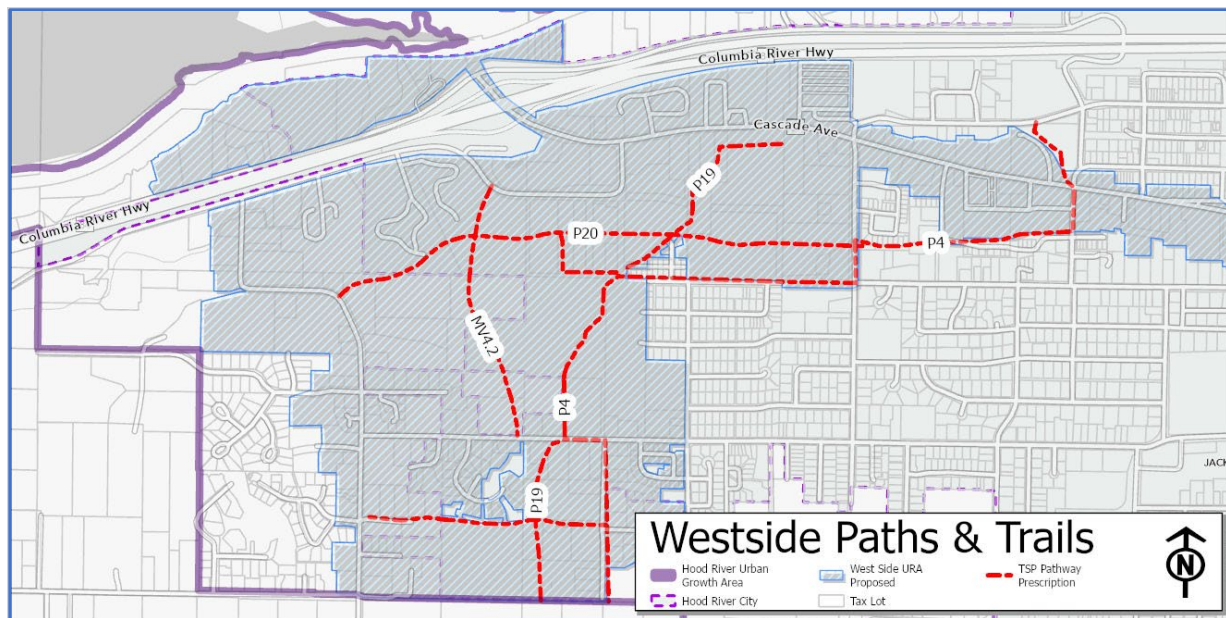
Source: City of Hood River Westside Area Concept Plan Report

The trail projects are listed in the **Transportation System Plan** and the conceptual parks projects are identified in the **Hood River Parks & Recreation District's Multi-Jurisdictional Parks Master Plan**.

Table 7. Trails and Parks Projects

Project ID	Location	Description
MV4.2	Westside Drive	Construct a multi-use path along Westside Dr. from Wine Country to May St.
P4	Westside Community Trail	Extend Westside Community Trail east from Rocky Road to connect with the existing trail at 20 th Street.
P19	Henderson Creek Trail	Construct an asphalt or concrete path from the south UGB/Post Canyon Drive extension to Cascade Avenue in a buffer along Henderson Creek.
P20	Ridgeline Trail north of Sherman Ave	Construct a trail from Rand Road to Frankton Road.
Urban Neighborhood Park A	TBD	Land Acquisition and Development for 2-acre park
Urban Neighborhood Park B	TBD	Land Acquisition and Development for 2-acre park
NA	NA	Additional opportunities to acquire land for trails, paths, and parks

Figure 5. Trail and Park Projects



D. Administration

Authorizes expenditures for the administrative costs associated with managing the Area including budgeting and annual reporting, planning and the implementation of projects in the Area. Funds could potentially be allocated from contingency to provide for annexation support.

VI. AMENDMENTS TO PLAN

The Plan may be amended as described in this section. Adding other properties to the Developer Incentives Program does not require an amendment to the Plan. All amendments to the Plan are to be listed numerically on the inside of the front page of the Plan and then incorporated into the Plan document and noted by footnote with an amendment number and adoption date.

A. Substantial Amendments

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 Agency, the Planning Commission, the County and adoption by the City Council by non-emergency ordinance after a hearing. If there is still unincorporated property within the boundary at the time of a substantial amendment, the County Board of Commissioners will also need to approve the substantial amendment via approval of a resolution. If there is no longer unincorporated property in the Area at the time of a substantial amendment, the City Council itself may approve a substantial amendment.

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 457.115.

Substantial Amendments are amendments that:

1. Add land to the tax increment area, except for an addition of land that totals not more than a cumulative 1% of the existing area of the tax increment area; or
2. Increase the maximum amount of indebtedness that can be issued or incurred under the Plan.

B. Minor Amendments

Minor Amendments are amendments that are not Substantial Amendments as defined in this Plan and in ORS 457. Minor Amendments require approval by the Agency by resolution.

C. Amendments to the Hood River Comprehensive Plan and/or Hood River Municipal Code

Amendments to the Hood River Comprehensive Plan and/or Hood River Municipal Code that affect the Plan and/or the Area shall be incorporated automatically within the Plan without any separate action required by the Agency or City Council. If a Substantial Amendment is prepared, the Section of this Plan on Relationship to Local Objectives should be updated at that time.

VII. 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. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VI – Amendment to Plan. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

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.

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 for 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 from 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 the construction and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section VII 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 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 the Plan. Because fair reuse value reflects limitations on the 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.

D. Properties to be acquired

This Plan must provide an indication of which real property may be acquired and the anticipated disposition of said real property whether by retention, resale, lease or other legal use, together with an estimated time schedule for such acquisition and disposition. This may be added at a date when the property is identified and may be added through a Minor Amendment.

VIII. 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. The Agency will comply with all applicable state law in providing these potential benefits.

IX. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on debt, usually in the form of bank loans or revenue bonds. The proceeds of the debt are used to finance the tax increment projects authorized in the Plan. Debt 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 a tax increment area over the frozen base value (i.e., total assessed value at the time a tax increment plan is adopted). 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 federal, state, 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, including costs associated with the preparation of the Plan.

B. Tax increment financing

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 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.

X. VALIDITY

Should a court of competent jurisdiction find any work, clause, sentence, section or part of this Plan to be invalid, the remaining words, clauses, sentences, sections or parts shall be unaffected by such findings and shall remain in full force and effect for the duration of this Plan.

XI. ANNUAL REPORT AND FINANCIAL REVIEW

The Agency shall file an Annual Report in compliance with ORS 457.460. Along with the Annual Report, the Agency will undertake a financial analysis of the Plan, including updated projections in years 15 and 20 for tax increment finance revenues and evaluating the ability of the revenues to achieve or exceed the Plan's maximum indebtedness by the anticipated expiration date in FYE 2049. The Agency shall also review the project list for potential changes. The Agency shall consult and confer with affected taxing districts regarding the results of this financial and project update and will consider revenue sharing or shortening the time frame of the Plan if revenues are exceeding projections.

XII. RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the following documents:

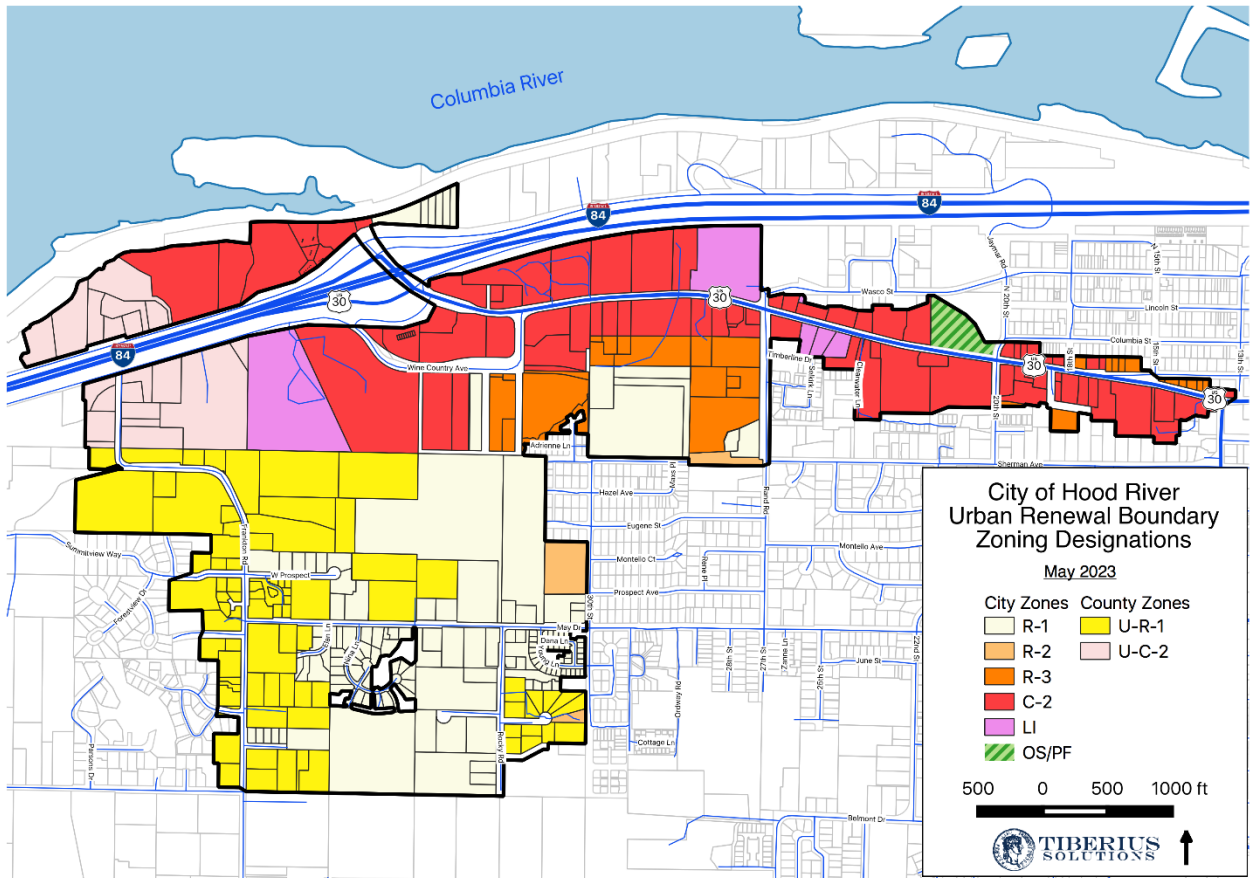
- **Hood River Comprehensive Plan (Comprehensive Plan)**
- **Hood River Transportation System Plan**
- **Hood River Affordable Housing Strategy**
- **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**
- **Hood River Municipal Code**

The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed. Some verbiage may say “complies with”, which, in this document is synonymous with “conforms to” as stated in ORS 457.095.

Zoning Code designations for all land in the Area are shown in Figure 2. Hood River has a one map system, so the comprehensive plan designations and zoning designations are the same. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Hood River Municipal Code.

Figure 6. Zoning Designations



Source: Tiberius Solutions with Data from the City of Hood River

A. Hood River Comprehensive Plan

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.

A. 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.*

FINDING: Section I of this Plan lists the extensive citizen involvement in the documents upon which this Plan was developed and on the Plan itself. The Plan conforms with the Comprehensive Plan Goal 1 - Citizen Involvement.

GOAL 5 OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES

OPEN SPACES

GOALS

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:

- 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.*

FINDING: The Plan provides funding for parks and trails within the Area. These include the Historic Columbia River Highway Trail, Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the Comprehensive Plan Goal 5 - Open Spaces, Scenic And Historic Areas And Natural Resources.

GOAL 6 AIR, WATER, AND LAND RESOURCES QUALITY

GOAL: *To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution—free environment.*

FINDING: Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic which should have a positive impact on air quality.

GOAL 8 RECREATIONAL NEEDS

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

POLICIES:

- 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.*
- 6. As parcels of land are annexed from the UGA into the City, some land will be designated Open Space/Public Land for the development of new parks and public facilities, including access ways, to serve the recreational needs of the community.*

FINDING: The Plan provides funding for parks and trails within the Area. These include the Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the Comprehensive Plan Goal 8 - Recreational Needs.

GOAL 9 ECONOMY

GOAL: *To diversify and improve the economy to the Hood River planning area while preserving and promoting the City's quality of life and small-town atmosphere.*

POLICIES:

- 1. Preserve and promote the city's "quality of life" including small town atmosphere, family-oriented community, good schools, open space and recreational opportunities, urban bike and walking system, beautiful natural setting and space for existing business to expand as an incentive for economic development.*
- 3. Allow for new and existing business expansion needs that support retention and growth of strategic employment clusters community which include: health care; advanced manufacturing (e.g., avionics, composite materials, electronics, etc.); athletic/outdoor gear (e.g., wind sports gear, apparel, ect.[sic]); clean-tech (e.g. utilities, wind energy research and development, ect.[sic]); food and beverage processing (e.g., fruit juice, wine, beer, organic supplements, etc.); creative services (e.g., computer software development, electronic publishing, ect.[sic]); and advanced education and create a desired balance between the quality of life of this community and economic health of the city.*

4. The majority of the targeted businesses that consider expanding/relocating to Hood River will consist of small businesses (less than 10 employees) that can locate within existing office or industrial buildings or within new office or flex/industrial buildings that are developed on vacant sites under 5 acres of size.

5. Ensure provisions of adequate public facilities in association with development to support economic development and maintain consistency between the public facilities plans and the Goal 9 goals, policies and implementation strategies.

6. The City has several commercial areas that can be set apart in the City and each have their own unique characteristics: Central Business District, The Heights Business District, the Waterfront, and West Cascade. The City will seek to distinguish these differences and propose ways to maintain these district employment districts.

9. Engender economic sustainability by supporting small businesses.

10. To continue to recognize the City's role in the Hood River planning area, county and beyond.

Implementation Strategies

5b. Utilized available grants and tax increment financing to assist in the financing of the extension of public facilities to lands in areas where infrastructure is deficient and cooperate with economic development agencies in marketing and incentives directed toward the fire strategic clusters.

FINDING: The Plan provides funding to implement the projects identified in the **Transportation System Plan**, the **Affordable Housing Strategy** and provision of parks and trails within the Area in accordance with the **Hood River Area Multi-Jurisdictional Recreation & Open Space Plan** that will help facilitate future development of the Area and preserve and promote the city's "quality of life" including small town atmosphere, family-oriented community, good schools, open space and recreational opportunities, urban bike and walking system, beautiful natural setting and space for existing business to expand as an incentive for economic development.

The Area contains the West Cascade commercial area that will benefit from improvements to the transportation network and by increased population within the Area to support the businesses within that commercial area.

The provision of public facilities within the Area is in conformance with goal 9 to ensure provision of adequate public facilities. The Plan conforms to the Comprehensive Plan Goal 9 - Economy.

GOAL 10 HOUSING

GOAL: To provide a variety of opportunities to meet the housing needs of the residents of Hood River at all income levels.

POLICIES:

1. The City will promote and encourage the maintenance of existing housing, the rehabilitation of older housing, and the development of a mixture of sound, adequate new housing in a variety of housing types to meet the needs of all segments of the population.

2. The City will ensure the orderly development of public utilities and services to serve buildable lands within the City and Urban Growth Boundary to meet the residential development needs of the community.

3. Development in the Urban Growth Area will occur in accordance with the land use designations established in the Plan Map and as further defined in the Urban Growth Management Agreement with Hood River County.

5. Mobile home parks will be allowed as a permitted use subject to site plan review using clear and objective criteria in the R-1, R-2, and R-3 Zones.

9. The City will encourage the provision of housing for senior, handicapped, and low income citizens at a minimum cost and will work with other organizations to achieve this goal.

11. The application of new technology, greater freedom of design, increased population densities, and economy of land use will be encouraged.

12. More efficient use of public facilities, to include existing roads, sewer and water mains will be emphasized in new development.

14. The City will annex parcels that are contiguous to city limits or separated from the City by a public right of way or body of water to provide water, wastewater or storm water service.

15. The City will encourage and support development of affordable housing, both publicly and privately financed, including the provision of government-subsidized housing, for households at or below 120% of the area median income, as defined by the U.S. Department of Housing and Urban Development (HUD).

18. Encourage the development of great neighborhoods by:

- Supporting neighborhood identity.
- Locating parks, trails, schools, daycare and churches in close proximity to residences.
- Incorporating natural features and spaces into developments.
- Connecting and orienting new neighborhoods.
- Encouraging residential development that conserves energy and water.

FINDING: One of three main categories of projects within the Plan is for the development of affordable housing, both rental and homeownership, in the Area. The funding will be used to supplement other funding sources to purchase land for affordable housing development for households at or below 120% of Area Median Income. The transportation network and utility infrastructure will be improved to allow for the development of housing within the Area. Funding is allocated for the provision of trails and parks within the Area to provided amenities to the housing in the Area. The Plan conforms with the Comprehensive Plan Goal 10 - Housing.

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.

1.4.1 POLICIES

1. Provide urban services (water, sewer, storm drainage and transportation) to residential, commercial and industrial lands within the City's Urban Growth Area ("UGA").

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.

9. Plan for the location of schools where there are adequate urban services planned.

13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions

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

FINDING:

The Plan provides for urban services to be provided to the Area and within the Urban Growth Area. These services will be in accordance with the Public Facilities Master Plans and coordinated with the **Transportation System Plan**. The Plan conforms with the Comprehensive Plan Goal 11 - Public Facilities and Services.

GOAL 12 TRANSPORTATION

There are seven transportation goals with related policies organized under each goal.

GOAL 1: *A balanced transportation system.*

POLICIES:

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.*

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.*

4. *Protect neighborhoods from excessive traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.*

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.*

GOAL 4: *An efficient transportation system that reduces the number of trips and limits congestion.*

POLICIES:

3. *Require minimum LOS on transportation systems serving new developments.*

GOAL 5: *Transportation facilities, which are accessible to all member [sic] of the community and reduce trip length.*

POLICIES:

1. Construct transportation facilities to meet the requirements of the American with Disabilities Act.
2. Develop neighborhoods and local connections to provide adequate circulation in and out of the neighborhoods.

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

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.*

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.
5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

GOAL 8: *Protect the function and operation of the interstate highway interchanges consistent with the planned land uses in the vicinity of the interchanges.*

POLICIES:

1. Provide for an adequate system of local roads and streets for access and circulation within the interchange areas that minimize local traffic through the interchanges and on the interchange cross roads.
2. Provide safe and efficient operations between the connecting roadways (and the local street network, if applicable) within adopted IAMP management areas in the City and the UGA.
4. Recognize the importance of the interchange function to support the City's economic development goals and plan, including providing access to family wage jobs in the downtown, at the waterfront, and in west Hood River.
7. Working in conjunction with ODOT, help ensure that the functional capacity and safety of I-84 interchanges in Hood River are preserved and that sufficient revenue is generated to finance necessary improvements.
8. Support the design of the Historic Highway in the vicinity of Exit 62 as a gateway into the City.
10. Support safe bicycle and pedestrian facilities in the vicinity of Exit 62 that provide connectivity throughout the area and to destinations along the proposed Historic Columbia River Highway State Trail and Hood River Valley.

FINDING: The Plan provides funding to implement the projects identified in the **Transportation System Plan** and provision of parks and trails within the Area in accordance with the **Hood River Area Multi-Jurisdictional Recreation & Open Space Plan** that will help facilitate future development of the Area. These include provision for bicycle and pedestrian needs and a transportation network that will allow for the future development of the Area. The Plan conforms with the Comprehensive Plan Goal 12 Transportation.

GOAL 13 ENERGY CONSERVATION

GOAL: *To conserve energy and encourage the use of renewable energy resources.*

POLICIES:

2. Higher density land use along major arterials, collectors and intersections will be encouraged.

FINDING: The Plan provides funding to implement projects identified in the **Transportation System Plan** along major arterials including Cascade Avenue, and at intersections such as Cascade Avenue/Mt. Adams, where mixed-use development is anticipated to help meet the City's needs for multi-family housing. These projects include upgrading sidewalks for pedestrian use and bike paths in some areas, including between residential neighborhoods and schools and commercial areas. The Plan conforms with the Comprehensive Plan Goal 13 Energy Conservation.

GOAL 14 URBANIZATION

GOAL: *To provide for an orderly and efficient transition from rural to urban land use.*

1. *Contain urban development within areas planned for future long-range expansion where basic urban services such as sewer, water facilities, police and fire protection can be efficiently and economically provided.*

6. *Make it possible for utility extensions and transportation facilities to be designed and located so as to more closely match population growth.*

7. *Preserve and enhance the livability of the area.*

FINDING: The boundary of the Plan includes both properties within the city limits and unincorporated properties. The unincorporated properties are within the urban growth area. The city anticipates that these properties will provide valuable housing to help address the housing needs as identified in the **Hood River Affordable Housing Strategy**. The ability to fully develop in the Area is dependent on the projects in the Plan that provide for infrastructure improvements to the Area. The Plan has taken care to address not only the motor vehicle transportation needs but the trail and park needs for the unincorporated areas within the boundary of the Plan. These improvements will preserve and enhance the livability of the Area. The Plan conforms with the Comprehensive Plan Goal 14 - Urbanization.

B. Hood River Transportation System Plan

These goals and policies are covered in the Transportation Section of the Hood River Comprehensive Plan.

C. Hood River Affordable Housing Strategy

The Hood River City Council adopted the following AHS Goals on August 9, 2021:

- *Increase and retain housing opportunities for households with incomes up to 120% of Hood River's Median Family Income (MFI).*
- *Engage residents, employers, housing advocates, service providers, and others affected by housing costs to ensure underrepresented voices are included in project outcomes.*
- *Adopt limited and actionable number of strategies with strong likelihood to result in affordable housing development.*
- *Ensure strategies address equity.*
- *Provide clear guidance about the specific policies, tools, and actions the City will use to encourage the development of affordable housing.*

FINDING: One of three main categories of projects within the Plan is for the development of affordable housing, both rental and homeownership, in the Area. The funding will be used to

supplement other funding sources to purchase land for affordable housing development for households at or below 120% of Median Family Income/Area Median Income/. The Equity Framework developed for this Plan and the Equity Framework in the Affordable Housing Strategy will be used to ensure that the projects which are undertaken address equity and engage residents, employers, housing advocates, service providers, and others affected by housing costs. The Plan conforms with the **Hood River Affordable Housing Strategy**.

D. Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan

Goal: Trails *Hood River County's comprehensive trail system promotes active lifestyles by providing non-vehicular connections to nature, parks, schools and other community destinations, while balancing recreational needs with other community goals and being sensitive to farm and forest uses*

Urban and Regional Trails: Develop, enhance, and maintain multi-use trails that provide safe opportunities to recreate and to connect to major destinations within urban areas and throughout the greater Hood River area.

Primitive Trails: Provide a sustainable system of recreation trails to provide access to motorized and non-motorized outdoor recreation and connections to the region's public forest lands for residents and visitors to the area.

Goal: Parks: *Park providers in the Hood River area provide and maintain adequate parkland to provide diverse recreational experiences and meet current and future community needs*

Parkland Acquisition: Acquire additional parkland necessary to serve the Hood River area's current and future population based on adopted service levels.

Neighborhood and Community Parks: Improve park sites to provide a diverse range of active and passive recreational experiences.

Riverfront Regional Parks: Maintain and enhance riverfront parks to connect residents with the water and provide unique recreational experiences.

County Regional Parks: Provide opportunities for residents and visitors to experience – on a day or overnight basis – minimally developed parks that promote a connection to nature.

Partner Agency Recommendations:

City of Hood River

- Coordinate with HRVPRD to acquire up to three neighborhood parks and one community park to serve the westside of Hood River
- Plan for the acquisition and development of several trail corridors, including Westside Trail, Henderson Creek Trail and Ridgeline Trail
- Upgrade and enhance park amenities, ADA accessibility, and parking at existing parks

FINDING: The Plan provides funding for parks and trails within the Area. These include the Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**.

E. Hood River Municipal Code

The land uses in the Area will conform to the zoning designations in the Hood River Municipal Code including the maximum densities and building requirements and are incorporated by reference herein. The existing zoning is shown in Figure 6.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories applied to the Area at the time of adoption of the Westside Urban Renewal Area Plan follow. They are in the order that they occur in Title 17 of the Municipal Code.

Title 17 Zoning

Existing City Zoning Categories and Permitted Uses

R-1 Urban Low Density Residential

Permitted Uses.

1. *Detached single family dwellings for residential use and accessory structures*
2. *Manufactured homes for residential use*
3. *Mobile home parks*
4. *Residential care facilities*
5. *Transportation facilities pursuant to 17.20.050(A)*
6. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
7. *Accessory uses permitted when accessory to residential use:*
 - a. *Accessory dwelling units subject to HRMC 17.23*
 - b. *Family day care subject to HRMC 17.04.100*
 - c. *Home Occupations subject to HRMC 17.04.100*
 - d. *Hosted homeshares and vacation home rentals subject to HRMC 17.04.115*
8. *Middle housing subject to HRMC Chapter 17.25.*

R-2 Urban Standard Density Residential

Permitted Uses.

1. *Detached single-family dwellings for residential and accessory structures*
2. *Duplexes for residential use*
3. *Manufactured homes for residential use*
4. *Mobile home parks subject to 17.12*
5. *Residential care facilities*
6. *Group residential, if less than fifteen (15) persons*
7. *Transportation facilities pursuant to 17.20.050(A)*

8. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
9. *Accessory uses permitted when accessory to residential use:*
 - a. *Accessory dwelling units subject to HRMC 17.23*
 - b. *Bed and breakfast facilities subject to HRMC 17.04.110*
 - c. *Family day care subject to HRMC 17.04.100*
 - d. *Home Occupations in accordance with HRMC 17.04.100*
 - e. *Hosted Homeshares and vacation home rentals subject to HRMC 17.04.115*
10. *Townhouse projects for residential use including:*
 - a. *Two (2) townhouses subject to HRMC 17.19*
 - b. *four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19*
11. *Middle housing subject to HRMC Chapter 17.25.*

R-3 Urban High Density Residential

Permitted Uses.

1. *Detached single-family dwellings for residential use and accessory structures*
2. *Duplexes and triplexes for residential use*
3. *Multi-family dwellings for residential use, subject to HRMC 17.16*
4. *Manufactured homes for residential use*
5. *Mobile home parks subject to HRMC 17.12*
6. *Residential care facilities*
7. *Group residential, if fifteen (15) or more persons, subject to site plan review*
8. *Transportation facilities subject to HRMC 17.20.050(A)*
9. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
10. *Accessory uses permitted when accessory to residential use:*
 - a. *Accessory dwelling units subject to HRMC 17.23*
 - b. *Bed and breakfast facilities subject to HRMC 17.04.110*
 - c. *Family day care subject to HRMC 17.04.100*
 - d. *Home Occupations to subject to HRMC 17.04.100*
 - e. *Hosted homeshares and vacation home rentals subject to HRMC 17.04.115*
11. *Townhouse projects for residential use including:*
 - a. *Three (3) or fewer townhouses subject to HRMC 17.19*
 - b. *Four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19.*
12. *Middle housing subject to HRMC Chapter 17.25.*

C-2 General Commercial

Permitted Uses. Except for C-2 Zoned land within the Waterfront Area, which are specifically addressed in Subsection D, the following uses are generally allowed in the C-2 Zone:

1. *Rooming and boarding houses*
2. *Home occupations*
3. *Bed and breakfast*
4. *Family day care*
5. *Residential care facility*
6. *Group residential, if less than 15 persons*
7. *Transportation facilities pursuant to 17.20.050(A)*

8. *Accessory dwelling units*
9. *Residential use of existing detached single-family dwellings, manufactured homes, duplexes and triplexes*
10. *Hosted homeshares subject to Section 17.04.115*
11. *Vacation home rentals subject to Section 17.04.115*

L1 Light Industrial

Permitted Uses.

1. *Temporary uses not exceeding thirty (30) days.*
2. *Caretaker's residence for an on-site industrial use.*
3. *Transportation Facilities pursuant to 17.20.050(A).*

OS/PF Open Space/public facility

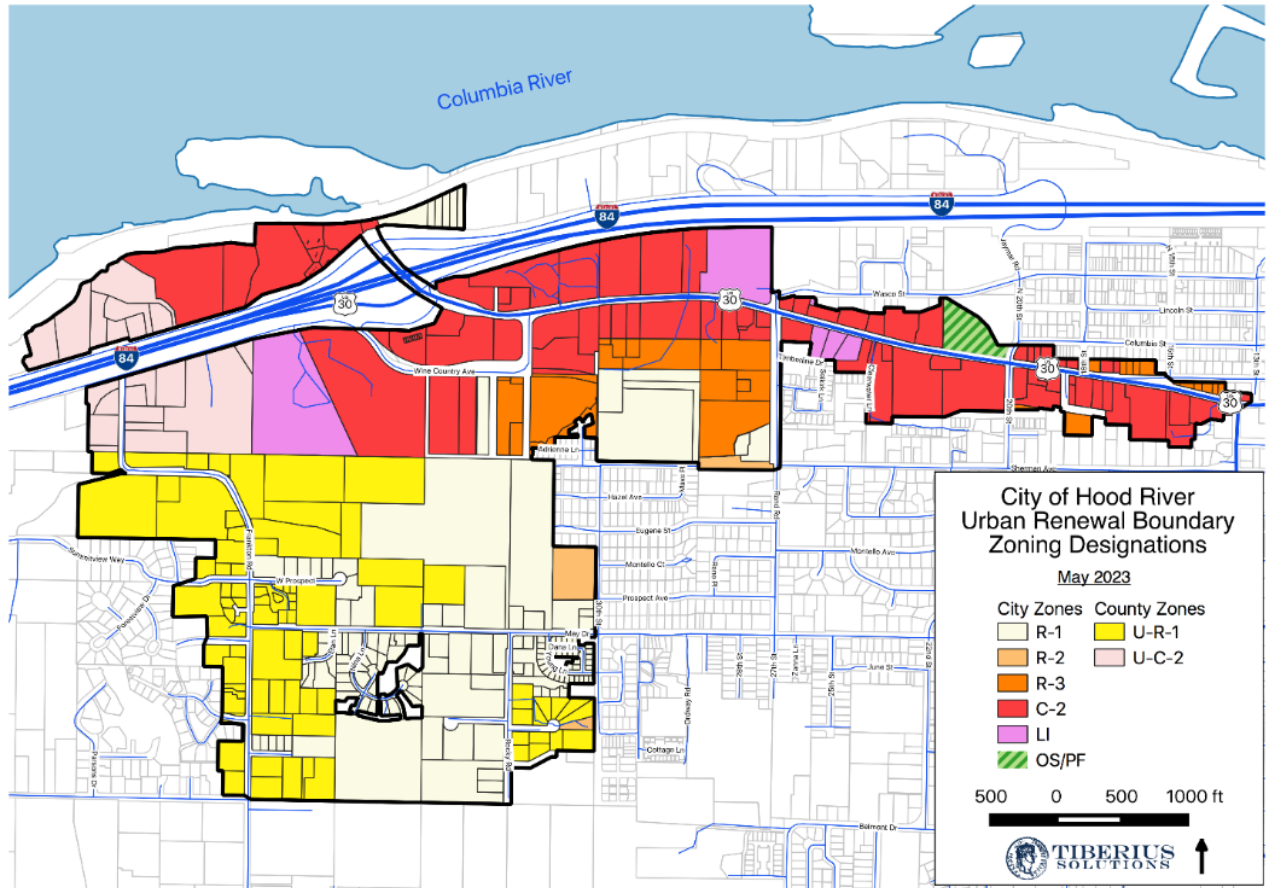
The purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review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

U-R-1 - Urban Growth Area Low Density Residential

U-C-2 - Urban Growth Area General Commercial

FINDING: The Plan Area contains the zoning districts identified above and is in conformance with the Community Development Code. As land in the Urban Growth Area is developed, it is anticipated it will be annexed to the city and zoning will be applied consistent with the described City zoning designations.

Figure 6 - Zoning Designations



XIII. LEGAL DESCRIPTION

next page

City of Hood River Urban Renewal Area Legal Description

A tract of land and road rights-of-way located in the Southeast and Southwest One-Quarters of Section 26, the Southeast and Southwest One-Quarters of Section 27, the Northeast and Northwest One-Quarters of Section 34, and the Northwest One-Quarter of Section 35, Township 3 North, Range 10 East, Willamette Meridian, City of Hood River, Hood River County, Oregon, and being more particularly described as follows:

Beginning at the southeast corner of Block 1 of the plat "Amended Plat of Idlewilde Addition", also being located at the intersection of the westerly right-of-way line of 13th Street and the northerly right-of-way line of U.S. Highway 30 (Oak Avenue) (Assessor's Map 3N.10E.26DD);

1. Thence Southwesterly 102 feet, more or less, to the intersection of the easterly right-of-way line of 13th Street and the southerly right-of-way line of U.S. Highway 30 (Oak Avenue) (Assessor's Map 3N.10E.26DD);
2. Thence along said southerly right-of-way line, Northwesterly 130 feet, more or less, to the easterly line of Instrument Number 2006-0067 (Assessor's Map 3N.10E.26DD);
3. Thence along said easterly line, Southwesterly 163 feet, more or less, to the most easterly corner of Tract 2 of County Survey Number 1045 (Assessor's Map 3N.10E.26DD);
4. Thence along the northerly line of said Tract 2, Westerly 140 feet, more or less, to the southerly line of said Instrument Number 2006-0067 (Assessor's Map 3N.10E.26DD);
5. Thence along said southerly line, Northwesterly 46 feet, more or less, to the easterly line of Instrument Number 2016-04335 (Assessor's Map 3N.10E.26DD);
6. Thence along said easterly line, Southerly 211 feet, more or less, to the southerly line of said Instrument Number 2016-04335 (Assessor's Map 3N.10E.26DD);
7. Thence along said southerly line, Westerly 173 feet, more or less, to the westerly line of said Instrument Number 2016-04335 (Assessor's Map 3N.10E.26DD);
8. Thence along said westerly line, Northerly 50 feet, more or less, to the easterly extension of the southerly line of Instrument Number 2021-03918 (Assessor's Map 3N.10E.26DD);
9. Thence along said easterly extension and said southerly line, Westerly 299 feet, more or less, to the westerly line of said Instrument Number 2021-03918 (Assessor's Map 3N.10E.26DD);
10. Thence along said westerly line, Northerly 116 feet, more or less, to the southerly line of Instrument Number 2017-03000 (Assessor's Map 3N.10E.26DD);
11. Thence along said southerly line, Westerly 188 feet, more or less, to the easterly line of Block 2 of the plat "Oak Crest Addition" (Assessor's Map 3N.10E.26DC);
12. Thence along said easterly line, Northerly 47 feet, more or less, to the northerly line of Instrument Number 2019-02566 (Assessor's Map 3N.10E.26DC);

13. Thence along said northerly line, Westerly 101 feet, more or less, to the easterly line of Instrument Number 2007-00266 (Assessor's Map 3N.10E.26DC);
14. Thence along said easterly line, Southerly 147 feet, more or less, to the southerly line of said Instrument Number 2007-00266 (Assessor's Map 3N.10E.26DC);
15. Thence along said southerly line, Westerly 215 feet, more or less, to the westerly line of said Instrument Number 2007-00266 (Assessor's Map 3N.10E.26DC);
16. Thence along said westerly line, Northerly 178 feet, more or less, to the northerly line of Block 5 of said plat "Oak Crest Addition" (Assessor's Map 3N.10E.26DC);
17. Thence along said northerly line, Westerly 30 feet, more or less, to the southerly extension of the easterly line of Block 6 of said plat (Assessor's Map 3N.10E.26DC);
18. Thence along said southerly extension, Northerly 30 feet, more or less, to the centerline of a vacated Public Street per said plat (Assessor's Map 3N.10E.26DC);
19. Thence along said vacated centerline, Westerly 58 feet, more or less, to the southerly extension of the westerly line of Lot 14 of said Block 6 (Assessor's Map 3N.10E.26DC);
20. Thence along said southerly extension, Southerly 30 feet, more or less, to said northerly line of said Block 5 (Assessor's Map 3N.10E.26DC);
21. Thence along said northerly line, Westerly 113 feet, more or less, to the most northerly corner of the plat "Armadales Townhomes Addition" (Assessor's Map 3N.10E.26DC);
22. Thence along the northerly line of said plat, Westerly 216 feet, more or less, to the easterly right-of-way line of 20th Street (Assessor's Map 3N.10E.26DC);
23. Thence leaving said easterly right-of-way line, Southwesterly 62 feet, more or less, to the intersection of the westerly right-of-way line of 20th Street and the northerly line of the plat "Southgorge PUD" (Assessor's Map 3N.10E.26DC);
24. Thence along said northerly line, Westerly 870 feet, more or less, to the westerly line of said plat "Southgorge PUD" (Assessor's Map 3N.10E.26CD);
25. Thence along said westerly line, Southerly 55 feet, more or less, to the southerly line of the plat "Kids Plaza Subdivision" (Assessor's Map 3N.10E.26CD);
26. Thence along said southerly line, Westerly 201 feet, more or less, to the westerly line of Tract B of said plat "Kids Plaza Subdivision" (Assessor's Map 3N.10E.26CD);
27. Thence along said westerly line, Northerly 388 feet, more or less, to the southerly line of Lot 6 of the plat "Clearwater Terrace Planned Unit Development" (Assessor's Map 3N.10E.26CD);
28. Thence along said southerly line, Westerly 247 feet, more or less, to the westerly line of said Lot 6 (Assessor's Map 3N.10E.26CD);
29. Thence along said westerly line, Northerly 91 feet, more or less, to the southerly line of Partition Plat Number 1993-22 (Assessor's Map 3N.10E.26CD);
30. Thence along said southerly line, Westerly 202 feet, more or less, to the westerly line of said Partition Plat Number 1993-22 (Assessor's Map 3N.10E.26CD);
31. Thence along said westerly line, Northerly 135 feet, more or less, to the northerly line of Instrument Number 963812 (Assessor's Map 3N.10E.26CD);
32. Thence along said northerly line, Westerly 232 feet, more or less, to the easterly right-of-way line of Rand Road (Assessor's Map 3N.10E.26CD);
33. Thence along said easterly right-of-way line, Southerly 970 feet, more or less, to the southerly right-of-way line of Sherman Avenue (Assessor's Map 3N.10E.35BB);

34. Thence leaving said easterly right-of-way line and said southerly right-of-way line, Southwesterly 54 feet, more or less, to the intersection of the easterly extension of the northerly line of Lot 96 of the plat "Adams View Subdivision, Phase 5" and the westerly right-of-way line of Rand Road (Assessor's Map 3N.10E.35BB);
35. Thence along said easterly extension, Westerly 574 feet, more or less, to the easterly line of said plat (Assessor's Map 3N.10E.35BB);
36. Thence along said easterly line, Northerly 52 feet, more or less, to the northerly right-of-way line of Sherman Avenue (Assessor's Map 3N.10E.35BB);
37. Thence along said northerly right-of-way line, Westerly 775 feet, more or less, to the section corner common to Sections 26, 27, 34, and 35 of Township 3 North, Range 10 East, Willamette Meridian (Assessor's Map 3N.10E.27DD);
38. Thence leaving said northerly right-of-way line, Northwesterly 10 feet, more or less, to the southeast corner of Lot 1 of the plat "Creekside Phase 1 P.U.D.", also being on the easterly line of said plat (Assessor's Map 3N.10E.27DD);
39. Thence along said easterly plat line, Northerly 170 feet, more or less, to the southerly line of Tract B of said plat (Assessor's Map 3N.10E.27DD);
40. Thence along said southerly line, Westerly 93 feet, more or less, to the westerly line of said Tract B (Assessor's Map 3N.10E.27DD);
41. Thence along said westerly line, Northerly 369 feet, more or less, to the northwesterly right-of-way line of Creekside Street (Assessor's Map 3N.10E.27DD);
42. Thence along said northwesterly right-of-way line, Southwesterly 50 feet, more or less, to the southeasterly line of Tract A of said plat (Assessor's Map 3N.10E.27DD);
43. Thence along said southeasterly line, Southwesterly 770 feet, more or less, to the southerly line of said plat (Assessor's Map 3N.10E.27DD);
44. Thence along said southerly line, Easterly 172 feet, more or less, to the northwest corner of the plat "Fox Hollow Subdivision" (Assessor's Map 3N.10E.34AA);
45. Thence along the westerly line of said plat, Southerly 660 feet, more or less, to the southerly line of said plat (Assessor's Map 3N.10E.34AA);
46. Thence along said southerly line, Easterly 334 feet, more or less, to the westerly right-of-way line of 30th Street (Assessor's Map 3N.10E.34A);
47. Thence along said westerly right-of-way line, Southerly 685 feet, more or less, to the northerly line of the plat "Hope Terrace PUD" (Assessor's Map 3N.10E.34AD01);
48. Thence along said northerly line, Westerly 124 feet, more or less, to the westerly line of Tract C of said plat (Assessor's Map 3N.10E.34AD01);
49. Thence along said westerly line, Southerly 63 feet, more or less, to the northerly right-of-way line of Dana Lane (Assessor's Map 3N.10E.34AD01);
50. Thence along said northerly right-of-way line, Easterly 41 feet, more or less, to the northerly line of Lot 30 of said plat (Assessor's Map 3N.10E.34AD01);
51. Thence along said northerly line, Easterly 87 feet, more or less, to the westerly line of Tract E of said plat (Assessor's Map 3N.10E.34AD01);
52. Thence along said westerly line, Southerly 310 feet, more or less, to the northeasterly corner of Tract D of said plat (Assessor's Map 3N.10E.34AD01);
53. Thence along the northerly line of said Tract D, Westerly 191 feet, more or less, to the westerly line of said Tract D (Assessor's Map 3N.10E.34AD01);
54. Thence along said westerly line, Southerly 108 feet, more or less, to the southerly line of said Tract D (Assessor's Map 3N.10E.34AD01);

55. Thence along said southerly line, Easterly 198 feet, more or less, to the westerly right-of-way line of 30th Street (Assessor's Map 3N.10E.34A);
56. Thence along said westerly right-of-way line, Southerly 407 feet, more or less, to the southerly line of Parcel 1 of Partition Plat Number 1993-13 (Assessor's Map 3N.10E.34A);
57. Thence along said southerly line and the westerly extension thereof, westerly 288 feet, more or less, to the easterly right-of-way line of a public right-of-way (Assessor's Map 3N.10E.34A);
58. Thence along the southeasterly right-of-way line of said public right-of-way, Southwesterly 414 feet, more or less, to the easterly right-of-way line of Rocky Road (Assessor's Map 3N.10E.34A);
59. Thence along said easterly right-of-way line, Southerly 280 feet, more or less, to the southerly line of the Northeast One-Quarter of Section 34, Township 3 North, Range 10 East, Willamette Meridian (Assessor's Map 3N.10E.34A);
60. Thence along said southerly line, Westerly 1,994 feet, more or less, to the easterly right-of-way line of Frankton Road (Assessor's Map 3N.10E.34AC);
61. Thence leaving said easterly right-of-way line, Northwesterly 59 feet, more or less, to the intersection of the northerly right-of-way line of Canyon Drive and the westerly right-of-way line of Frankton Road (Assessor's Map 3N.10E.34BD);
62. Thence along said northerly right-of-way line, Westerly 165 feet, more or less, to the easterly line of Parcel 2 of Partition Plat 2006-15P, as adjusted by Instrument Number 2021-00639 (Assessor's Map 3N.10E.34BD);
63. Thence along said easterly line, Northerly 285 feet, more or less, to the most southerly southeast corner of the plat "Stonegate East, Phase One" (Assessor's Map 3N.10E.34BD);
64. Thence along the easterly line of said plat, Northerly 170 feet, more or less, to the southwest corner of Lot 3 of said plat (Assessor's Map 3N.10E.34BD);
65. Thence along the easterly south line of said plat, Easterly 188 feet, more or less, to the southeasterly corner of Lot 1 of said plat (Assessor's Map 3N.10E.34BD);
66. Thence along the easterly line of said Lot 1, Northerly 127 feet, more or less, to the northerly line of said Lot 1 (Assessor's Map 3N.10E.34BD);
67. Thence along said northerly line and the northerly line of Lots 2 and 3 of said plat, Westerly 175 feet, more or less, to the easterly right-of-way line of Toms Drive (Assessor's Map 3N.10E.34BD);
68. Thence along said easterly right-of-way line, Northeasterly 18 feet, more or less, to a point of reverse curvature (Assessor's Map 3N.10E.34BD);
69. Thence leaving said easterly right-of-way line, Northerly 66 feet, more or less, to the intersection of the easterly line of the plat "Stonegate East, Phase Two" and the northerly right-of-way line of Stonegate Drive (Assessor's Map 3N.10E.34BD);
70. Thence along said easterly line and the northerly extension thereof, Northerly 354 feet, more or less, to the northeast corner of the plat "Stonegate East, Phase Three" (Assessor's Map 3N.10E.34BD);
71. Thence along the northerly line of said plat, Westerly 147 feet, more or less, to the westerly line of Instrument Number 2012-03264 (Assessor's Map 3N.10E.34BD);
72. Thence along said westerly line, Northerly 168 feet, more or less, to the southerly right-of-way line of an unnamed public road (Assessor's Map 3N.10E.34BD);

73. Thence leaving said southerly right-of-way line, Northeasterly 66 feet, more or less, to the intersection of the easterly line of Parcel 1 of Partition Plat Number 2004-15P and the northerly right-of-way line of said unnamed public road (Assessor's Map 3N.10E.34BA);
74. Thence along said easterly line, Northerly 163 feet, more or less, to the northerly line of said Parcel 1 (Assessor's Map 3N.10E.34BA);
75. Thence along said northerly line, Westerly 260 feet, more or less, to the westerly line of Parcel 2 of said Partition Plat Number 2004-15P (Assessor's Map 3N.10E.34BA);
76. Thence along said westerly line, Northerly 220 feet, more or less, to the southerly right-of-way line of Summitview Way (Assessor's Map 3N.10E.34BA);
77. Thence leaving said southerly right-of-way line, Northeasterly 182 feet, more or less, to the intersection of the easterly line of the plat "Summit View Estates" and the northerly right-of-way line of Summitview Way (Assessor's Map 3N.10E.34BA);
78. Thence along said easterly line, Northerly 450 feet, more or less, to the northerly line of said plat (Assessor's Map 3N.10E.34BA);
79. Thence along said northerly line, Westerly 1,057 feet, more or less, to the westerly line of Partition Plat Number 1991-31 (Assessor's Map 3N.10E.34B);
80. Thence along said westerly line, Northerly 396 feet, more or less, to the northerly line of said partition plat (Assessor's Map 3N.10E.34B);
81. Thence along said northerly line, Northeasterly 377 feet, more or less, to the southwesterly right-of-way line of Frankton Road (Assessor's Map 3N.10E.34B);
82. Thence along said southwesterly right-of-way line, Northwesterly 53 feet, more or less, to the southerly line of Instrument Number 2020-02175 (Assessor's Map 3N.10E.34B);
83. Thence along said southerly line, Westerly 227 feet, more or less, to the westerly line of said Instrument Number 2020-02175 (Assessor's Map 3N.10E.34B);
84. Thence along said westerly line, Northerly 165 feet, more or less, to the north line of Section 34, Township 3 North, Range 10 East, Willamette Meridian (Assessor's Map 3N.10E.34B);
85. Thence along said north line, Westerly 32 feet, more or less, to the westerly line of the plat "Frankton" (Assessor's Map 3N.10E.27C);
86. Thence along said westerly line, Northerly 365 feet, more or less, to the southeast corner of Instrument Number 1986-0823 (Assessor's Map 3N.10E.27C);
87. Thence along the southerly and easterly lines of said Instrument Number 1986-0823, Northerly 145 feet, more or less, to the southerly right-of-way line of U.S. Interstate 84 (Assessor's Map 3N.10E.27C);
88. Thence along said southerly right-of-way line, Northeasterly 2,867 feet, more or less, to a line parallel to, and 5 feet southwesterly of, the southwesterly edge of traveled way of U.S. Highway 30 (Assessor's Map 3N.10E.27D);
89. Thence along said parallel line, Northwesterly 846 feet, more or less, to the northerly right-of-way line of said U.S. Interstate 84 (Assessor's Map 3N.10E.27D);
90. Thence along said northerly right-of-way line, Southwesterly 2,825 feet, more or less, to the westerly line of Instrument Number 2006-3519 as amended by Instrument Number 2011-03161 (Assessor's Map 3N.10E.27C);
91. Thence along said westerly line, Northerly 340 feet, more or less, to the edge of a cliff (Assessor's Map 3N.10E.27C);

92. Thence along said edge of cliff, Northeasterly 2,031 feet, more or less, to the westerly line of Parcel 1 of Partition Plat Number 2006-19P (Assessor's Map 3N.10E.27D);
93. Thence along said westerly line, Northerly 164 feet, more or less, to the southerly right-of-way line of the Union Pacific Railroad (Assessor's Map 3N.10E.27D);
94. Thence along said southerly right-of-way line, Northeasterly 1,656 feet, more or less, to the easterly line of Partition Plat 2018-03P (Assessor's Map 3N.10E.27D);
95. Thence along said easterly line, Southerly 364 feet, more or less, to the northerly right-of-way line of U.S. Interstate 84 (Assessor's Map 3N.10E.27D);
96. Thence along said northerly right-of-way line, Westerly 677 feet, more or less, to a line parallel to, and 5 feet northeasterly of, the northeasterly edge of traveled way of U.S. Highway 30 (Assessor's Map 3N.10E.27D);
97. Thence along said parallel line, Southeasterly 669 feet, more or less, to the southerly right-of-way line of U.S. Interstate 84 (Assessor's Map 3N.10E.27D);
98. Thence along said southerly right-of-way line, Northeasterly 2,676 feet, more or less, to the westerly line of the plat "Erwin and Watson's First Addition to Hood River" (Assessor's Map 3N.10E.26CA);
99. Thence along said westerly line, Southerly 504 feet, more or less, to the northerly right-of-way line of Wasco Avenue (Assessor's Map 3N.10E.26CA);
100. Thence along said northerly right-of-way line, Northeasterly 62 feet, more or less, to the northerly extension of the easterly right-of-way line of Rand Road (Assessor's Map 3N.10E.26CD);
101. Thence along said northerly extension, Southerly 64 feet, more or less, to the southerly right-of-way of Wasco Avenue (Assessor's Map 3N.10E.26CD);
102. Thence along said southerly right-of-way line, Easterly 277 feet, more or less, to the southwesterly line of Instrument Number 2005-03988 (Assessor's Map 3N.10E.26CD);
103. Thence along said southwesterly line, Southeasterly 238 feet, more or less, to the easterly line of said Instrument Number 2005-03988 (Assessor's Map 3N.10E.26CD);
104. Thence along said easterly line, Northerly 14 feet, more or less, to the southerly line of Parcel 1 of Partition Plat Number 2020-11P (Assessor's Map 3N.10E.26CD);
105. Thence along said southerly line and the easterly extension thereof, Southeasterly 245 feet, more or less, to the northwest corner of Instrument Number 2006-03407 (Assessor's Map 3N.10E.26CD);
106. Thence along the northerly line of said Instrument Number 2006-03407, Easterly 110 feet, more or less, to the westerly line of Parcel 1 of Partition Plat Number 2006-02P (Assessor's Map 3N.10E.26CD);
107. Thence along said westerly line, Northerly 46 feet, more or less, to the northerly line of said Partition Plat 2006-02P (Assessor's Map 3N.10E.26CD);
108. Thence along said northerly line, Easterly 526 feet, more or less, to the southerly right-of-way line of said Wasco Avenue (Assessor's Map 3N.10E.26CD);
109. Thence along said southerly right-of-way line, Easterly 51 feet, more or less, to the northeasterly line of Deed Book 29, Page 265 (Assessor's Map 3N.10E.26DC);
110. Thence along said northeasterly line, Southeasterly 545 feet, more or less, to the westerly extension of the northerly line of Block 10 of the plat "Amended Plat of Idlewilde Addition" (Assessor's Map 3N.10E.26DC);
111. Thence along said westerly extension and said northerly line, Easterly 432 feet, more or less, to the westerly line of Lot 9 of said Block 10 (Assessor's Map 3N.10E.26DC);

112. Thence along said westerly line, Southerly 100 feet, more or less, to the northerly line of Lot 3 of said Block 10 (Assessor's Map 3N.10E.26DC);
113. Thence along said northerly line and the easterly extension thereof, Easterly 200 feet, more or less, to the westerly right-of-way line of 18th Street (Assessor's Map 3N.10E.26DC);
114. Thence along said westerly right-of-way line, Southerly 80 feet, more or less, to the northerly right-of-way line of Cascade Avenue (Assessor's Map 3N.10E.26DC);
115. Thence along said northerly right-of-way line, Easterly 61 feet, more or less, to the easterly right-of-way line of 18th Street (Assessor's Map 3N.10E.26DC);
116. Thence along said easterly right-of-way line, Northerly 88 feet, more or less, to the northerly line of Lot 12, Block 9 of said plat "Amended Plat of Idlewilde Addition" (Assessor's Map 3N.10E.26DC);
117. Thence along said northerly line and the easterly extension thereof, Easterly 525 feet to the easterly line of the west half of Lot 2 of said Block 9 (Assessor's Map 3N.10E.26DD);
118. Thence along said easterly line, Southerly 100 feet, more or less, to the southerly line of said Block 9 (Assessor's Map 3N.10E.26DD);
119. Thence along said southerly line, Easterly 75 feet, more or less, to the westerly right-of-way line of 15th Street (Assessor's Map 3N.10E.26DD);
120. Thence along said westerly right-of-way line, Southerly 15 feet, more or less, to the northerly right-of-way line of Cascade Avenue (Assessor's Map 3N.10E.26DD);
121. Thence leaving said northerly right-of-way line, Southeasterly 75 feet, more or less, to the northwest corner of Block 1 of said plat "Amended Plat of Idlewilde Addition" (Assessor's Map 3N.10E.26DD);
122. Thence along the northerly line of said Block 1, Easterly 400 feet, more or less, to the easterly line of Lot 5 of said Block 1 (Assessor's Map 3N.10E.26DD);
123. Thence along said easterly line, Southerly 70 feet, more or less, to the southerly line of Instrument Number 2007-01433 (Assessor's Map 3N.10E.26DD);
124. Thence along said southerly line, Easterly 75 feet to the westerly line of Instrument Number 2001-3062 (Assessor's Map 3N.10E.26DD);
125. Thence along said westerly line and the southerly line of said Instrument Number 2001-3062, Southeasterly 128 feet, more or less, to the westerly right-of-way line of 13th Street (Assessor's Map 3N.10E.26DD);
126. Thence along said westerly right-of-way line, Southerly 59 feet, more or less, to the Point of Beginning.

Excepting therefrom;

Excepting Parcel 1;

Tract B of the plat "Hope Terrace PUD" (Assessor's Map 3N.10E.34AD01).

Excepting Parcel 2;

Tract "A" of the plat "Willow Ponds Planned Unit Development, Phase 2" (Assessor's Map 3N.10E.34AC).

Excepting Parcel 3;

Tract "B" of the plat "Willow Ponds Planned Unit Development, Phase 2" (Assessor's Map 3N.10E.34AC).

Excepting Parcel 4;

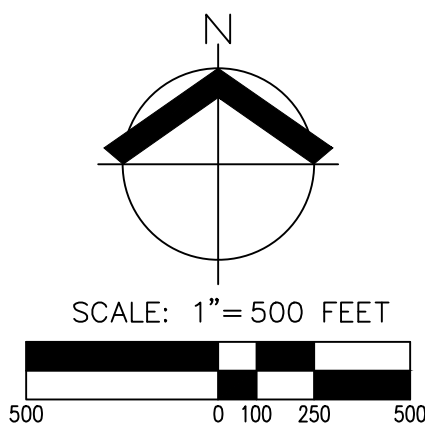
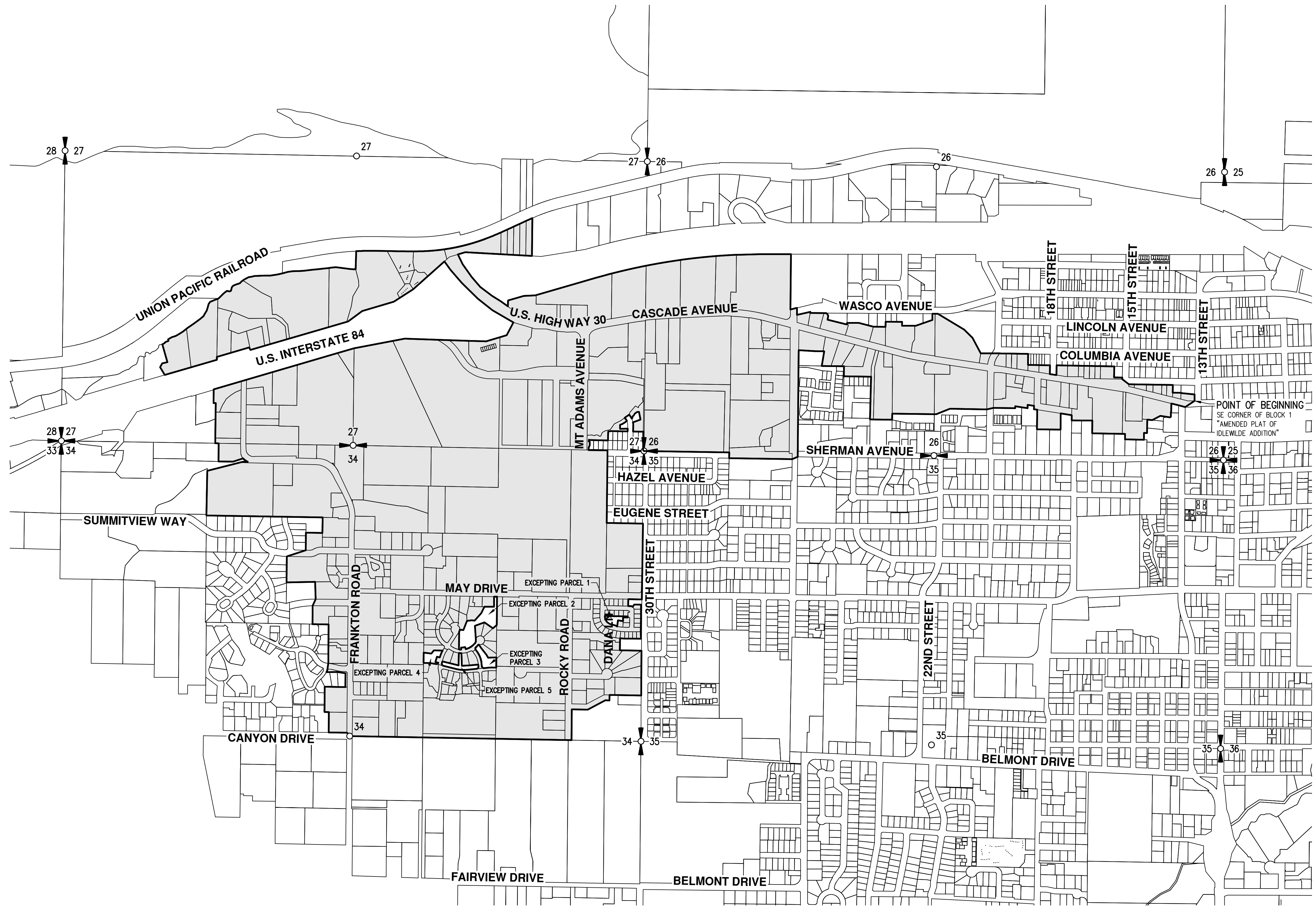
Tract "C" of the plat "Willow Ponds Planned Unit Development, Phase 3" (Assessor's Map 3N.10E.34AC).

Excepting Parcel 5;

Tract "D" of the plat "Willow Ponds Planned Unit Development, Phase 3" (Assessor's Map 3N.10E.34AC).

The above described tract of land contains 406 acres, more or less.

8/3/2023



AREA: 406 ACRES±

CITY OF HOOD RIVER
URBAN RENEWAL AREA
HOOD RIVER **OREGON**

MAP OF URBAN RENEWAL
AREA COVER SHEET

DESIGNED BY:
 DRAWN BY: ELN
 MANAGED BY: MSK
 CHECKED BY: MSK
 DATE: 8/3/2023

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

Michael S. Kalina

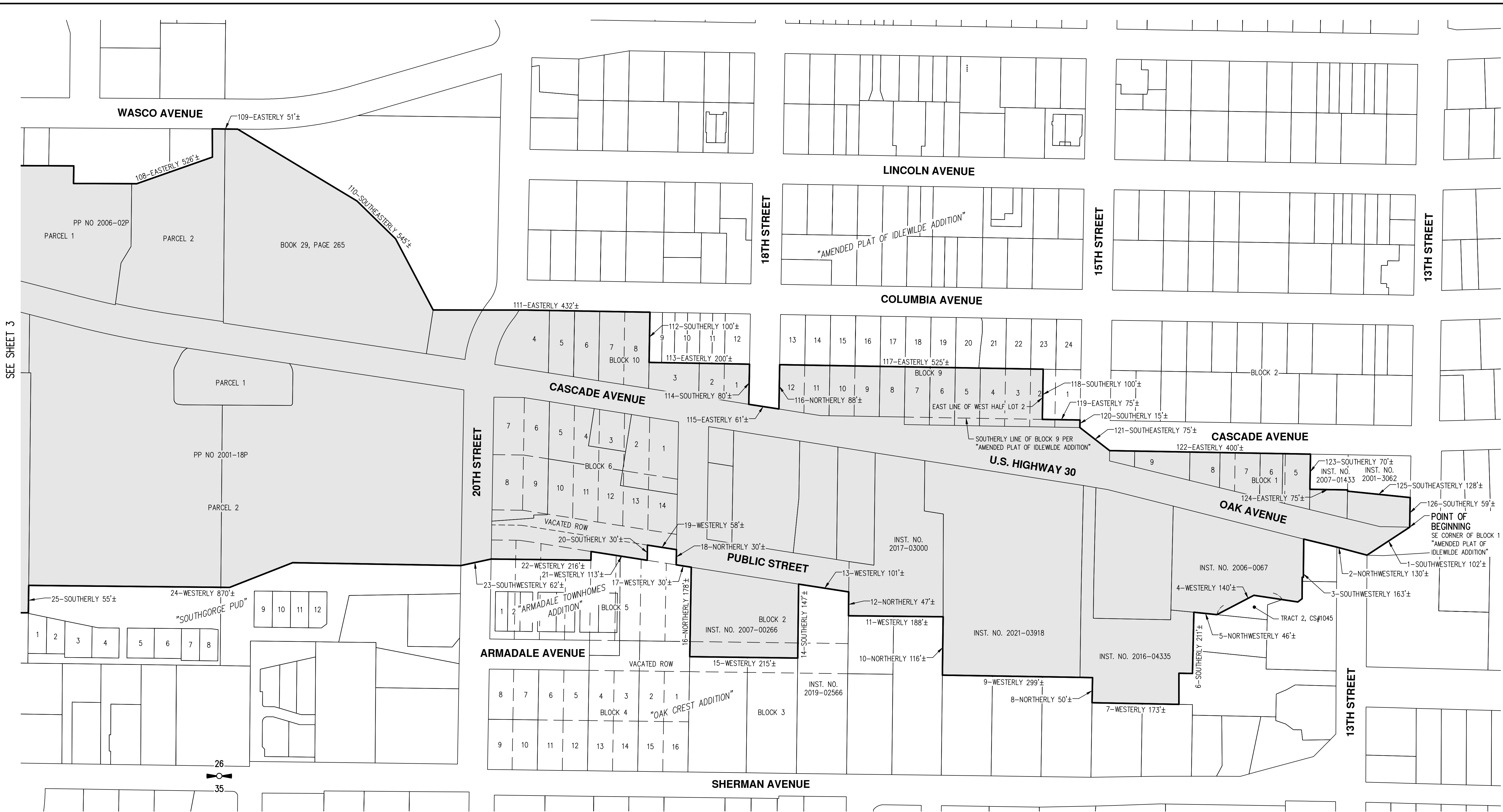
OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/25

REVISIONS

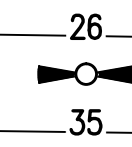
JOB NUMBER
10349

SHEET
01

AKS DRAWING FILE: 10349_URB.DWG | LAYOUT: 02



SEE SHEET 3



SCALE: 1"=100 FEET

AREA: 406 ACRES±

AKS
 AKS ENGINEERING & FORESTRY, LLC
 12065 SW HERMAN RD, STE 100
 TUALATIN, OR 97062
 503.563.6151
 WWW.AKS-ENG.COM

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CITY OF HOOD RIVER
URBAN RENEWAL AREA
HOOD RIVER OREGON

MAP OF URBAN RENEWAL AREA

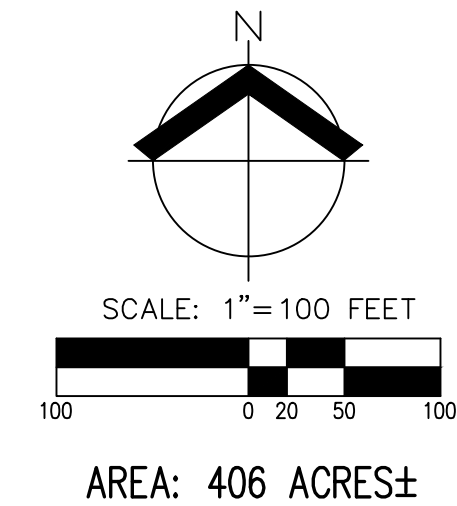
DESIGNED BY:	
DRAWN BY:	ELN
MANAGED BY:	MSK
CHECKED BY:	MSK
DATE:	8/3/2023
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/25	
REVISIONS:	
JOB NUMBER:	10349
SHEET:	02

AKS DRAWING FILE: 10349_URB.DWG | LAYOUT: 03

SEE SHEET 5

MT ADAMS AVENUE

U.S. INTERSTATE 84



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**CITY OF HOOD RIVER
 URBAN RENEWAL AREA
 HOOD RIVER OREGON**

**MAP OF URBAN
 RENEWAL AREA**

SEE SHEET 2

DESIGNED BY:
 DRAWN BY: ELN
 MANAGED BY: MSK
 CHECKED BY: MSK
 DATE: 8/3/2023

REGISTERED
 PROFESSIONAL
 LAND SURVEYOR

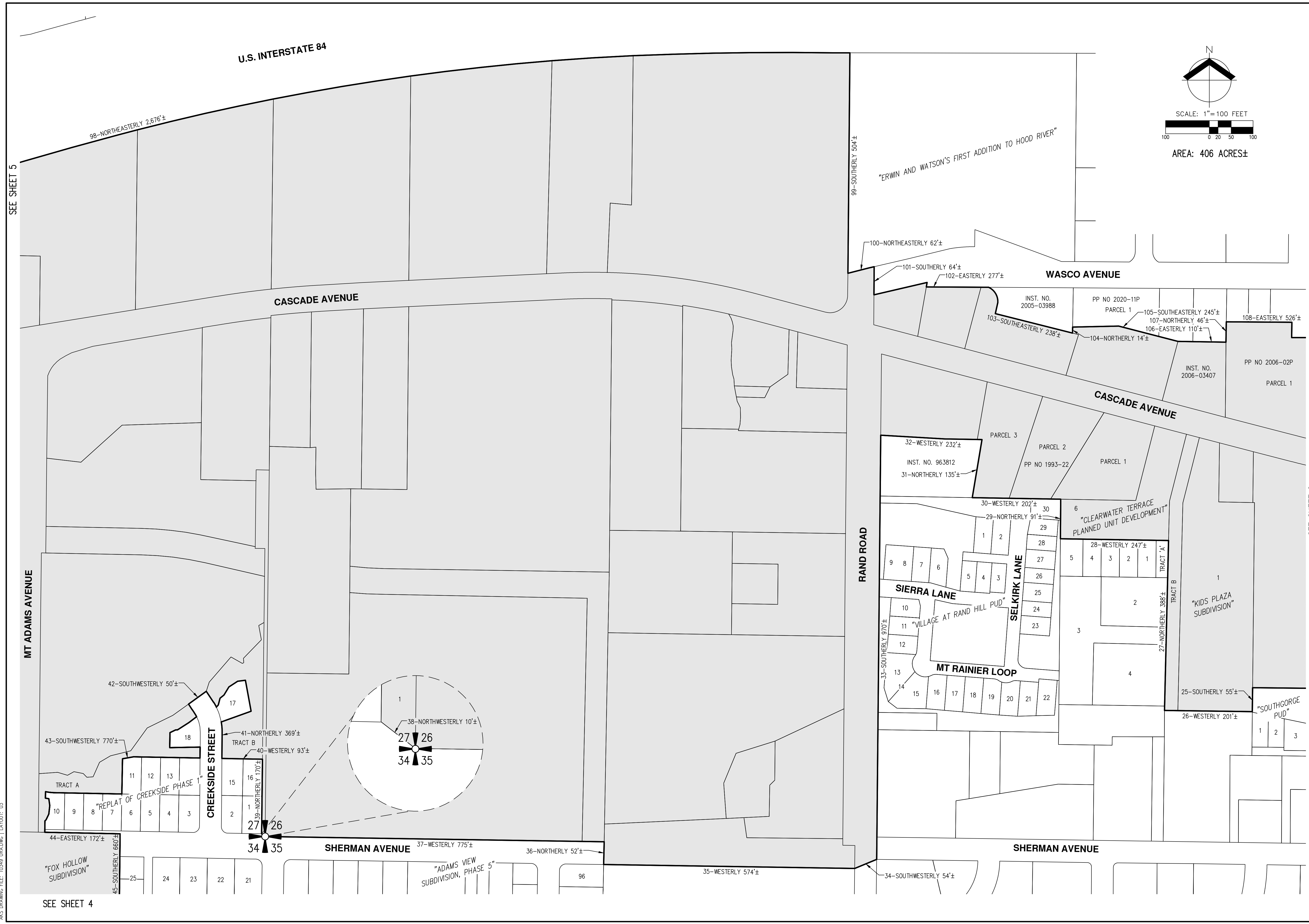
Michael S. Kalina

OREGON
 JANUARY 12, 2016
 MICHAEL S. KALINA
 89558PLS
 RENEWS: 6/30/25

REVISIONS

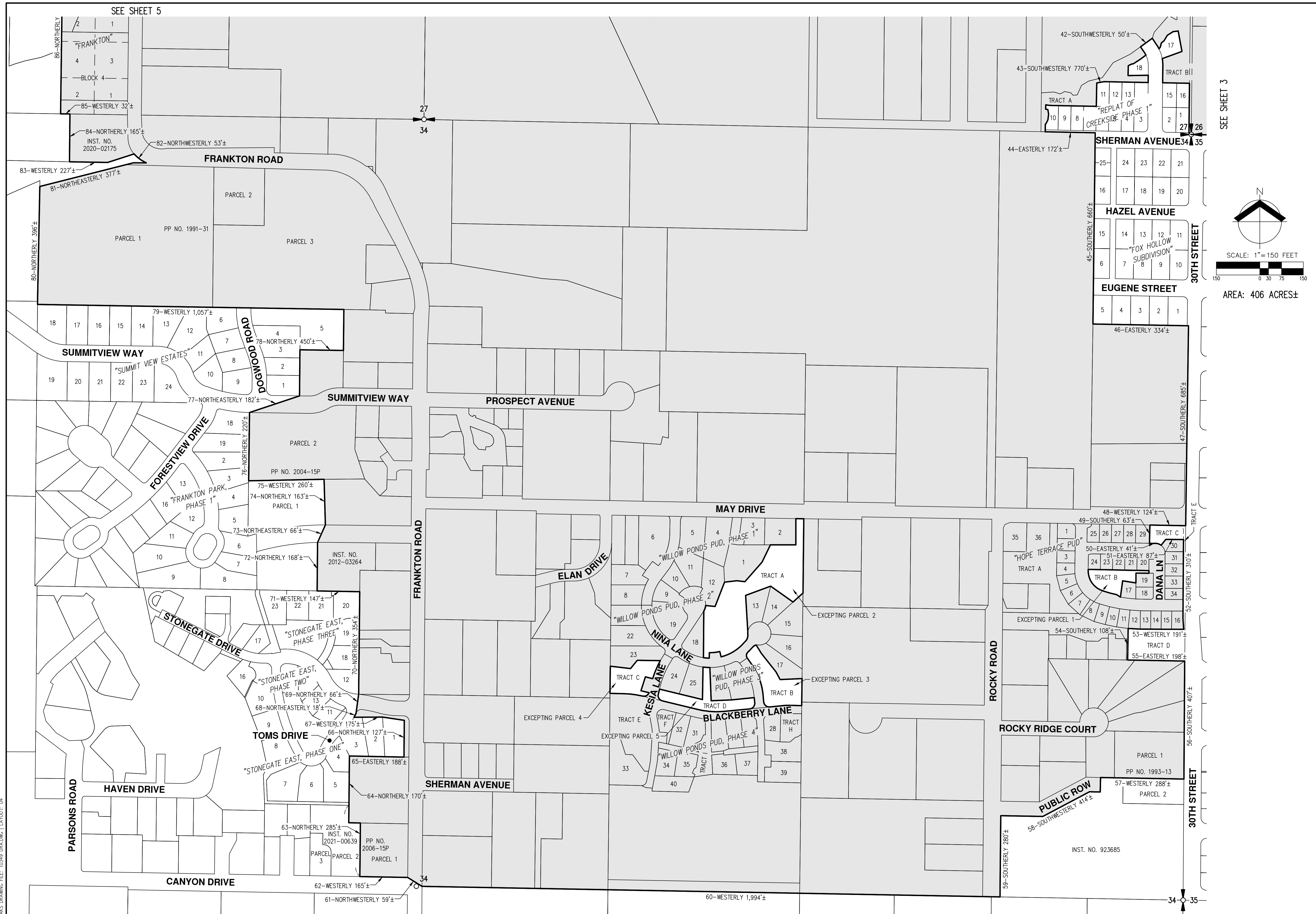
JOB NUMBER
10349

SHEET
03



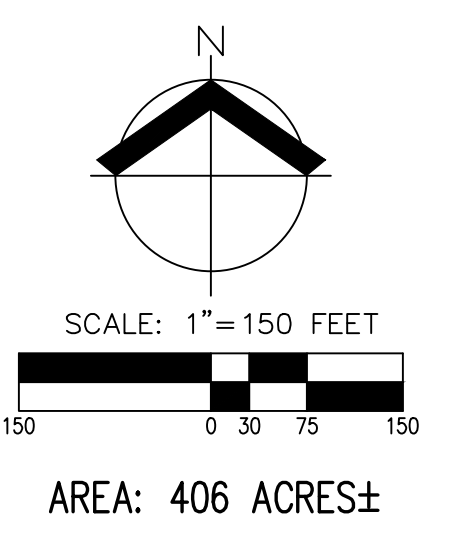
SEE SHEET 4

AKS DRAWING FILE: 10349_URB.DWG | LAYOUT: 04



SEE SHEET 5

SEE SHEET 3



AREA: 406 ACRES±

AKS ENGINEERING & FORESTRY, LLC
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TUALATIN, OR 97062
503.563.6151
WWW.AKS-ENG.COM

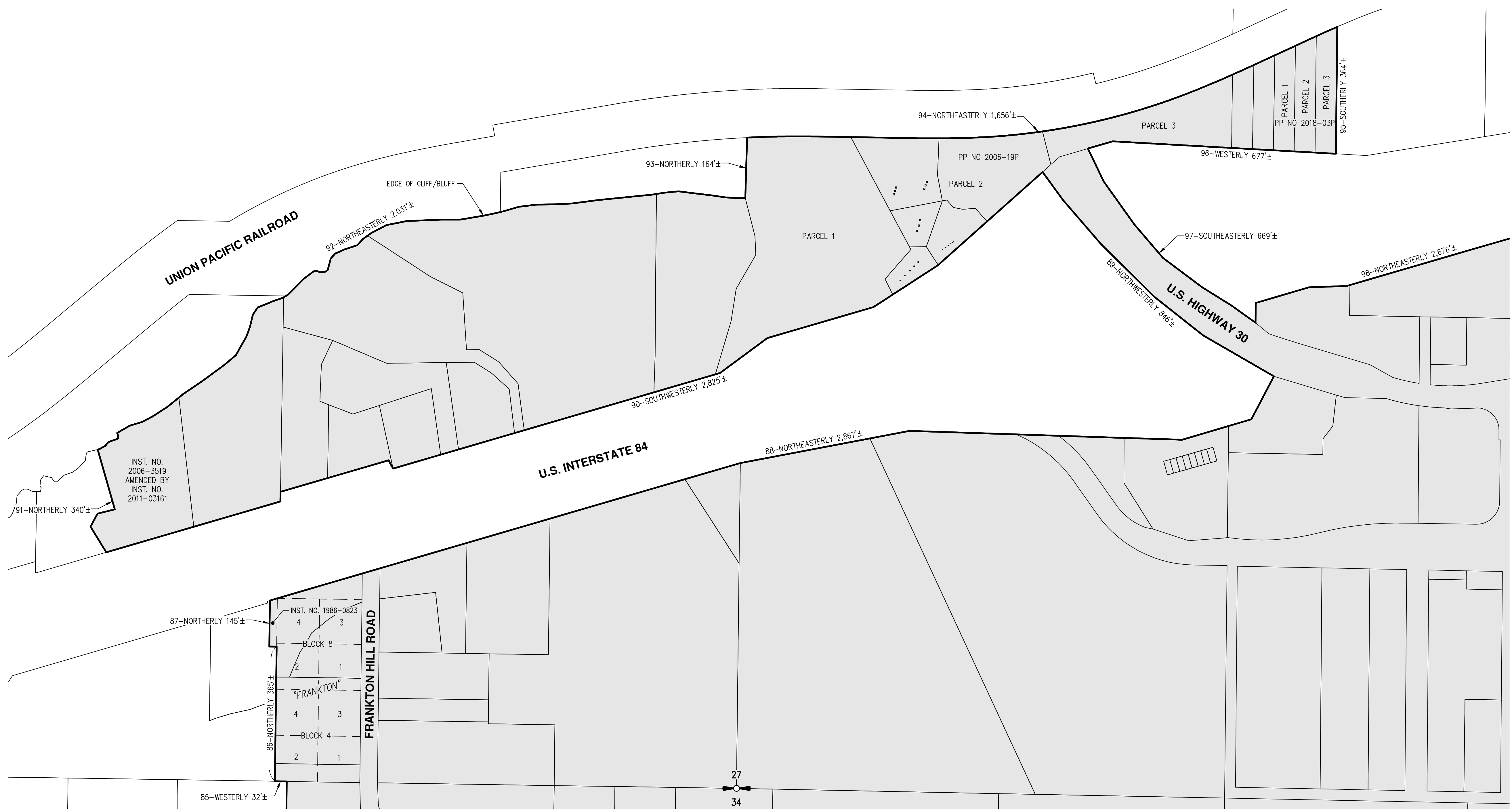
CITY OF HOOD RIVER
URBAN RENEWAL AREA
HOOD RIVER
OREGON

MAP OF URBAN
RENEWAL AREA

DESIGNED BY:
DRAWN BY: ELN
MANAGED BY: MSK
CHECKED BY: MSK
DATE: 8/3/2023
REGISTERED PROFESSIONAL LAND SURVEYOR
Michael S. Kalina
OREGON
JANUARY 12, 2016
MICHAEL S. KALINA
89558PLS
RENEWS: 6/30/25

JOB NUMBER
10349
SHEET
04

AKS DRAWING FILE: 10349_URB.DWG | LAYOUT: 05



INST. NO. 2006-3519 AMENDED BY INST. NO. 2011-03161

INST. NO. 1986-0823
 4 3
 BLOCK 8
 2 1
 "FRANKTON"
 4 3
 BLOCK 4
 2 1

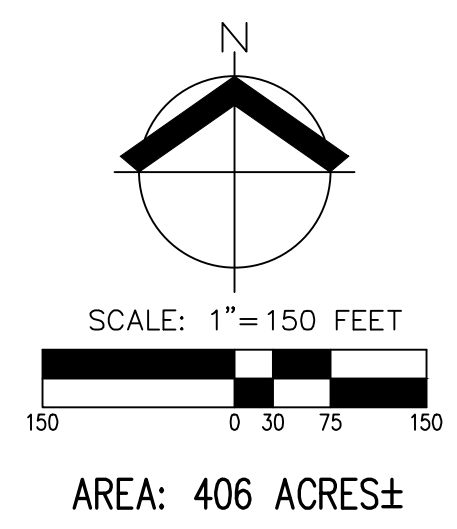
PARCEL 1
 PARCEL 2
 PARCEL 3
 PP NO 2018-03P

PP NO 2006-19P
 PARCEL 2

SEE SHEET 4

SEE SHEET 3

27
34



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CITY OF HOOD RIVER
URBAN RENEWAL AREA
HOOD RIVER OREGON

MAP OF URBAN RENEWAL AREA

DESIGNED BY:	
DRAWN BY:	ELN
MANAGED BY:	MSK
CHECKED BY:	MSK
DATE:	8/3/2023
REGISTERED PROFESSIONAL LAND SURVEYOR	
<i>Michael S. Kalina</i>	
OREGON JANUARY 12, 2016 MICHAEL S. KALINA 89558PLS RENEWS: 6/30/25	
REVISIONS	
JOB NUMBER	10349
SHEET	05

Exhibit A to the Westside Urban Renewal Plan Public Input in Prior Planning Efforts

Who was reached in previous plans advising the Westside Urban Renewal District?

Multi-Jurisdictional Parks Master Plan

This Multi-Jurisdictional Parks, Recreation & Open Space Plan is intended to serve as the guiding recreation plan for the Hood River Valley Parks and Recreation District, the City of Hood River and Hood River County. The Port of Hood River and Hood River County School District, along with several conservation organizations, were integral partners and contributors to the plan.

Outreach efforts located on p. 1-7 of document, summarized as follows:

- Three Focus Groups: Wind/water/trail recreation group; sports fields and facilities group; Latino community group
- 11 stakeholder interviews: residents, NGOs, local business, rotary, community education, faith communities and activist groups.
- Community surveys: Mail & online-based community survey to gather input to help determine park, trail, open space and recreation priorities of the community. In close collaboration with Parks District staff and a Technical Advisory Committee, Conservation Technix developed the 16-question survey that was estimated to take approximately five minutes to complete. The mail survey was sent to a random sample of 2,500 households within the boundaries of the District on September 14th, and surveys were collected until October 31, 2018. Reminder postcards were mailed to the 2,500 households on October 2, 2018. An online version of the survey was posted to the District's website and made available to the general public. Information on the online survey was posted on September 19th and closed on October 22, 2018.
 - In total, 582 surveys were completed, and the two survey datasets were kept isolated to enable comparisons between the two samples. A summary of community survey results appear in Appendix B of the Master Plan.
- 1 community meeting
- 12 tabling events
- Social media content, eNewsletter, Radio Tierra advertising & emails
- Webpage for master plan process with project updates, links to the survey and additional information.
- HRVPRD partnered with The Next Door, a local nonprofit providing health and family services for the Latino community, to support outreach and recruitment of participants, in both English and Spanish. Also, staff from the Hood River Valley Park & Recreation District presented information about the plan to the Latinos In Action group to solicit feedback on the best ways to reach and get information from Latinos in Hood River.

Affordable Housing Strategy

This Strategy identifies and describes actions and implementation steps to address housing affordability and encourages the development and preservation of housing units to better meet residents' affordability needs. With this Strategy, the City has identified a set of actions to support new and existing affordable development. The actions will encourage the development of more diverse housing types, grow partnerships with housing providers and agencies involved in housing issues, and reduce displacement risk for Hood River residents.

Engagement Process located on p. 67 of document:

- Project Task Force – The City of Hood River recruited members to a community advisory Task Force and advertised the opportunity to serve on the task force in both English and Spanish via the City's website, social media, and direct outreach. The Task Force met five times via Zoom over seven months to provide multiple rounds of feedback, advice, and input throughout the development of the AHS, providing greater understanding of unmet housing needs in Hood River, considerations about the development of housing in Hood River, and priorities for strategies. Meeting agendas and presentations are posted on the City's website.
 - Members of the twelve-person Task Force include renters, housing advocates, service providers, employers, people with lived experience in publicly subsidized housing, and other community members to ensure underrepresented voices are included in project outcomes. The Task Force included representatives from the Mid-Columbia Housing Authority, Columbia Cascade Housing Corporation, and Mid-Columbia Community Action Council.
- Stakeholder discussions
 - Service Providers: senior services, healthcare, families with young children, native communities, and farmworkers.
 - Public partners: Hood River County, HR School District, HR Parks and Rec, Port of HR, CAT Transit District, CGCC
 - Latino community (two of them), affordable housing providers, local housing developers, employers
 - Collaborative: multiple rounds of feedback, worked with the Task Force to refine strategies
- Public involvement announcements included use of:
 - Project webpage
 - Press releases
 - eNewsletter updates
 - Radio Tierra

Transportation System Plan:

The 2021 TSP amendments focused on incorporating new projects developed as a part of the Westside Area Concept Plan Report dated 12/29/2017.

TSP Outreach Report (completed after the Westside Area Concept Plan Report process):

- Public involvement included:
 - Online open house and website to present information and receive community input, managed by DKS Associates.
 - City advertised online open house through eNewsletter via MailChimp, direct emails to Latino/Latinx community advocates, Radio Tierra (95.1FM), Facebook, and two-week print and digital advertising through Hood River News.
 - In-person open house and other meetings were not feasible due to COVID-19 pandemic.
 - PC Hearings held 3/1/21 and 3/15/21 with opportunity to present testimony.
 - CC Hearings held 4/12/21 with opportunity to present testimony and 4/26/21 for first reading of Ordinance 2062.

Outreach Plan in TSP Appendix L p. 562-585 of TSP Appendix:

- Outreach tools: website updates, meeting announcements,
- Locations for flyering and outreach: City Hall, Library, recreation center, senior center, La Clinica, local newspaper
- News articles
- Advisory Committees: Invited agencies and communities of interest
 - Agencies: City of HR, HR County, DLCD field rep, several ODOT reps, CAT
 - Business: DT Business Association, Growers and Shippers, major employers (hospital, school district) Port of HR, MCEDD
 - Community: HRCSD-Safe Routes to School rep; liaisons to Bike-Ped group, senior/disabled, Healthy Hood River community group, recreation advocate, other neighborhood and stakeholder groups
- Bicycle-Pedestrian Group: High School student, Hood River Valley Residents Associate, bicyclists, pedestrians, senior citizen, mobility impaired citizen, trail user/advocate, Parks and Rec, City Staff
- Additional activities/groups/events: Stakeholder interviews, Truck circulation, community workshop.
- Multiple Virtual Open Houses

Hood River Urban Renewal Plan Equity Framework – February 2023

The purpose of the equity framework is to honor the goals articulated in Hood River City Council Resolution 2020-13¹ on Racial and Social Equity and outline the broad questions the City of Hood River should consider as it evaluates potential urban renewal investments in the Westside. Framed as a set of questions that can guide the project process, the equity framework will assist the project team as it works to embed equity in every step of the urban renewal planning process and implementation of the plan. This includes developing goals, engaging with the community, and identifying and refining potential urban renewal projects.

Overarching Principles

In developing and implementing a potential urban renewal area in the Westside, the City will adhere to the following principles to guide its decisions. These align with Resolution 2020-13, which outlines actions for racial justice and equity in Hood River.

Overarching Principle for Creation of the Urban Renewal Feasibility Study and Plan	Alignment with Resolution 2020-13
Clarity. Understand what you are doing and why. It is our responsibility to move forward with this plan knowing the problems that our community faces.	“The Hood River City Council envisions a community where every person feels safe, where trust is maintained, where all people are equitably cared for; and recognizes that local governments must be an essential participant in the movement for racial and social equity”
Transparency. Be open with the community about what you are doing and why. Use inclusive and plain language and offer information in both English and Spanish. Be clear about how we are using past input and how new input we receive will be used.	“The City of Hood River will actively seek input from all community members, especially individuals from communities disproportionately affected by racism and other economic and social disparities”
Comprehensive vision. Assess the multitude of potential benefits and negative consequences of a proposed action; pay attention to who could benefit and who may be harmed or burdened by an action.	“The City of Hood River will identify and eliminate instances of bias and racial/social equity barriers in City programs and services”
Commitment to equity. Seek to ensure benefits accrue to communities who have historically been left behind, primarily communities of color and low-income communities; work to ensure burdens aren’t disproportionately borne by those who have historically borne the burdens of government action. Emphasize both equity in process and equity in outcomes.	“The City supports the goal of systematic change to achieve racial and social equity in our community”
Consider long-term effects. Commit to long-term goals that will benefit future generations.	“The Hood River City Council will work towards a community centered planning process that promotes resilience to climate effects among low-income populations and communities of color” “The Hood River City Council will coordinate our actions with community partners in recognition that it will take the work of all of us pulling together to enact real, lasting change.”

¹ The City Council of the City of Hood River Resolution 2020-13. https://cityofhoodriver.gov/wp-content/uploads/Resolutions/Resolution-2020-13-Equity-Resolution_v2.pdf

Equity Questions/Considerations by Phase

Each section describes process steps and questions that the City should consider in each phase of the urban renewal planning process.

Phase: Develop Feasibility and Urban Renewal Plan

Assess Past Engagement

Process:

- Review and summarize past engagement for plans that will inform the list of urban renewal plan projects (including the Transportation System Plan, Westside Concept Plan, Affordable Housing Strategy, and Master Park Plan)
- Evaluate what, if any, additional engagement is needed to supplement those efforts (particularly with underrepresented or marginalized groups)

Key Questions:

- Did we reach all key constituencies?
- Who did we not reach?
- Are there additional questions specific to the plan that should be revisited?

Create Engagement Plan

Process:

- Determine who will be informed of urban renewal projects, what the City wants them to know, and what feedback the City would like to receive.
- Pay attention to including people who:
 - Have not been engaged in prior Westside planning efforts
 - May have been displaced from Hood River previously
 - May be vulnerable to displacement now or in the future
 - Have voices the City wants to elevate due to past harm or oversight
 - May benefit or be harmed by urban renewal activities

Key Questions:

- What do we know about specific constituencies?
- What are we missing?
- Who can assist in reaching or elevating voices not typically heard?

- Where are constituents already gathering where the City’s presence would be welcomed?
- How should information for public consumption be formatted to best meet constituency needs?
- How should the City request information to engage with constituents respectfully?
- What ongoing feedback loop can be established to provide/receive subsequent information?

Execute Community Engagement

Process:

- Let community members know what the City heard in prior engagements.
- Engage with the community on the following questions:
 - Did we hear you correctly in our previous engagement efforts for TSP, Affordable Housing Plan, etc.?
 - Has anything changed?

Key Questions:

- How does the community prioritize projects among buckets of types of projects (e.g., housing vs. transportation improvements versus park improvements)?
- Do various cross-sections of the community differ on prioritization?

Assess Urban Renewal Plan Boundary Options

Process:

- Consider equity issues before finalizing the boundary, in addition to designing the boundary to reflect various project needs, tax increment generation potential, and other economic factors.
- Consider the implications of including mobile home parks in the urban renewal boundary.

Key Questions:

- Are there residents vulnerable to displacement in or near the urban renewal area? What is their identity makeup? (e.g., race, ethnicity, income, age, etc.)
- Are there businesses vulnerable to displacement in or near the urban renewal area? What is their identity makeup and other characteristics?
- Are there adjacent areas that—if included in the urban renewal area—may benefit vulnerable communities?

Identify Plan Goals and Projects

The City has identified a working list of potential urban renewal projects included in past plans, including the Transportation System Plan (2011, Amended in 2021), the Affordable Housing Strategy (2022), and the Parks Master Plan (2020).

Process:

- Identify urban renewal goals that will support the priorities identified in the adopted plans identified above, informed by community engagement. This will help to clarify how the City should prioritize projects for funding.
- Incorporate findings from community engagement conducted as part of the urban renewal feasibility study and plan to reflect any updated priorities.
- Identify potential conflicts between 2023 stakeholder prioritization and prioritization completed as part of planning efforts in 2011 through 2022.

Key Questions:

- Who benefits from the proposed project list and any prioritization? Who benefits less?
- Who is or may be harmed?
- How does identity factor into benefit/harm?
- How could the City prioritize projects to better achieve equitable outcomes?
- Can the City add other mitigation projects/activities to increase benefits/decrease harm to underrepresented or marginalized communities?
- Can the City add and fund other neighborhood stabilization/anti-displacement projects?
- Specifically, what can be done to ensure mobile home park residents can live in habitable homes (ideally in the mobile park, avoiding displacement)?

Phase: Implement the Plan

Prioritize Funding and Timing for Projects

Process:

- Once the project list is described in the Urban Renewal Plan, specific projects must be executed.
- Timing matters for both tax increment generation as well as equity considerations. For example, the city may need to make street infrastructure improvements to unlock development potential.

- Similarly, neighborhood stabilization activities are most successful when established *before* amenity investment and new development.
- Consider establishing an annual action plan process that includes community engagement.

Key Questions:

- What urban renewal projects are most likely to stabilize community members?
- What funding is needed for those projects?
- What projects are most likely to generate tax increment in the short run? Will those projects increase displacement pressure?
- What projects add amenities to the urban renewal area but don't directly or immediately incent projects that would generate tax increment?
- What are ongoing opportunities for community members to provide input on project prioritization?

Implement projects

Establish equitable processes and outcomes that the City would like to see in the Westside as part of urban renewal plan implementation.

Key questions:

Before committing to investing in each project, the City will consider the following questions:

- Who will benefit from each urban renewal project or program?
- Who will benefit least or be harmed by each project or program?
- How does identity correlate to benefit or harm?
- Can the benefits be directed more equitably – beginning to undo systemic harms, significantly benefit underserved populations, or otherwise ensure the benefits accrue to a broad cross-section of the community?
- Can the negative consequences be prevented, minimized, or otherwise mitigated, especially for vulnerable populations, marginalized communities, and historically underrepresented populations?
- What engagement will ensure those who will benefit help inform the project or activity? How will those who will benefit less or bear the burdens inform the project or activity?

Monitor progress

Develop metrics to monitor progress toward equitable outcomes to revisit as part of annual reporting.

Key questions:

- What is a realistic level of effort for staff to monitor metrics over time?
- What metrics could help the City understand if the implementation of the urban renewal plan is achieving equitable results?
- How often can the City commit to monitoring metrics?
- In addition to a Council update, are there additional updates that the City would make to the community?

Exhibit B

Report Accompanying the Westside Urban Renewal Area Plan



Hood River Westside Area Plan
approved by the City of Hood River
August 28, 2023
Ordinance No. 2023 - 2078

LIST OF PARTICIPANTS

Mayor

Paul Blackburn

City Council

Tim Counihan
Gladys Rivera
Megan Saunders
Mark Zanmiller
Grant Polson
Douglas Stepina

Planning Commission

Mark Frost, Chair
Zac Lytle
Bill Irving
Bonifacio Romero
MariRuth Petzing
Ben Mitchell
Kate Hoffman

Urban Renewal Agency

Mark Zanmiller, Chair
Megan Saunders, Vice Chair
Paul Blackburn
Kristi Chapman
Tim Counihan
Heather Gehring
Grant Polson
Gladys Rivera
Douglas Stepina

Urban Renewal Advisory Committee

Jack Trumbull, Chair
Abby Capovilla
Travis Dillard
Amanda Goeke
Clint Harris
Kate Hoffman
Jeff Hunt

City of Hood River Staff

City Manager
Abigail Elder
Finance Director
Chris Longinetti
Director of Planning and Zoning
Dustin Nilsen
Director of Public Works
Rich Rice
Senior Planner
Kevin Liburdy
City Recorder
Jennifer Gray,
Administrative Services Officer
Monica Morris
Community Engagement Coordinator
Jackie Vanderpuye
GIS Analyst
Jonathan Skloven-Gill

Consulting Team

Elaine Howard Consulting, LLC
Elaine Howard
Scott Vanden Bos
Tiberius Solutions, LLC
Nick Popenuk
Ali Danko
Rob Wyman
ECONorthwest
Emily Picha
Cadence Petros
AKS Engineering

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I. DEFINITIONS

“Agency” means the Hood River Urban Renewal Agency (Agency). The Agency is responsible for administration of the urban renewal/tax increment plan.

“Area” means the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

“Blight” is defined in ORS 457.010(1)(a-i) and identified in the ordinance adopting the urban renewal/tax increment plan.

“City” means the City of Hood River, Oregon.

“City Council” or “Council” means the Hood River City Council.

“Comprehensive Plan” means the City of Hood River comprehensive land use plan and its implementing ordinances, policies, and standards.

“County” means Hood River County, Oregon.

“Fiscal year ending” means the year commencing on July 1 and closing on June 30 of the next year.

“Frozen base” means the total assessed value including all real, personal, manufactured, and utility values within a tax increment area at the time of adoption. The county assessor certifies the assessed value after the adoption of an urban renewal/tax increment plan.

“Increment” means that part of the assessed value of a taxing district attributable to any increase in the assessed value of the property located in a tax increment area, or portion thereof, over the assessed value specified in the certified statement.

“Maximum indebtedness” means the amount of the principal of indebtedness included in a plan pursuant to ORS 457.190 and does not include indebtedness incurred to refund or refinance existing indebtedness.

“ORS 457” means the Oregon Revised Statutes. Chapter 457 specifically relates to urban renewal.

“Planning Commission” means the Hood River Planning Commission.

“Revenue sharing” means under-levying tax increment proceeds to effectively share a portion of the revenue with the other taxing districts who levy permanent rate taxes in the tax increment area as defined in ORS 457.470.

“Tax increment financing (TIF)” means a method of funding tax increment projects and programs through incurring debt that is repaid by the division of taxes accomplished through the adoption of an urban renewal/tax increment plan.

“Tax increment finance revenues” means the funds allocated by the assessor to a tax increment/urban renewal area due to increases in assessed value over the frozen base within the area.

“UGA” means urban growth area.

“Urban renewal area” or (URA) means a blighted area included in an urban renewal plan or an area included in a tax increment plan under ORS 457.160.

“Urban renewal plan” or “Plan” means a plan, as it exists or is changed or modified from time to time, for one or more tax increment areas, as provided in ORS 457.085, 457.095, 457.105, 457.115, 457.120, 457.125, 457.135 and 457.220.

“Urban renewal project” or “Project” means any work or undertaking carried out under ORS 457 in a tax increment or urban renewal area.

“Urban renewal report” or “Report” means the official report that accompanies the urban renewal/tax increment plan pursuant to ORS 457.087.

“Westside Area” means, as used in this Plan, the properties and rights-of-way located within the Hood River Westside Urban Renewal Area boundary.

Documents referenced:

City of Hood River Transportation System Plan, October 2011 and amended April 2021

Hood River Area Multi-Jurisdictional Parks Recreation & Open Space Plan September 2020

Hood River Affordable Housing Strategy May 2022

Westside Area Concept Plan Report December 2017

II. INTRODUCTION

The Report Accompanying the Hood River Westside Area Plan (Report) contains background information and project details that pertain to the Hood River Westside Area Plan (Plan). The Report is not a legal part of the Plan but is intended to provide public information and support the findings made by the Hood River City Council (City Council) as part of the approval of the Plan.

The Report provides the analysis required to meet the standards of ORS 457.087, including financial feasibility. The Report accompanying the Plan contains the information required by ORS 457.087, including:

- A description of the physical, social, and economic conditions in the area and expected impact of the plan, including fiscal impact in light of increased services; (ORS 457.087(1))
- Reasons for selection of the plan Area; (ORS 457.087(2))
- The relationship between each project to be undertaken and the existing conditions; (ORS 457.087(3))
- The estimated total cost of each project and the source of funds to pay such costs; (ORS 457.087(4))
- The estimated completion date of each project; (ORS 457.087(5))
- The estimated amount of funds required in the Area and the anticipated year in which the debt will be retired; (ORS 457.087(6))
- A financial analysis of the plan; (ORS 457.087(7))
- A fiscal impact statement that estimates the impact of tax increment financing (TIF) upon all entities levying taxes upon property in the urban renewal area; (ORS 457.087(8))
- A relocation report. (ORS 457.087(9))

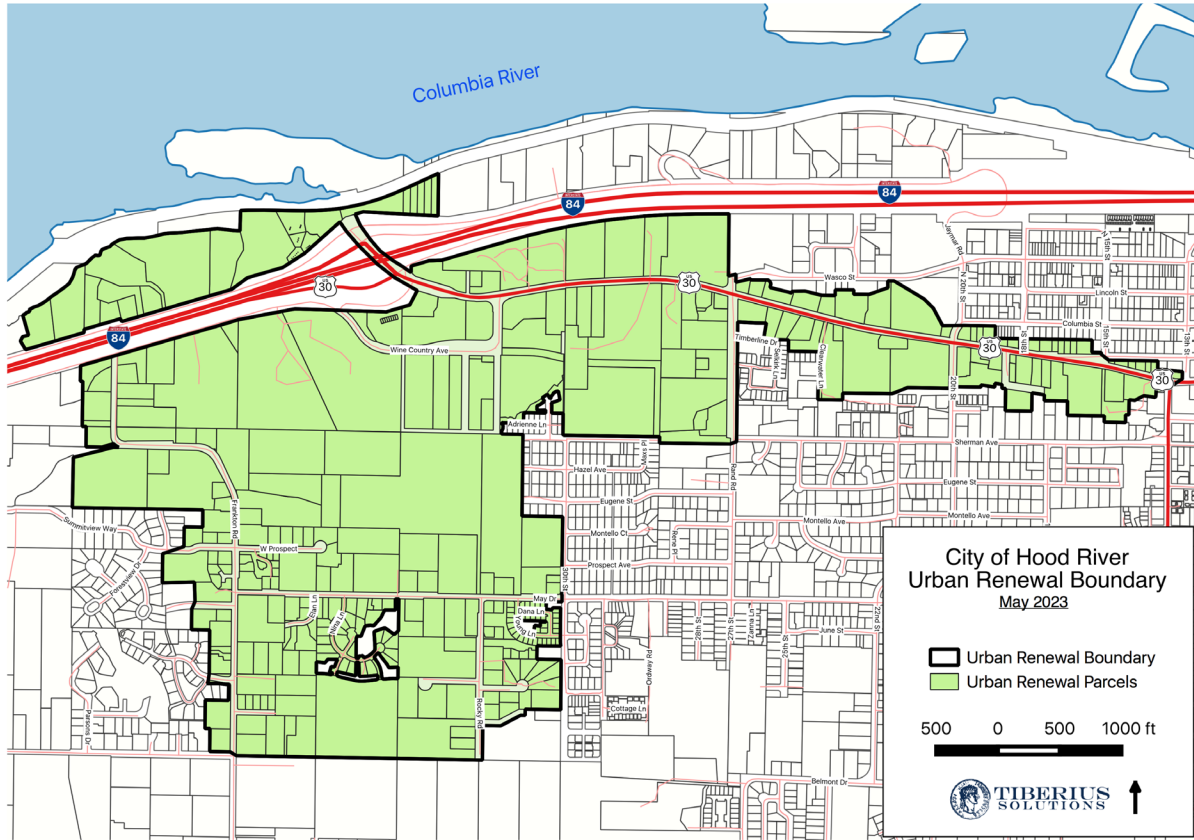
The relationship between the sections of the Report and the ORS 457.087 requirements is shown in Table 1. The specific reference in the table below is the section of this Report that most addresses the statutory reference. There may be other sections of the Report that also address the statute.

Table 1. Statutory References

Statutory Requirement	Report Section
ORS 457.087 (1)	XI
ORS 457.087 (2)	XII
ORS 457.087 (3)	III
ORS 457.087 (4)	IV
ORS 457.087 (5)	VII
ORS 457.087 (6)	V,VI
ORS 457.087 (7)	V,VI
ORS 457.087 (8)	IX
ORS 457.087 (9)	XIII

The Report provides guidance on how the Plan might be implemented. As the Hood River Urban Renewal Agency (Agency) reviews revenues and potential projects each year, it has the authority to make adjustments to the implementation assumptions in this Report. The Agency may allocate budgets differently, adjust the timing of the projects, decide to incur debt at different timeframes than projected in this Report, and make other adjustments to the financial projections as determined by the Agency. The Agency may also make changes as allowed in the Amendments section of the Plan. These adjustments must stay within the confines of the overall maximum indebtedness of the Plan.

Figure 1. Hood River Westside Area Boundary



Source: Tiberius Solutions

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

The projects identified for the Area are described below, including how they relate to the existing conditions in the Area. These projects largely come from the **City of Hood River Transportation Systems Plan (TSP)**, amended in April 2021, the **Hood River Valley Parks & Recreation District’s Multi-Jurisdictional Parks, Recreation & Open Space Plan**, adopted in September 2020, and the **Hood River Affordable Housing Strategy**, May 2022. The proposed trails are based on the TSP, while park acquisition is based on the **Hood River Valley Parks & Recreation District’s Multi-Jurisdictional Parks, Recreation & Open Space Plan**. The projects are not listed in any priority order. The Agency has contracted with Elaine Howard Consulting LLC and ECONorthwest to write and adopt a Five-Year Action Plan which will include initial project sequencing once the District has been created.

A. Transportation

Multi-modal transportation improvements in the Area including but are not limited to the projects listed in Table 2. “MV” is a Motor Vehicle project identified in the Hood River Transportation System Plan¹. The transportation projects in Table 2 below align with projects in the I-84 Exit 62 Interchange Area Management Plan. Projects below assume additional funding sources, such as contributions by developers, state grants and Oregon Department of Transportation (ODOT) project funds. In addition to the costs below, some projects may require additional funding for infrastructure such as water, sewer, and stormwater projects as identified in capital improvement plans, and bike lanes, pedestrian paths or sidewalks.

The transportation improvements in the Area are shown in Table 2a. The existing conditions for the projects are shown in Table 2b.

Table 2a. Transportation Projects

Project ID	Location	Description	\$ Estimated Cost from the 2021 TSP Amendment
MV1/MV2 Interim	I-84 Exit 62 Interchange	<ul style="list-style-type: none"> • I-84 Westbound Ramp/Terminal <ul style="list-style-type: none"> - Construct traffic signal • I-84 Westbound Ramp/Terminal <ul style="list-style-type: none"> - Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive • I-84 Eastbound Ramp/Terminal 	\$ 6,915,000

¹ Pages 60-66, and Figure 8, Motor Vehicle System Plan

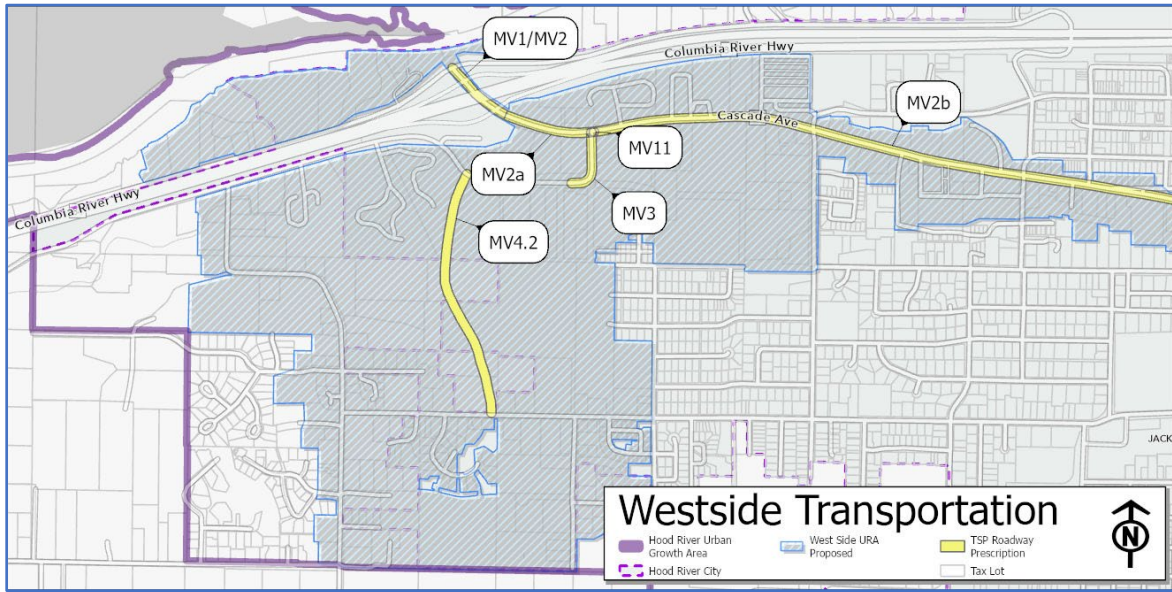
		<ul style="list-style-type: none"> - Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement • Cascade Avenue <ul style="list-style-type: none"> - Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue) • Westcliff Drive/Cascade Avenue <ul style="list-style-type: none"> - Install a stop sign on the eastbound approach - Remove the stop sign for the northbound right turn lane 	
MV2a	Cascade Ave.(HCRH): I-84 Exit 62 Interchange to Mt. Adams Ave	<ul style="list-style-type: none"> • Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)*** <i>(Roundabout on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11)</i> 	\$1,810,000
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	<ul style="list-style-type: none"> • Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane 	\$1,255,000
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	<ul style="list-style-type: none"> • <u>Cascade Ave. at Mt. Adams Ave.</u> <ul style="list-style-type: none"> • Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to construct a second northbound left turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative) • Install yield control for eastbound right turn lane (constructed as part of MV2) (Roundabout (preferred if feasible) or traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11) • <u>Mt. Adams Ave. at Wine Country Ave.</u> <ul style="list-style-type: none"> • Construct a roundabout 	\$3,170,000
MV4.2	Westside Drive (Wine Country Avenue to May Street)	<ul style="list-style-type: none"> • Construct Westside Drive as a 2 to 3-lane minor arterial from Wine Country Avenue to May Street. 	\$19,010,000
MV11	Mt. Adams Ave./ Cascade Ave.	<ul style="list-style-type: none"> • Construct roundabout 	\$5,500,000 (roundabout)

		Neighborhood and Urban Collectors as designated by the Agency potentially including Wine Country, Sherman, Franklin, Post canyon, Belmont, Westcliff, and May Street.	
		Additional Cascade Avenue Streetscape Improvements	
		TOTAL	\$37,660,000

Table 2b. Transportation Projects Existing Conditions

MV1/MV2 Interim	I-84 Exit 62 Interchange	This project is listed in the TSP as the top priority. The I 84 Exit 62 interchange is “failing” which mean improvements are required. The specific improvements are specified in the TSP.
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	Cascade Avenue between Mt. Adams Avenue and Rand Road has one travel lane in each direction. There is a small portion that has a center turn lane, but the majority of this segment does not have a center turn lane.
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	Only one north bound left turn lane exists on Mt. Adams Avenue between Cascade Avenue and Wine Country Avenue. No yield control exists for eastbound right turn lane. There is no roundabout nor a signal at this intersection. There are high traffic volumes in this segment of the transportation network.
MV4.2	Westside Drive (Wine Country Avenue to May Street)	Westside Drive does not exist. There is not a transportation route at this location.
MV11	Mt. Adams Ave./ Cascade Ave.	The traffic congestion at this intersection requires mitigation. There is no roundabout nor a signal at this intersection.
	Neighborhood and Urban Collectors	There is a need for future traffic solutions in the Area as it develops.
	Cascade Avenue Streetscape	There are no streetscape improvements along Cascade Avenue.

Figure 2. Transportation Projects



B. Affordable Housing

The projects identified below are a result of the recommendations from the **Hood River Affordable Housing Strategy**. Funding for the projects assumes additional funding sources, such as state grants, low-income housing tax credits, partnerships with land trusts or other funding sources as identified in the future. This project list may be updated from time to time to include input through the implementation of the **Hood River Affordable Housing Strategy** and with input from the Equity Framework both in the development of the Five-Year Action Plan and in future planning for the Area.

Housing projects including those shown in Table 3.

Table 3. Housing Projects

Project ID	Location	Description	Estimated Cost
Rental and/or Owner-Occupied Project #1	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income	
Rental and/or Owner-Occupied Project #2	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income	
Rental and/or Owner-Occupied Project #3	TBD	Land Acquisition to aid in the creation of approximately 50-100 units intended for residents with less than 120% of median family income	
		Other housing projects as identified by the Agency.	
		TOTAL	\$23,300,000

TBD – to be determined

Existing conditions:

The **Hood River Affordable Housing Strategy** states:

- Most households with unmet housing needs have incomes below 50% of MFI, accounting for about 970 households or 60% of existing and new households with unmet housing needs.
- The households who will have the greatest unmet housing needs are those with the lowest incomes.
- These households include a larger share of people of color, people working in the service industry (such as hospitality workers, home health-care givers, or retail workers), farmworkers, seniors, and other low-income households.

Appendix A of the **Hood River Affordable Housing Strategy**, May 2022, enumerated the housing conditions in Hood River.

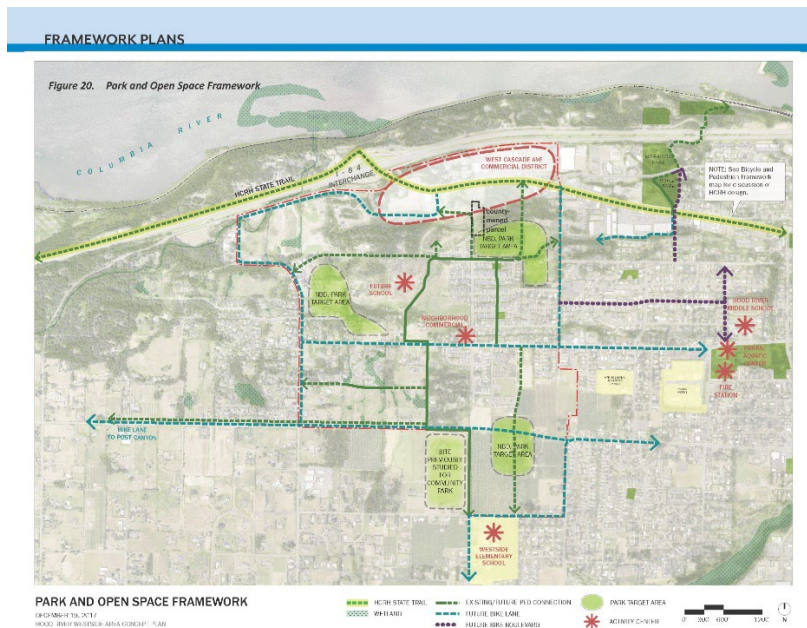
- Sales prices have increased 72% between 2016 and 2021.
- Between 2019 and 2021, sales prices increased by over \$174,000.

- Rent prices for units ranged from \$750 to \$2,750.
- Overall, about 33% of all households in Hood River were cost burdened.
- Hood River had a higher share of cost-burdened households compared to the County.
- From 2000 to the 2015-2019 period, the number of cost-burdened and severely cost-burdened households decreased by 1% in Hood River.
- Renters are much more likely to be cost burdened than homeowners.
- In the 2015-2019 period, about 43% of Hood River's renters were cost burdened or severely cost burdened, compared to 25% of homeowners.
- About 22% of Hood River's renters were severely cost burdened (meaning they paid more than 50% of their income on housing costs alone).
- Most households earning less than \$35k are cost burdened. ²

C. Parks

The following figures from the **Westside Area Concept Plan Report** show the how neighborhoods, including those within the Westside Urban Renewal District, can be served with parks (conceptual sizes and locations) to meet the needs of current and future residents, and how those neighborhoods and parks can be linked together with trails, multi-use paths and other transportation facilities.

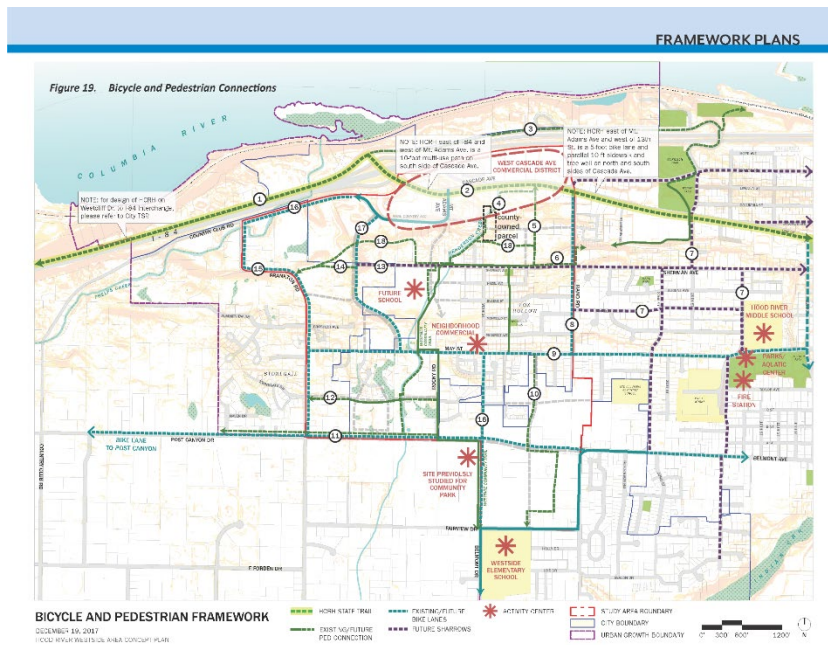
Figure 3. Park and Open Space Framework



Source: City of Hood River Westside Area Concept Plan Report

² Appendix A Hood River Affordable Housing Strategy p 56-63

Figure 4. Bicycle and Pedestrian Connections



Source: City of Hood River Westside Area Concept Plan Report

The trail projects are listed in the TSP and the conceptual parks projects are identified in the Hood River Parks & Recreation District’s Multi-Jurisdictional Parks Master Plan. Parks projects include those projects identified in Table 4.

Table 4. Parks Projects

Project ID	Location	Description	Estimated Cost
MV4.2	Westside Drive	Construct a multi-use path along Westside Dr. from Wine Country to May St.	\$2,135,000 (\$1,135,000 to be allocated from TIF)
P4	Westside Community Trail	Extend Westside Community Trail east from Rocky Road to connect with the existing trail at 20 th Street.	\$1,365,000 for on-street segment along Rocky Road
P19	Henderson Creek Trail	Construct an asphalt or concrete path from the south UGB/Post Canyon Drive extension to Cascade Avenue in a buffer along Henderson Creek.	\$5,290,000
P20	Ridgeline Trail north of Sherman Ave	Construct a trail from Rand Road to Frankton Road.	\$2,245,000
Urban Neighborhood Park A	TBD	Land Acquisition and Development for 2-acre park	\$1,000,000 plus funding from contingency.
Urban Neighborhood Park B	TBD	Land Acquisition and Development for 2-acre park	
TOTAL)			\$11,035,000

Existing conditions:

The **Hood River Parks & Recreation District's Multi-Jurisdictional Parks Master Plan** identified Trails as one of the main goals of the plan.³

The specific existing condition for each project is shown below:

- No multi-use pathway exists along Westside Drive from Wine Country to May Street
- Westside Community Trail: This trail currently terminates at 20th Street and several existing segments have not been completed (e.g., pedestrians currently walk in vehicular travel lanes on Rocky Road).
- Henderson Creek Trail: A trail/path along Henderson Creek does not exist, but public access easements have been obtained over several properties south of Sherman Avenue.
- Ridgeline Trail north of Sherman Ave: This trail does not exist.
- The two new neighborhood parks presently do not exist in the Area. One of the goals of the Hood River Area Multi-Jurisdictional Parks, Recreation, & Open Space Plan is to “acquire additional parkland necessary to serve the Hood River area’s current and future population based on adopted service levels.”
- The Westside Area Concept Plan Report anticipated three new neighborhood parks, or two neighborhood parks if a community park is established in the vicinity. Subsequently, the Parks & Recreation District purchased 20 acres of land on the north side of Fairview Drive for a community park.⁴

D. Administration

Authorizes expenditures for the administrative costs associated with managing the Area including budgeting and annual reporting, planning and the implementation of projects in the Area.

Existing conditions:

This Area does not presently exist. Once formed, the Agency needs to allocate sufficient resources to the administration of the Area to allow for implementation of the projects and administration of the Area.

³ Hood River Parks & Recreation District's Multi-Jurisdictional Parks Master Plan p v

⁴ Hood River Westside Area Concept Plan, December 29, 2017, p 38

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

The total cost estimates for projects are shown in Table 5 below. Table 5 presents the estimated costs of the projects today (FYE 2023 constant dollars) and the estimated cost of those projects in the future (year of expenditure dollars). The year of expenditure dollars assumes annual 3% inflation rates. These are all estimates acknowledging that the urban renewal portions of these project activities must fit within the maximum indebtedness. If the City is able to jumpstart the Area by providing alternative funding sources which are repaid when tax increment revenues are available, the timing on projects can be moved up.

The Plan assumes that the Agency/City will use other funds to assist in the completion of the projects within the Area. The Agency/City may pursue regional, county, state, and federal funding, private developer contributions, and any other sources of funding that may assist in the implementation of the projects or programs.

The Agency will be able to review and update fund expenditures and allocations on an annual basis when the annual budget is prepared. There is a contingency line item that is anticipated to be used by any of the three project categories as future needs are identified.

Table 5. Estimated Cost of Each Project

Project Categories	Expenditures (Constant FYE 2023)	Expenditures (YOE \$)
Transportation	\$50,923,200	(\$79,669,944)
Affordable Housing	\$23,300,000	(\$36,453,123)
Parks and Trails	\$11,707,302	(\$18,315,788)
Administration	\$6,500,000	(\$10,169,326)
Contingency	\$434,798	(\$965,818)
Financing Fees	\$831,661	(\$1,126,000)
Total Expenditures	\$93,696,691	(\$146,700,000)

Source: City of Hood River and Tiberius Solutions YOE is year of expenditure

V. FINANCIAL ANALYSIS OF THE PLAN

The estimated tax increment revenues through FYE 2051 are calculated based on projections of growth in assessed value due to new development and appreciation within the Area and the consolidated tax rate that will apply in the Area.

The long-term projections for FYE 2025 and beyond assume an annual growth rate of 3.0% for real, property assessed value in the Area. These projections of growth were informed by conversations with City staff, based on the amount of development potential within the Area. If actual assessed value growth is less than forecast, then it would reduce the financial capacity of the Area to fund projects listed in the Plan. If growth exceeds the projections, the Area could reach the maximum indebtedness at an earlier date.

- The forecast of TIF revenue relies heavily on assumptions for the value and timing of future construction activity in the Area.
- City staff identified the amount of vacant and re-developable acres within each zone within the boundary. A total of 195.3 developable acres, most of which is zoned either R-1 (82 acres) or C-2 (79.5 acres).
- For each zone, City staff and the consultant team agreed on a set of assumptions regarding what mix of land uses are likely to develop, the density of those land uses, the value of new improvements (per acre or per housing unit), and the pace of development.
- Ultimately this analysis estimates over 1,168 new housing units and 91 acres of commercial/industrial construction will be developed in the area over the next 25 years.
- This new construction is estimated to add \$613,500,000 of new assessed value to the tax rolls (in 2023 dollars).

Table 6. Developable Acres

	C-2	LI	R-1	R-2	R-3	Total
Commercial	40.5					40.5
Industrial		13				13
Single Family			21			21
"Middle Housing"			21	3.5		24.5
Multifamily	39				17.3	56.3
Exempt			40			40
Total	79.5	13	82	3.5	17.3	195.3

Source: City of Hood River

Table 7 and Figure 5 show the incremental assessed value, tax rates, and tax increment revenues each year, adjusted for discounts, and delinquencies.

The first year of tax increment collections is anticipated to be fiscal year ending (FYE) 2025. Gross tax increment financing (TIF)⁵ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes permanent tax rates only, and excludes general obligation bonds and local option levies, which will not be impacted by this Plan.

Figure 5 shows expected TIF revenues over time and the projected tax revenues after termination of the Area. Definitions for Table 7 are shown below:

- Gross tax increment financing revenue (TIF)⁶ is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.” The consolidated tax rate includes only permanent tax rates. General obligation bonds and local option levies are excluded and will not be impacted by this Plan. Total AV is the projected total assessed value.
- Frozen base is the estimate of the assessed value of the Area at its formation.
- Increment used is the total assessed value minus the frozen base.
- Increment shared is the amount that will be distributed to all taxing districts according to their permanent rate due to revenue sharing.
- Tax rate is the total permanent rate levy for the Area.
- Gross tax increment financing revenue (TIF) is calculated by multiplying the tax rate times the assessed value used. The tax rate is per thousand dollars of assessed value, so the calculation is “tax rate times assessed value used divided by one thousand.”
- Adjustments are calculated at 5% of the Gross TIF and are for discounts, delinquencies, and rate truncation.
- TIF Current Year reflects subtracting the 5% adjustment factor from Gross TIF.
- TIF Prior Years is the tax increment revenue that was delinquent the prior year and is paid by the assessor’s office once it is received. It is estimated that this amount is 1.5% of total TIF.
- Net TIF is the amount of tax increment revenues estimated to be received by the Agency.

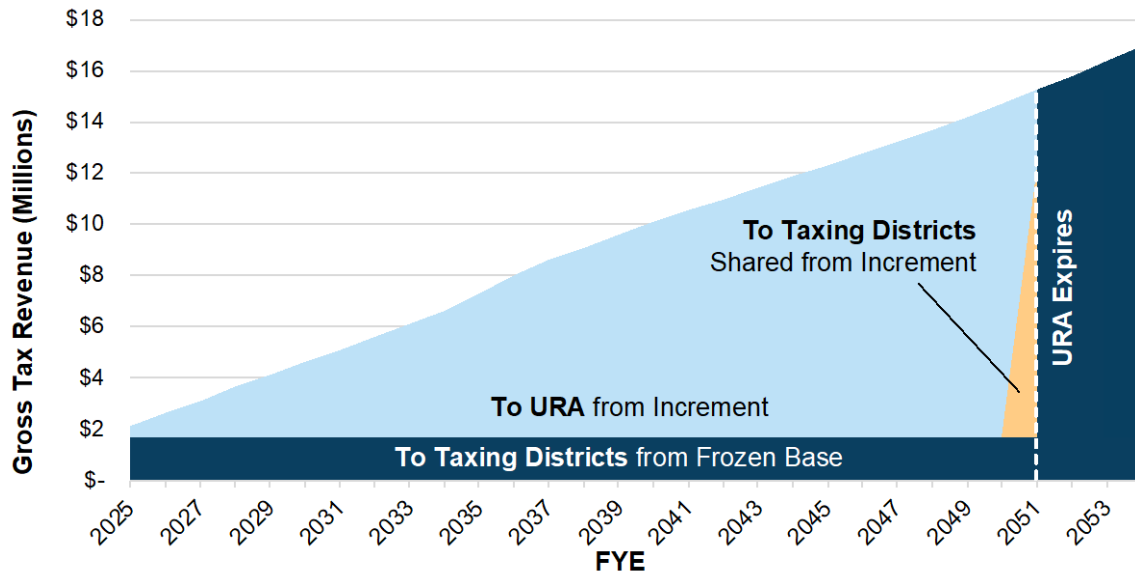
⁵ TIF is also used to signify tax increment revenues

Table 7. Projected Incremental Assessed Value, Tax Rates, and Tax Increment Revenues, page 1

FYE	Total AV	Frozen Base AV	Increment Applied	Increment Shared	Tax Rate	Gross TIF	Adjustments	Current Year Net	Prior Year Net	Total TIF
2025	193,788,588	149,755,979	44,032,609	-	11.1282	490,003	(24,500)	465,503	0	465,503
2026	235,866,854	149,755,979	86,110,875	-	11.1486	960,015	(48,001)	912,014	6,983	918,997
2027	280,304,447	149,755,979	130,548,468	-	11.1563	1,456,435	(72,822)	1,383,614	13,680	1,397,294
2028	327,205,592	149,755,979	177,449,613	-	11.1605	1,980,432	(99,022)	1,881,411	20,754	1,902,165
2029	371,856,593	149,755,979	222,100,614	-	11.1616	2,478,993	(123,950)	2,355,043	28,221	2,383,265
2030	414,804,196	149,755,979	265,048,217	-	11.1612	2,958,262	(147,913)	2,810,349	35,326	2,845,674
2031	458,094,033	149,755,979	308,338,054	-	11.1606	3,441,233	(172,062)	3,269,171	42,155	3,311,327
2032	501,650,563	149,755,979	351,894,584	-	11.1597	3,927,052	(196,353)	3,730,699	49,038	3,779,737
2033	547,415,592	149,755,979	397,659,613	-	11.1592	4,437,553	(221,878)	4,215,676	55,960	4,271,636
2034	595,483,052	149,755,979	445,727,073	-	11.1588	4,973,788	(248,689)	4,725,099	63,235	4,788,334
2035	655,426,319	149,755,979	505,670,340	-	11.1596	5,643,059	(282,153)	5,360,906	70,876	5,431,783
2036	718,439,516	149,755,979	568,683,537	-	11.1603	6,346,662	(317,333)	6,029,329	80,414	6,109,742
2037	774,547,682	149,755,979	624,791,703	-	11.1602	6,972,793	(348,640)	6,624,153	90,440	6,714,593
2038	816,036,325	149,755,979	666,280,346	-	11.1589	7,434,985	(371,749)	7,063,236	99,362	7,162,598
2039	859,325,125	149,755,979	709,569,146	-	11.1579	7,917,269	(395,863)	7,521,406	105,949	7,627,355
2040	904,484,737	149,755,979	754,728,758	-	11.1569	8,420,436	(421,022)	7,999,414	112,821	8,112,236
2041	948,363,933	149,755,979	798,607,954	-	11.1559	8,909,152	(445,458)	8,463,694	119,991	8,583,685
2042	986,319,184	149,755,979	836,563,205	-	11.1544	9,331,351	(466,568)	8,864,784	126,955	8,991,739
2043	1,025,706,600	149,755,979	875,950,621	-	11.1530	9,769,506	(488,475)	9,281,031	132,972	9,414,003
2044	1,066,578,074	149,755,979	916,822,095	-	11.1518	10,224,195	(511,210)	9,712,985	139,215	9,852,201
2045	1,105,423,111	149,755,979	955,667,132	-	11.1504	10,656,072	(532,804)	10,123,269	145,695	10,268,963
2046	1,145,647,399	149,755,979	995,891,420	-	11.1491	11,103,303	(555,165)	10,548,138	151,849	10,699,987
2047	1,187,298,640	149,755,979	1,037,542,661	-	11.1479	11,566,419	(578,321)	10,988,098	158,222	11,146,320
2048	1,230,426,338	149,755,979	1,080,670,359	-	11.1468	12,045,971	(602,299)	11,443,672	164,821	11,608,494
2049	1,275,081,484	149,755,979	1,125,325,505	-	11.1457	12,542,528	(627,126)	11,915,402	171,655	12,087,057
2050	1,321,316,967	149,755,979	1,171,560,988	-	11.1447	13,056,679	(652,834)	12,403,845	178,731	12,582,576
2051	1,369,187,267	149,755,979	276,650,310	942,780,978	11.1437	3,082,921	(154,146)	2,928,775	186,058	3,114,832
TOTAL:						182,127,068	(9,106,353)	173,020,715	2,551,379	175,572,094

Source: Tiberius Solutions

Figure 5. TIF Projections



Source: Tiberius Solutions

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

Table 8 shows a summary of the financial capacity of the URA, including how the total TIF revenue translates to the ability to fund urban renewal projects in constant FYE 2023 dollars in five-year increments. Table 10, Table 11, Table 12, and Table 13 show the revenues allocated to the Area over the 27 year time frame. Table 14, Table 15, Table 16 and Table 17 show more detailed information on the allocation of tax revenues to projects, programs, and administration over time.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2049, a 27 year urban renewal plan. The time frame of urban renewal is not absolute; it may vary depending on the actual ability to meet the maximum indebtedness. If growth in assessed value is slower than projected, the Agency may take division of taxes for a longer time period. If growth in assessed value is more robust than the projections, the Agency may take division of taxes for a shorter time period. These assumptions show one scenario for financing and that this scenario is financially feasible. The first year of tax increment collections is FYE 2025.

The maximum indebtedness is \$146,700,000 (One Hundred Forty Six Million Seven Hundred Thousand dollars). The estimated total amount of tax increment revenues required to service the maximum indebtedness of \$146,700,000 is approximately \$175,600,000 in the table below and is from permanent rate levies. The increase of total tax increment revenues over the maximum indebtedness is due to the projected cost of the interest on borrowings. This interest is not included in the maximum indebtedness figure.

Table 8. TIF Capacity of the Area in FYE 2023 Constant Rounded Numbers

Net TIF	175,600,000
Maximum Indebtedness	146,700,000
Capacity (2023\$)	93,700,000
Years 1-5	20,500,000
Years 6-10	20,700,000
Years 11-15	21,100,000
Years 16-20	11,100,000
Years 21-25	16,200,000
Years 26-27	4,000,000

Source: Tiberius Solutions

This financial analysis shows borrowings as identified in Table 9. This is only one scenario for how the Agency may decide to implement this Plan, and this scenario is financially feasible. The Agency may decide to do borrowings at different times or for different amounts, depending on their analysis at the time. The timeframes on these borrowings are designed to have all borrowings repaid at the termination of the Area in FYE 2049. The amounts shown are the principal amounts of the borrowings. The total amounts, including interest, are shown in the second column of Table 10.

Table 9. Estimated Borrowings and Amounts

Loan	Loan A	Loan B	Loan C	Loan D
Principal Amount	\$3,800,000	\$16,000,000	\$18,700,000	\$17,800,000
Interest Rate	5.00%	5.00%	5.00%	5.00%
Loan Term	20	20	18	13
Loan Year	2025	2029	2034	2039
Interest Payment Start	2025	2029	2034	2039
Principal Payment Start	2025	2029	2034	2039
Annual Payment	(\$304,922)	(\$1,283,881)	(\$1,596,269)	(\$1,894,912)

Source: Tiberius Solutions

Table 10. Tax Increment Revenues and Allocations to Debt Service, page 1

	Total	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031
Resources								
Beginning Balance		-	160,581	250,000	250,000	250,000	250,000	250,000
Interest Earnings	32,693	-	803	1,250	1,250	1,250	1,250	1,250
TIF: Current Year	173,020,715	465,503	912,014	1,383,614	1,881,411	2,355,043	2,810,349	3,269,171
TIF: Prior Years	2,551,379	-	6,983	13,680	20,754	28,221	35,326	42,155
Total Resources	175,604,787	465,503	1,080,381	1,648,544	2,153,415	2,634,515	3,096,924	3,562,577
Expenditures								
Debt Service								
Loan A	(6,098,437)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)
Loan B	(25,677,628)	-	-	-	-	(1,283,881)	(1,283,881)	(1,283,881)
Loan C	(28,794,858)	-	-	-	-	-	-	-
Loan D	(24,633,864)	-	-	-	-	-	-	-
Total Debt Service								
Debt Service Coverage Ratio	(85,204,787)	(304,922)	(304,922)	(304,922)	(304,922)	(1,588,803)	(1,588,803)	(1,588,803)
Transfer to URA Projects Fund	(90,400,000)	0	(525,459)	(1,093,622)	(1,598,493)	(795,711)	(1,258,121)	(1,723,773)
Total Expenditures	(175,604,787)	(304,922)	(830,381)	(1,398,544)	(1,903,415)	(2,384,515)	(2,846,924)	(3,312,577)
Ending Balance		160,581	250,000	250,000	250,000	250,000	250,000	250,000

Source: Tiberius Solutions

Table 11. Tax Increment Revenues and Allocations to Debt Service, page 2

	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039
Resources								
Beginning Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Interest Earnings	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250
TIF: Current Year	3,730,699	4,215,676	4,725,099	5,360,906	6,029,329	6,624,153	7,063,236	7,521,406
TIF: Prior Years	49,038	55,960	63,235	70,876	80,414	90,440	99,362	105,949
Total Resources	4,030,987	4,522,886	5,039,584	5,683,033	6,360,992	6,965,843	7,413,848	7,878,605
Expenditures								
Debt Service								
Loan A	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)
Loan B	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan C	-	-	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)
Loan D	-	-	-	-	-	-	-	(1,894,913)
Total Debt Service								
Debt Service Coverage Ratio	(1,588,803)	(1,588,803)	(3,188,518)	(3,188,518)	(3,188,518)	(3,188,518)	(3,188,518)	(5,083,430)
Transfer to URA Projects Fund	(2,192,184)	(2,684,083)	(1,601,066)	(2,244,515)	(2,922,475)	(3,527,326)	(3,975,330)	(2,545,174)
Total Expenditures	(3,780,987)	(4,272,886)	(4,789,584)	(5,433,033)	(6,110,992)	(6,715,843)	(7,163,848)	(7,628,605)
Ending Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000

Source: Tiberius Solutions

Table 12. Tax Increment Revenues and Allocations to Debt Service, page 3

	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047
Resources								
Beginning Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000
Interest Earnings	1,250	1,250	1,250	1,250	1,250	1,250	1,250	1,250
TIF: Current Year	7,999,414	8,463,694	8,864,784	9,281,031	9,712,985	10,123,269	10,548,138	10,988,098
TIF: Prior Years	112,821	119,991	126,955	132,972	139,215	145,695	151,849	158,222
Total Resources	8,363,486	8,834,935	9,242,989	9,665,253	10,103,451	10,520,213	10,951,237	11,397,570
Expenditures								
Debt Service								
Loan A	(304,922)	(304,922)	(304,922)	(304,922)	(304,922)	-	-	-
Loan B	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)	(1,283,881)
Loan C	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)
Loan D	(1,894,913)	(1,894,913)	(1,894,913)	(1,894,913)	(1,894,913)	(1,894,913)	(1,894,913)	(1,894,913)
Total Debt Service								
Debt Service Coverage Ratio	(5,083,430)	(5,083,430)	(5,083,430)	(5,083,430)	(5,083,430)	(4,778,508)	(4,778,508)	(4,778,508)
Transfer to URA Projects Fund	(3,030,055)	(3,501,505)	(3,909,559)	(4,331,822)	(4,770,021)	(5,491,705)	(5,922,728)	(6,369,061)
Total Expenditures	(8,113,486)	(8,584,935)	(8,992,989)	(9,415,253)	(9,853,451)	(10,270,213)	(10,701,237)	(11,147,570)
Ending Balance	250,000	250,000	250,000	250,000	250,000	250,000	250,000	250,000

Source: Tiberius Solutions

Table 13. Tax Increment Revenues and Allocations, page 4

	FYE 2048	FYE 2049	FYE 2050	FYE 2051
Resources				
Beginning Balance	250,000	250,000	250,000	377,905
Interest Earnings	1,250	1,250	1,250	1,890
TIF: Current Year	11,443,672	11,915,402	12,403,845	2,928,775
TIF: Prior Years	164,821	171,655	178,731	186,058
Total Resources	11,859,744	12,338,307	12,833,826	3,494,627
Expenditures				
Debt Service				
Loan A	-	-	-	-
Loan B	(1,283,881)	-	-	-
Loan C	(1,599,714)	(1,599,714)	(1,599,714)	(1,599,714)
Loan D	(1,894,913)	(1,894,913)	(1,894,913)	(1,894,913)
Total Debt Service				
Debt Service Coverage Ratio	(4,778,508)	(3,494,627)	(3,494,627)	(3,494,627)
Transfer to URA Projects Fund	(6,831,236)	(8,593,680)	(8,961,295)	-
Total Expenditures	(11,609,744)	(12,088,307)	(12,455,922)	(3,494,627)
Ending Balance	250,000	250,000	377,905	-

Source: Tiberius Solutions

VII. THE ANTICIPATED COMPLETION DATE FOR EACH PROJECT

The schedule for construction of projects will be based on the availability of funding. The projects will be ongoing and will be completed as directed by the Agency. Annual expenditures for program administration are also shown and are predicated on the fact that urban renewal activities will start off slowly in the beginning years and increase in the later years of the Area.

The Area is anticipated to complete all projects and have sufficient tax increment finance revenue to terminate the Area in FYE 2051, a 27-year program. Much of the increment in the final year is shared as the Area is projected to reach the maximum indebtedness in that year. As noted in Section III of this document, the Agency has contracted with Elaine Howard Consulting LLC and ECONorthwest to write and adopt a Five-Year Action Plan which will include initial project sequencing once the District has been created.

The amount of money available for projects in 2023 constant dollars for the Area is \$93,696,691. See Table 2 for the individual project analysis. This is calculated by reflecting the maximum indebtedness of \$146,700,000 in constant 2023 dollars. This is done as the Agency's cost estimates are typically in constant dollars, so understanding how that relates to the overall MI over 25 years is important to help the Agency to make projections on the allocation of funds throughout the life of the Area.

Table 14, Table 15, Table 16 and Table 17 show the \$93,696,691 of 2023 project dollars inflated over the life of the Area including administrative expenses. All costs shown in Table 14, Table 15, Table 16 and Table 17 show are in year-of-expenditure dollars, which are adjusted by 3.0% annually to account for inflation. The projected year of expenditure total cost is \$146,700,000.

The 3% inflation rate is the rate to use in the future if any amendment to increase maximum indebtedness is pursued in accordance with ORS 457.470. The Agency may change the completion dates in their annual budgeting process or as project decisions are made in administering the Plan. The following tables are prepared to show that the Area is financially feasible as required by ORS 457. It assumes completion of projects as funding becomes available.

Table 14. Programs and Costs in Year of Expenditure Dollars, Page 1

	Total	FYE 2025	FYE 2026	FYE 2027	FYE 2028	FYE 2029	FYE 2030	FYE 2031
Resources								
Beginning Balance		-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
Transfer from TIF Fund	90,400,000	-	525,459	1,093,622	1,598,493	795,711	1,258,121	1,723,773
Bond/Loan Proceeds	56,300,000	3,800,000	-	-	-	16,000,000	-	-
Total Resources	146,700,000	3,800,000	525,459	1,093,622	1,598,493	16,795,711	1,258,121	1,723,773
Expenditures (YOE \$)								
Transportation	(79,669,944)	(2,051,688)	(289,495)	(602,516)	(880,668)	(9,077,073)	(693,145)	(949,690)
Affordable Housing	(36,453,123)	(938,753)	(132,459)	(275,682)	(402,951)	(4,153,231)	(317,150)	(434,532)
Parks and Trails	(18,315,788)	(471,675)	(66,554)	(138,516)	(202,462)	(2,086,781)	(159,351)	(218,330)
Administration	(10,169,326)	(261,884)	(36,952)	(76,907)	(112,411)	(1,158,627)	(88,475)	(121,221)
Contingency	(965,818)							
Financing Fees	(1,126,000)	(76,000)				(320,000)		
Total Expenditures	(146,700,000)	(3,800,000)	(525,459)	(1,093,622)	(1,598,493)	(16,795,711)	(1,258,121)	(1,723,773)
Ending Balance		-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 15. Programs and Costs in Year of Expenditure Dollars, Page 2

	FYE 2032	FYE 2033	FYE 2034	FYE 2035	FYE 2036	FYE 2037	FYE 2038	FYE 2039
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
Transfer from TIF Fund	2,192,184	2,684,083	1,601,066	2,244,515	2,922,475	3,527,326	3,975,330	2,192,184
Bond/Loan Proceeds	0	0	18,700,000	0	0	0	0	0
Total Resources	2,192,184	2,684,083	20,301,066	2,244,515	2,922,475	3,527,326	3,975,330	2,192,184
Expenditures (YOE \$)								
Transportation	(1,207,754)	(1,478,760)	(10,978,551)	(1,236,586)	(1,610,098)	(1,943,333)	(2,190,155)	(1,207,754)
Affordable Housing	(552,610)	(676,609)	(5,023,255)	(565,802)	(736,703)	(889,175)	(1,002,109)	(552,610)
Parks and Trails	(277,658)	(339,961)	(2,523,923)	(284,286)	(370,155)	(446,764)	(503,508)	(277,658)
Administration	(154,162)	(188,754)	(1,401,337)	(157,842)	(205,518)	(248,053)	(279,558)	(154,162)
Contingency								
Financing Fees			(374,000)					
Total Expenditures	(2,192,184)	(2,684,083)	(20,301,066)	(2,244,515)	(2,922,475)	(3,527,326)	(3,975,330)	(2,192,184)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 16. Programs and Costs in Year of Expenditure Dollars, Page 3

	FYE 2040	FYE 2041	FYE 2042	FYE 2043	FYE 2044	FYE 2045	FYE 2046	FYE 2047
Resources								
Beginning Balance	-	-	-	-	-	-	-	-
Interest Earnings	-	-	-	-	-	-	-	-
Transfer from TIF Fund	3,030,055	3,501,505	3,909,559	4,331,822	4,770,021	5,491,705	5,922,728	6,369,061
Bond/Loan Proceeds	0	0	0	0	0	0	0	0
Total Resources	3,030,055	3,501,505	3,909,559	4,331,822	4,770,021	5,491,705	5,922,728	6,369,061
Expenditures (YOE \$)								
Transportation	(1,669,368)	(1,929,107)	(2,153,919)	(2,386,560)	(2,627,979)	(3,025,581)	(3,263,048)	(3,508,949)
Affordable Housing	(763,822)	(882,667)	(985,530)	(1,091,975)	(1,202,436)	(1,384,360)	(1,493,013)	(1,605,526)
Parks and Trails	(383,781)	(443,494)	(495,177)	(548,660)	(604,161)	(695,569)	(750,161)	(806,693)
Administration	(213,084)	(246,237)	(274,933)	(304,628)	(335,444)	(386,195)	(416,506)	(447,893)
Contingency								0
Financing Fees								
Total Expenditures	(3,030,055)	(3,501,505)	(3,909,559)	(4,331,822)	(4,770,021)	(5,491,705)	(5,922,728)	(6,369,061)
Ending Balance	-	-	-	-	-	-	-	-

Source: Tiberius Solutions

Table 17. Programs and Costs in Year of Expenditure Dollars, Page 4

	FYE 2047	FYE 2048	FYE 2049	FYE 2050	FYE 2051
Resources					
Beginning Balance	-	-	-	-	-
Interest Earnings	-	-	-	-	-
Transfer from TIF Fund	6,369,061	6,831,236	8,593,680	8,961,295	-
Bond/Loan Proceeds	-	-	-	-	-
Total Resources	6,369,061	6,831,236	8,593,680	8,961,295	-
Expenditures (YOE \$)					
Transportation	(3,508,949)	(3,763,578)	(4,734,573)	(4,405,001)	-
Affordable Housing	(1,605,526)	(1,722,032)	(2,166,312)	(2,015,516)	-
Parks and Trails	(806,693)	(865,231)	(1,088,459)	(1,012,691)	-
Administration	(447,893)	(480,395)	(604,336)	(562,268)	-
Contingency	-	-	-	(965,818)	-
Financing Fees	-	-	-	-	-
Total Expenditures	(6,369,061)	(6,831,236)	(8,593,680)	(8,961,295)	-
Ending Balance	-	-	-	-	-

Source: Tiberius Solutions

VIII. REVENUE SHARING

Revenue sharing is expected to occur in the final year of the Area as it will reach the maximum indebtedness in that year and a portion of the TIF revenues will be shared with the impacted taxing districts. Otherwise, revenue sharing thresholds are not expected to reach the threshold set in ORS 457 (annual tax increment revenues in excess of 10 percent of the maximum indebtedness).

Revenue sharing means that at thresholds defined in ORS 457.470, the impacted taxing jurisdictions will receive a share of the incremental growth in the Area. The first threshold is when annual tax increment finance revenues exceed 10% of the original maximum indebtedness of the Plan (\$14,670,000). At the 10% threshold, the Agency will receive the full 10% of the initial maximum indebtedness plus 25% of the increment above the 10% threshold, and the taxing jurisdictions will receive 75% of the increment above the 10% threshold.

The second threshold is set at 12.5% of the maximum indebtedness (\$18,337,500) If this threshold is met, revenue for the area would be capped at 12.5% of the maximum indebtedness, with all additional tax revenue being shared with affected taxing districts.

If assessed value in the Area grows more quickly than projected, the revenue sharing thresholds could be reached earlier. If assessed value grows more slowly, they could be reached later.

IX. IMPACT OF THE TAX INCREMENT FINANCING

This section describes the impact of tax increment financing of the maximum indebtedness, both until and after the indebtedness is repaid, upon all entities levying taxes upon property in the 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 in the Area. These projections are for impacts estimated through FYE 2051 and are shown in Table 18 and Table 19. Local option levies and general obligation bonds are not negatively impacted by this Area.

The financing model anticipates that the value of property being annexed will be about \$1M per year on average in 2023\$. The portion of the frozen base associated with unincorporated property (Tax Code Area 5) is estimated to be \$43,000,000. The anticipated 3% annual growth in assessed value on this frozen base is just over \$1,000,000 per year. This results in the loss of value from annexations essentially negating the gain in value from appreciation for unincorporated properties in the Area. Thus, for most of the life of the Area, it is estimated that the unincorporated tax code area would have no increment value, and thus would not be contributing any tax increment finance revenue to the Area, and thus would not result in any foregone property tax revenue for the Westside Rural Fire District.

The Hood River School District and the Columbia Gorge Education Service District are not *directly* affected by the tax increment financing, but the amounts of their taxes divided for the urban renewal plan are shown in the following tables. 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, due to the use of tax increment financing, are substantially replaced with State School Fund revenues, as determined by a funding formula at the state level. Similarly, the Columbia Gorge Community College is funded through classes attended and through a statewide formula.

Table 18 and Table 19 show the projected impacts to permanent rate levies of taxing districts as a result of this Plan. Table 18 shows the general government levies, and Table 19 shows the education levies.

Table 18. Projected Impact on Taxing District Permanent Rate Levies - General Government, page 1

FYE	Hood River County	911 Comm.District	City of Hood River	Port of Hood River	Hood River Parks & Rec	Hood River County Trans District	Library District	Westside RFD	Subtotal
2025	(59,279)	(23,609)	(114,131)	(1,389)	(14,632)	(3,024)	(16,314)	(962)	(233,341)
2026	(116,816)	(46,525)	(227,219)	(2,737)	(28,835)	(5,960)	(32,149)	(1,255)	(461,495)
2027	(177,489)	(70,690)	(346,583)	(4,158)	(43,812)	(9,055)	(48,847)	(1,532)	(702,167)
2028	(241,527)	(96,195)	(472,640)	(5,659)	(59,619)	(12,323)	(66,471)	(1,804)	(956,237)
2029	(302,585)	(120,513)	(592,443)	(7,089)	(74,691)	(15,438)	(83,274)	(2,171)	(1,198,205)
2030	(361,305)	(143,900)	(707,293)	(8,465)	(89,185)	(18,434)	(99,435)	(2,626)	(1,430,642)
2031	(420,451)	(167,456)	(822,818)	(9,850)	(103,785)	(21,451)	(115,712)	(3,128)	(1,664,652)
2032	(479,963)	(191,159)	(938,887)	(11,245)	(118,475)	(24,488)	(132,091)	(3,681)	(1,899,987)
2033	(542,453)	(216,047)	(1,060,828)	(12,709)	(133,900)	(27,676)	(149,289)	(4,244)	(2,147,145)
2034	(608,088)	(242,188)	(1,188,971)	(14,246)	(150,102)	(31,024)	(167,352)	(4,816)	(2,406,788)
2035	(689,757)	(274,715)	(1,349,145)	(16,160)	(170,261)	(35,191)	(189,828)	(5,327)	(2,730,384)
2036	(775,799)	(308,984)	(1,517,978)	(18,176)	(191,500)	(39,581)	(213,508)	(5,842)	(3,071,366)
2037	(852,607)	(339,575)	(1,668,205)	(19,975)	(210,459)	(43,500)	(234,646)	(6,437)	(3,375,403)
2038	(909,593)	(362,271)	(1,778,614)	(21,310)	(224,526)	(46,407)	(250,329)	(7,170)	(3,600,222)
2039	(968,709)	(385,815)	(1,893,175)	(22,695)	(239,118)	(49,423)	(266,598)	(7,923)	(3,833,457)
2040	(1,030,379)	(410,377)	(2,012,739)	(24,140)	(254,341)	(52,570)	(283,570)	(8,694)	(4,076,810)
2041	(1,090,363)	(434,268)	(2,128,792)	(25,545)	(269,147)	(55,630)	(300,079)	(9,511)	(4,313,335)
2042	(1,142,346)	(454,971)	(2,228,657)	(26,763)	(281,979)	(58,282)	(314,385)	(10,417)	(4,517,800)
2043	(1,196,137)	(476,395)	(2,332,015)	(28,023)	(295,257)	(61,027)	(329,189)	(11,348)	(4,729,391)
2044	(1,251,956)	(498,627)	(2,439,301)	(29,331)	(309,035)	(63,874)	(344,551)	(12,305)	(4,948,980)
2045	(1,305,076)	(519,783)	(2,541,049)	(30,575)	(322,148)	(66,585)	(359,170)	(13,313)	(5,157,699)
2046	(1,360,012)	(541,663)	(2,646,294)	(31,863)	(335,708)	(69,387)	(374,289)	(14,351)	(5,373,568)
2047	(1,416,897)	(564,319)	(2,755,299)	(33,195)	(349,750)	(72,290)	(389,944)	(15,418)	(5,597,114)
2048	(1,475,799)	(587,778)	(2,868,195)	(34,575)	(364,289)	(75,295)	(406,155)	(16,516)	(5,828,603)
2049	(1,536,787)	(612,069)	(2,985,117)	(36,004)	(379,344)	(78,406)	(422,939)	(17,645)	(6,068,310)
2050	(1,599,933)	(637,218)	(3,106,205)	(37,483)	(394,931)	(81,628)	(440,317)	(18,806)	(6,316,522)
2051	(396,097)	(157,757)	(768,659)	(9,280)	(97,773)	(20,209)	(109,010)	(4,753)	(1,563,538)
TOTAL:	(22,308,201)	(8,884,870)	(43,491,255)	(522,639)	(5,506,604)	(1,138,157)	(6,139,439)	(211,996)	(88,203,161)

Source: Tiberius Solutions

Table 19. Projected Impact on Taxing District Permanent Rate Levies – Education

FYE	Columbia Gorge Community College	Hood River County School District	Columbia Gorge ESD	Subtotal	Total
2025	(11,307)	(201,286)	(19,569)	(232,162)	(465,503)
2026	(22,282)	(396,658)	(38,562)	(457,502)	(918,997)
2027	(33,855)	(602,681)	(58,591)	(695,127)	(1,397,294)
2028	(46,069)	(820,128)	(79,731)	(945,928)	(1,902,165)
2029	(57,716)	(1,027,457)	(99,887)	(1,185,060)	(2,383,265)
2030	(68,916)	(1,226,846)	(119,271)	(1,415,032)	(2,845,674)
2031	(80,197)	(1,427,682)	(138,795)	(1,646,674)	(3,311,327)
2032	(91,549)	(1,629,760)	(158,441)	(1,879,750)	(3,779,737)
2033	(103,468)	(1,841,953)	(179,070)	(2,124,491)	(4,271,636)
2034	(115,988)	(2,064,822)	(200,736)	(2,381,546)	(4,788,334)
2035	(131,565)	(2,342,137)	(227,696)	(2,701,398)	(5,431,783)
2036	(147,977)	(2,634,300)	(256,100)	(3,038,376)	(6,109,742)
2037	(162,628)	(2,895,108)	(281,455)	(3,339,190)	(6,714,593)
2038	(173,497)	(3,088,612)	(300,267)	(3,562,376)	(7,162,598)
2039	(184,773)	(3,289,344)	(319,781)	(3,793,898)	(7,627,355)
2040	(196,536)	(3,498,750)	(340,139)	(4,035,425)	(8,112,236)
2041	(207,978)	(3,702,432)	(359,941)	(4,270,350)	(8,583,685)
2042	(217,893)	(3,878,946)	(377,101)	(4,473,939)	(8,991,739)
2043	(228,153)	(4,061,600)	(394,858)	(4,684,611)	(9,414,003)
2044	(238,800)	(4,251,137)	(413,284)	(4,903,221)	(9,852,201)
2045	(248,932)	(4,431,512)	(430,820)	(5,111,264)	(10,268,963)
2046	(259,411)	(4,618,053)	(448,955)	(5,326,419)	(10,699,987)
2047	(270,261)	(4,811,212)	(467,733)	(5,549,206)	(11,146,320)
2048	(281,496)	(5,011,218)	(487,177)	(5,779,891)	(11,608,494)
2049	(293,129)	(5,218,307)	(507,310)	(6,018,746)	(12,087,057)
2050	(305,174)	(5,432,726)	(528,155)	(6,266,054)	(12,582,576)
2051	(75,552)	(1,344,986)	(130,756)	(1,551,295)	(3,114,832)
TOTAL:	(4,255,103)	(75,749,652)	(7,364,178)	(87,368,933)	(175,572,094)

Source: Tiberius Solutions Please refer to the explanation of the schools funding in the preceding section .

Table 20 shows the projected increased revenue to the taxing jurisdictions after tax increment proceeds are projected to be terminated. These projections are for FYE 2052. The Frozen Base is the assessed value of the Area established by the county assessor at the time the Area is established. Excess Value is the increased assessed value in the Area above the Frozen Base.

Table 20. Additional Revenues Obtained after Termination of Tax Increment Financing – FYE 2052

Taxing District	Type	Tax Rate	From Frozen Base	From Excess Value	Total
General Government					
Hood River County	Permanent	1.4171	212,219	1,798,290	2,010,509
911 Communication District	Permanent	0.5644	84,522	716,219	800,741
City of Hood River	Permanent	2.8112	328,797	3,488,081	3,816,878
Port of Hood River	Permanent	0.0332	4,972	42,131	47,103
Hood River Parks & Rec	Permanent	0.3498	52,384	443,894	496,278
Hood River County Trans District	Permanent	0.0723	10,827	91,748	102,575
Library District	Permanent	0.3900	58,405	494,907	553,312
Westside RFD	Permanent	0.7810	25,614	22,034	47,648
<i>Subtotal</i>	Gen. Govt.	6.4190	777,740	7,097,304	7,875,044
Education					
Columbia Gorge Community College	Permanent	0.2703	40,479	343,009	383,488
Hood River County School District	Permanent	4.8119	720,610	6,106,267	6,826,877
Columbia Gorge ESD	Permanent	0.4678	70,056	593,635	663,691
<i>Subtotal</i>	Education	5.5500	831,145	7,042,911	7,874,056
Total		11.9690	1,608,885	14,140,215	15,749,100

Source: Tiberius Solutions

X. 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 below, the frozen base (assumed to be FYE 2023 values), including all real, personal, personal, manufactured, and utility properties in the Area, is projected to be \$149,755,979. The Hood River County Assessor will certify the frozen base once the urban renewal plan is adopted.

The total assessed value of the City of Hood River in FYE 2023 is \$1,273,624,325. The percentage of total City assessed value in the urban renewal area is 18.53%, below the 25% threshold. This amount is calculated by dividing the total frozen base amounts of the urban renewal areas by the total assessed value of the city minus the excess value of the urban renewal areas. The excess value is that value that has been created above the frozen base. The Hood River Waterfront URA is expected to terminate in FYE 2024, so this will reduce the percentage of assessed value in urban renewal to 16.38%.

The Area contains 406.1 acres, including public rights-of-way, the Heights Urban Renewal area contains 96 acres, the Waterfront Area contains 42 acres and the City of Hood River contains 2,180 acres. This puts 25% of the City’s acreage in an urban renewal area, which does not exceed the 25% threshold.

Table 21. Urban Renewal Area Conformance with Assessed Value and Acreage Limits

	Acreage	Assessed Value	Excess Value
Hood River Waterfront	42	\$11,872,754	\$80,681,376
Heights	96	\$54,455,226	\$26,900,284
Hood River Westside Area	406.1	\$149,755,979	
Total	544.1	\$216,083,959	\$107,581,660
City of Hood River	2,180	\$1,273,624,325	
25% of City	545		
% in urban renewal	25%	18.53%	

Source: Compiled by Elaine Howard Consulting, LLC with data from Tiberius Solutions LLC, City of Hood River, Hood River County Department of Assessment and Taxation (FYE 2023)

*Estimated value, exact value will be set by the Hood River County Assessor upon adoption of the Plan.

XI. EXISTING PHYSICAL, SOCIAL, AND ECONOMIC CONDITIONS AND IMPACTS ON MUNICIPAL SERVICES

This section of the Report describes existing conditions within the Hood River Riverfront TIF Area and documents the occurrence of “blighted areas,” as defined by ORS 457.010(1).

A. Physical Conditions

1. Land Use

The Area is 406.1 acres, which is composed of 373 individual tax lots encompassing 379.65 acres, and an additional 26.45 acres in public rights-of-way. An analysis of FYE 2023 property classification data from the Hood River County Assessor’s Office was used to determine the land use designation of parcels in the Area. By acreage, Commercial land uses account for the most prevalent land use within the Area (30.38%). This was followed by Tract which is undeveloped property (28.13%). Detailed land use designations in the Area can be seen in Table 22.

Table 22. Land Use in the Area

Land Use	Tax Lots	Acres	Percent of Acres
Commercial	80	115.33	30.38%
Tract	98	106.80	28.13%
Residential	149	92.00	24.23%
Exempt	12	34.52	9.09%
Multi-Family	32	26.44	6.96%
Farm	1	3.95	1.04%
Miscellaneous	1	0.62	0.16%
TOTAL:	373	379.65	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions and the Hood River County Assessor’s Office (FYE 2023)

2. Zoning and Comprehensive Plan Designations

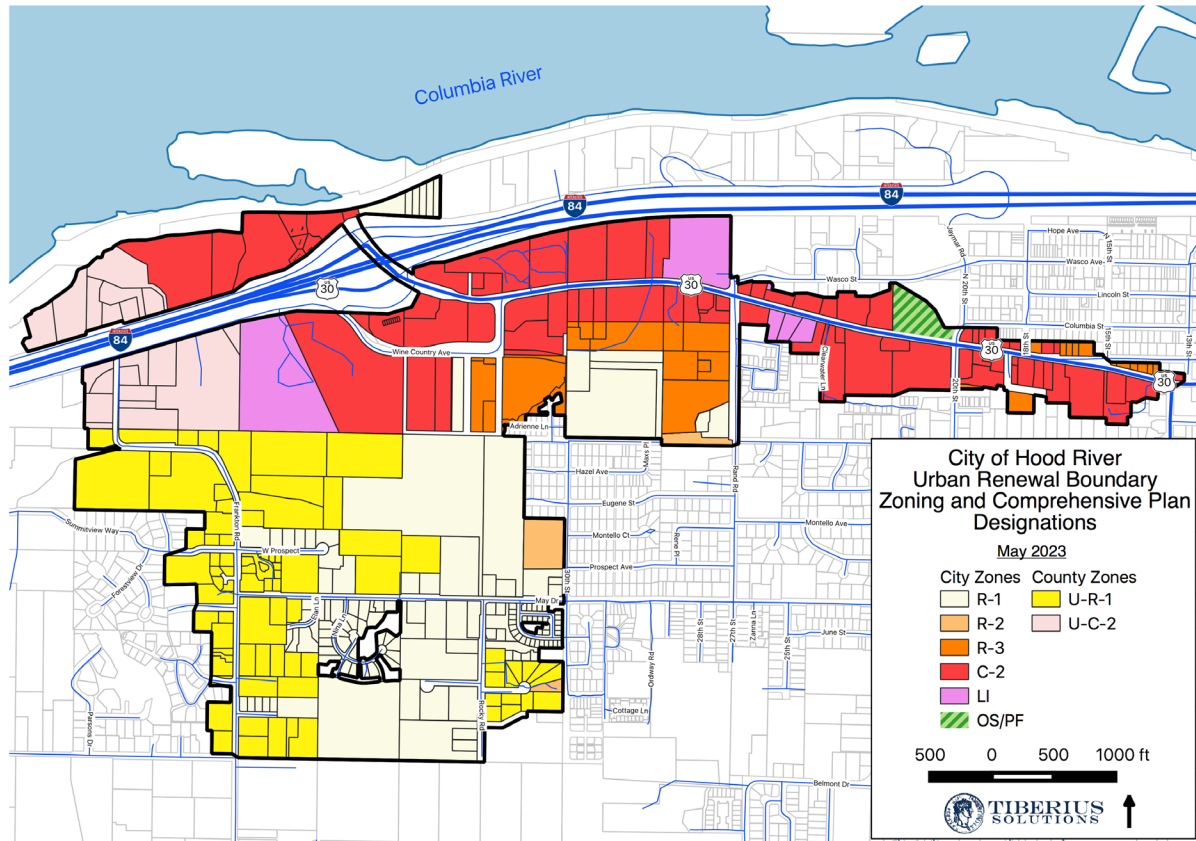
The zoning and comprehensive plan designations in the city of Hood River are the same. As some of the property is in unincorporated Hood River County, those zoning and comprehensive plan designations are also shown. It is anticipated that those properties will be annexed as they develop in the future. The most prevalent zoning and comprehensive plan designation by acreage in the Area is Urban Low Density (45%) followed by General Commercial (40%). Detailed zoning and comprehensive plan designations in the Area are shown in Table 23.

Table 23. Zoning and Comprehensive Plan Designations in the Area

Designations	Tax Lots	Acres	Percent of Acres
Urban Low Density	212	170.50	44.91%
General Commercial	123	152.64	40.21%
Light Industrial	7	28.23	7.44%
Urban High Density	25	19.63	5.17%
Urban Standard Density	5	5.87	1.55%
Open Space/Public Facility	1	2.77	0.73%
TOTAL:	373	379.65	100.00%

Source: Compiled by Elaine Howard Consulting with data from Tiberius Solutions and the Hood River County Assessor's Office (FYE 2023)

Figure 6. Hood River Westside Urban Renewal Area Zoning and Comprehensive Plan Designations



Source: Tiberius Solutions

B. Infrastructure

This section identifies the existing conditions in the Area to assist in establishing blight in the ordinance adopting the urban renewal plan. There are projects listed in the TSP, the **Westside Area Concept Plan Report**, Appendix A and B and the **Hood River Multi-Jurisdictional Parks Master Plan**. The projects below are a compilation by Hood River staff of these projects. This does not mean that all of these projects are included in the urban renewal plan. The specific projects that are included in the Plan are listed in Sections II and III of this Report.

Transportation

Project ID	Location	Description	\$ Estimated Cost from the 2021 TSP Amendment
MV1/MV2 Interim	I-84 Exit 62 Interchange	<ul style="list-style-type: none"> • I-84 Westbound Ramp/Terminal <ul style="list-style-type: none"> - Construct traffic signal • I-84 Westbound Ramp/Terminal <ul style="list-style-type: none"> - Install queue detection devices on the off-ramp and ability to pre-empt signal timing to allow the off-ramp queues to be cleared during times when queue lengths become excessive • I-84 Eastbound Ramp/Terminal <ul style="list-style-type: none"> - Construct an eastbound shared through/left turn lane to create an exclusive lane for the heavier right turn movement • Cascade Avenue <ul style="list-style-type: none"> - Construct second eastbound lane from the I-84 eastbound ramp terminal to Mt. Adams Avenue (would tie into the existing eastbound right turn lane at Mt. Adams Avenue) • Westcliff Drive/Cascade Avenue <ul style="list-style-type: none"> - Install a stop sign on the eastbound approach - Remove the stop sign for the northbound right turn lane 	\$ 6,915,000
MV2a	Cascade Ave.(HCRH): I-84 Exit 62 Interchange to	<ul style="list-style-type: none"> • Construct second westbound lane from Mt. Adams Ave. to I-84 eastbound ramp terminal (ends as right turn lane)*** (Roundabout on Cascade Ave. at Mt. Adams Ave. 	\$1,810,000

	Mt. Adams Ave	<i>listed as separate project – MV11)</i>	
MV2b	Cascade Ave: Mt. Adams Ave to Rand Rd.	<ul style="list-style-type: none"> Widen Cascade Ave. between Mt. Adams Ave. and Rand Rd. to include one travel lane in each direction and a center turn lane 	\$1,255,000
MV3	Mt. Adams Ave.: Cascade Ave. to Wine Country Ave.	<ul style="list-style-type: none"> <u>Cascade Ave. at Mt. Adams Ave.</u> <ul style="list-style-type: none"> Widen to east of Mt. Adams Avenue between Cascade Ave. And Wine Country Ave. to construct a second northbound left turn lane (reevaluate the need for this if a roundabout is chosen as the preferred alternative) Install yield control for eastbound right turn lane (constructed as part of MV2) (Roundabout (preferred if feasible) or traffic signal on Cascade Ave. at Mt. Adams Ave. listed as separate project – MV11) <u>Mt. Adams Ave. at Wine County Ave.</u> <ul style="list-style-type: none"> Construct a roundabout 	\$3,170,000
MV4.2	Westside Drive (Wine Country Avenue to May Street)	<ul style="list-style-type: none"> Construct Westside Drive as a 2 to 3-lane minor arterial from Wine Country Avenue to May Street. 	\$19,010,000
MV11	Mt. Adams Ave./ Cascade Ave.	<ul style="list-style-type: none"> Construct roundabout 	\$5,500,000 (roundabout)
		Neighborhood and Urban Collectors	
		Additional Cascade Avenue Streetscape Improvements	

3. Stormwater

A project memorandum from David Evans and Associates, Inc. in the Hood River Westside Area Concept Plan Report details the following water system needs in the Area. (p 169 of Appendix A and B). The estimated costs were \$9,981,700 in 2017 dollars.

“We evaluated a total of five (5) hydrologic basins (A-E). Basin A is located at the southeast corner of the study area. It includes the area north and west of Belmont Drive; and areas west of the extended 27th Street.

Basin A connects to the existing City system at approximately May Avenue/25th Avenue intersection.

Basin B includes areas south of May Avenue at approximately 30th Street. There are also areas between 30th Street and Adams Avenue extension. There are multiple points of connection for Basin B into the existing storm line located in 30th Street.

Basin C includes areas between the extended Adams Blvd and the new Alignment D roadway. It also includes approximately half of the high school site. The mainline of this basin is located within the Adams Blvd roadway. The main point of connection is just north of Cascade Avenue.

Basin D is the remaining area between the new Alignment D and Adams Avenue. It also includes the southwest corner of the study area. The mainline of this basin is located in Alignment D roadway. The point of connection is north of Country Club Drive at Wine Country Road.

Basin E includes the western-most portion of the study area, north and east of Frankton Road. The mainline of this basin is located in Frankton Road. The main point of connection is north of Country Club Road.”⁷

Basin A - \$1,481,800

- West extension from Belmont
- Rand Road south extension from May Avenue
- May Avenue extension west from Rand Road
- May Avenue extension west from point of connection (POC)

Basin B - \$1,366,500

- 30th Street extension south
- May Avenue extension east from 30th Street
- Hazel south extension west from 30th Street
- Sherman extension west from 30th Street
- Cascade Avenue extension west to POC

Basin C - \$3,080,300

- Rocky Road extension south to study boundary
- May Drive extension east from Rocky Road
- Prospect extension west to Adams Avenue
- Montello Avenue extension west to Adams Avenue
- Eugene Avenue extension west to Adams Avenue
- Sherman extension east to Adams Avenue
- Wine Country extension east to Adams Avenue
- Adams Avenue extension from May Avenue to Cascade Avenue
- Cascade Avenue extension west to POC

Basin D - \$3,236,200

- May extension east from Alignment D
- May extension west from Alignment D
- Extension east from Stonegate Drive
- Extension north to May Avenue

⁷ Westside Area Concept Plan Report Appendix A and B p 177

- May extension east from Franklin
- May extension west from Nina Lane
- W Prospect Avenue extension east
- North extension from May to Alignment D
- Hazel extension to Alignment D
- Sherman extension west to Alignment D
- Alignment D extension from May to POC

Basin E - \$816,900

- West extension to Frankton Road
- Frankton Road extension to the north
- North extension from Frankton Road to Country Club Road/POC

4. Sanitary Sewer

A project memorandum from David Evans and Associates, Inc. in the Hood River Westside Area Concept Plan Report details the following water system needs in the Area. (p 169 of Appendix A and B). The estimated costs were \$7,439,2100 in 2017 dollars.

- Connection to Belmont Drive
- Connection to 29th Street
- Connection to 30th Street
- Rocky Road connection
- Vista Loop connection to Blackberry
- Vista Loop connection to Kesia Court
- BlackBerry Drive east to Vista Loop
- East-West connection to Frankton Road
- New North-South (Alignment D) - Wine Country Road to May Street
- May Drive connection to Alignment D (East to West and West to East)
- Sherman Road connection to Alignment D (East to West and West to East)
- High School to Alignment D
- Frankton Road TO Alignment D (West to East)
- Adams extension north from Cascade Avenue
- Prospect Avenue extension east of Adams
- Montello Avenue extension (East to West and West to East)
- Eugene Avenue extension to Adams
- Hazel west connection
- Sherman west connection
- Sherman connection to Adams

5. Water

A project memorandum from David Evans and Associates, Inc. in the Hood River Westside Area Concept Plan Report details the following water system needs in the Area. (p 167 of Appendix A and B). The estimated costs were \$6,148,100 in 2017 dollars.

- Belmont Drive West extension to Rocky Road
- 29th Street extension south

- 30th Street extension south
- Blackberry Drive from Rocky Road to Frankton Road
- Vista Loo connection to Blackberry Drive
- May Drive extension to Frankton Road
- Elan Drive extension to Frankton Road
- Frankton Road south extension from Blackberry Drive
- Frankton Road – May Street to Blackberry Drive
- Frankton Road – May Street to Country Club
- Country Club Road extension to Frankton Road
- New North-South Arterial (Alignment D) - Wine Country Road to May Street
- East-West connection from Alignment D to Frankton Road
- Prospect Avenue from Alignment D to Frankton Road
- Adams extension north to 30th Street
- Sherman extension west to Alignment D
- High School from Sherman to Alignment D
- Hazel extension west to Adams
- Eugene extension west to Adams

6. Parks and Trails

Project ID	Location	Description	Estimated Cost
P1.1	Historic Columbia River Highway Trail	Construct a sidewalk along the north side of Westcliff Drive from the west UGB east to Exit 62. The sidewalk is intended to serve pedestrians only, with bicycles sharing the roadway with motor vehicles.	\$2,135,000
P4	Westside Community Trail	Extend Westside Community Trail east to connect with the existing trail at 20 th Street.	\$1,365,000 for on-street segment along Rocky Road
P19	Henderson Creek Trail	Construct an asphalt or concrete path from the south UGB/Post Canyon Drive extension to Cascade Avenue in a buffer along Henderson Creek.	\$5,290,000
P20	Ridgeline Trail north of Sherman Ave	Construct a trail from Rand Road to Frankton Road.	\$2,245,000
Urban Neighborhood Park A	TBD	Land Acquisition and Development for 4-acre park	
Urban Neighborhood Park B	TBD	Land Acquisition and Development for 4-acre park	

C. Social Conditions

The following social conditions were taken from the American Community Survey 2017-2021 Five Year Estimates. The most common age bracket in the Area is 35 to 44 years at 22%, followed by 55 to 64 years at 17%.

Table 24. Age in the Area

Age	Number	Percent
Under 5 years	167	7%
5 to 9 years	224	10%
10 to 14 years	86	4%
15 to 17 years	38	2%
18 to 24 years	131	6%
25 to 34 years	270	12%
35 to 44 years	508	22%
45 to 54 years	198	9%
55 to 64 years	393	17%
65 to 74 years	190	8%
75 to 84 years	88	4%
85 years and over	-	0%
TOTAL	2,293	100%

Source: American Community Survey 2017-2021 Five Year Estimates

According to the US Census Bureau, American Community Survey 2017-2021 Five Year Estimates, the block groups have 2,293 residents, 76% of whom identify as Not Hispanic and 24% of whom identify as Hispanic or Latino. The analysis of origin by race is shown in the table below.

Table 25. Hispanic or Latino Origin by Race in the Area

Race	Number	Percent
Not Hispanic	1,744	76%
White alone	1,613	70%
Black or African American alone	54	2%
American Indian and Alaska Native alone	-	0%
Asian alone	26	1%
Native Hawaiian and Other Pacific Islander alone	-	0%
Some other race alone	-	0%
Two or more races	51	2%
Hispanic or Latino	549	24%
TOTAL	2,293	100%

Source: American Community Survey 2017-2021 Five Year Estimates

In the block groups, 55% of adult residents have earned a bachelor's degree or higher compared to 34% of Oregon residents. Another 20% have some college education without a degree. Seven percent have graduated from high school with no college experience.

Table 26. Education in the Area

Education	Number	Percent
Less than high school	287	17%
High school graduate (includes equivalency)	121	7%
Some college	184	11%
Associate's degree	154	9%
Bachelor's degree	414	25%
Master's degree	301	18%
Professional school degree	175	11%
Doctorate degree	11	1%
TOTAL	1,647	100%

Source: American Community Survey 2017-2021 Five Year Estimates

Of the means of transportation used to travel to work, the majority, 54%, drove alone with 1% carpooling. Fourteen percent either walk to work or rode a bicycle.

Table 27. Means of Transportation to Work in the Area

Means of Transportation	Number	Percent
Drove alone	702	54%
Carpooled	16	1%
Public transportation (includes taxicab)	56	4%
Motorcycle	-	0%
Bicycle	88	7%
Walked	87	7%
Other means	31	2%
Worked at home	331	25%
TOTAL	1,311	100%

Source: American Community Survey 2017-2021 Five Year Estimates

Twenty-six percent of the incomes in the Area are below \$75,000. The median income for Oregon is \$65,667. Nineteen percent of the family income in Hood River exceeds \$200,000 while for the State only 7.2% have incomes over \$200,000.

Table 28. Income in the Area

Income Range	Number	Percentage
Less than \$10,000	-	0%
\$10,000 to \$19,999	-	0%
\$20,000 to \$29,999	73	8%
\$30,000 to \$39,999	-	0%
\$40,000 to \$49,999	52	6%
\$50,000 to \$59,999	29	3%
\$60,000 to \$74,999	78	9%
\$75,000 to \$99,999	102	12%
\$100,000 to \$124,999	111	13%
\$125,000 to \$149,999	161	18%
\$150,000 to \$199,999	110	13%
\$200,000 or more	164	19%
TOTAL	880	100%

Source: American Community Survey 2017-2021 Five Year Estimates

D. Economic Conditions

1. Taxable Value of Property within the Area

The estimated total assessed value of the Area calculated with data from the Hood River County Departments of Assessment and Taxation for FYE 2023, including all real, personal, manufactured, and utility properties, is estimated to be \$149,755,979. The County Assessor will certify the frozen base if the ordinance for the approval of the Plan is adopted by the City Council.

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 Value Ratio," or "I:L." The values used are real market values. In urban renewal areas, the I:L is often used to measure the intensity of development or the extent to which an area has achieved its short- and long-term development objectives.

Table 29 shows the improvement to land ratios (I:L) for properties within the Area. Nine percent of the tax lots are exempt, which means they do not pay taxes. These are typically government, utility or non-profit owned properties. Sixty-six taxlots representing thirty percent of the acreage have no improvement value. For properties with improvements, thirty-seven percent have I:L ratios less than 1.0. In other words, the improvements on these properties are worth less than the land they sit on. A reasonable I:L ratio for properties in the Area is 2.0. Ninety nine of the tax lots in the Area, totaling fifteen percent of the acreage, have I:L ratios of 2.0 or more in FYE 2023. In summary, the area is underdeveloped and not contributing significantly to the tax base in Hood River.

Table 29. Improvement to Land Ratios in the Area

Improvement to Land Ratio	Parcels	Acres	Percent of Acres
Exempt	12	34.52	9.09%
No Improvement Value	66	111.86	29.46%
0.01-0.50	46	91.80	24.18%
0.51-1.00	61	48.03	12.65%
1.01-1.50	54	20.87	5.50%
1.51-2.00	35	15.23	4.01%
2.01-2.50	28	10.30	2.71%
2.51-3.00	14	15.99	4.21%
3.01-4.00	15	12.44	3.28%
> 4.00	42	18.61	4.90%
TOTAL:	373	379.65	100.00%

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 VIII of this Report. This subsection discusses the fiscal impacts resulting from potential increases in demand for municipal services.

The projects being considered for future use of urban renewal funding are for blight remediation and include transportation improvements, facilitating development of properties including housing development, recreational improvements and plan administration. The use of tax increment allows the City to add an additional funding source to the City of Hood River general fund or system development charges funds to allow these projects to be completed.

It is anticipated that these improvements will catalyze development on the undeveloped and underdeveloped parcels in the Area. This development will require city services. However, as the property is within the city limits or the urban growth boundary, the city has anticipated the need to provide services to the Area. As the development will be new construction or rehabilitation, it will be up to current building code which will aid in any fire protection needs. The transportation projects will also assist in fire protection needs in the Area.

The financial impacts from tax increment collections will be countered by a more efficient traffic circulation pattern for the Area, the addition of greatly needed housing units, trails and pathways, and, in the future, adding increases in assessed value to the tax base for all taxing jurisdictions, including the City.

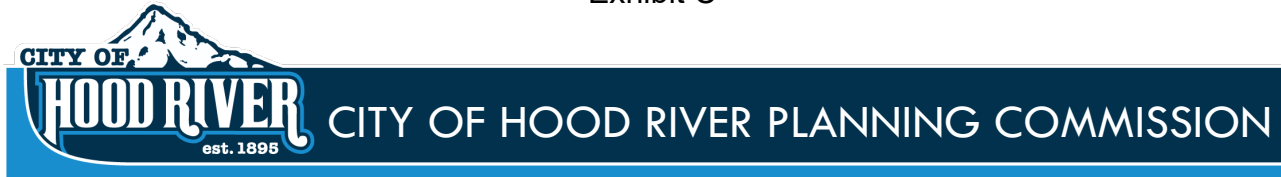
XII. REASONS FOR SELECTION OF EACH URBAN RENEWAL AREA IN THE PLAN

The reason for selecting the Area is to provide the ability to fund projects and programs necessary to cure blight within the Area. There are large parcels within the Area that are undeveloped or underdeveloped. There are also transportation deficiencies which impact the residents in Hood River. This Area has large parcels of undeveloped land to be able to supply needed housing units for the region.

The outcome of implementing these projects is anticipated to be the creation of vibrant neighborhood in west Hood River by providing improved multi-modal transportation access, new housing development and additional recreational opportunities in the Area.

XIII. RELOCATION REPORT

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. The Agency will comply with all applicable state law in providing these potential benefits.



DATE: August 14, 2023
TO: Mayor Blackburn and Members of the City Council
FROM: Dustin Nilsen, Director of Planning
SUBJECT: Westside Urban Renewal Area Plan Planning Commission Hearing

CITY COUNCIL GOAL:

- Equitable and Diverse Housing Inventory
 - Equitable and Inclusive Community
 - Well-Maintained and Safe Community

 - Efficient and Safe Transportation System for all users
 - Environmentally Sustainable and Resilient Community
 - Adequate Parks and Open Space
-

PURPOSE

On July 17th, the Hood River Planning Commission held a public hearing regarding the Council’s consideration and adoption of the proposed Westside Urban Renewal Area Plan (Plan). The Plan is designed for the Westside Area (Area), an area on the western edge of Hood River including both incorporated and unincorporated acres. The reason for urban renewal is to provide a financing mechanism to fund improvements including transportation, affordable housing, parks and administration.

The focus of the Planning Commission’s review was to determine the conformance of the Plan with the Hood River Comprehensive Plan and make a recommendation to the Hood River City Council on the conformance to the Hood River Comprehensive Plan issue. There are no explicit review criteria for a Planning Commission for the review of an urban renewal plan. The Oregon Revised Statute (ORS) ORS 457.089(1) 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 generally accepted practice is for the Planning Commission to provide input on the relationship of the Plan to the Local Goals and Objectives (Section Section XII of the Plan), and particularly to its conformance to the City of Hood River Comprehensive Plan. The Comprehensive Plan analysis is shown in Section XII of the proposed Plan, was presented and considered by the Planning Commission at its July 17th, 2023 hearing.

BACKGROUND

The purpose of the Westside Urban Renewal Plan is to provide financing to help with the implementation of three recently approved plans: the Transportation System Plan amended in April 2021, the Hood River Valley Parks & Recreation District’s Multi-Jurisdictional Parks, Recreation & Opens Space Plan, adopted in September 2020, and the Hood River Affordable Housing Strategy, May 2022. Each of these plans had significant public input and specific goals and projects were

identified in each of the plans. This Plan is one of the implementation tools for the three planning documents.

NOTICE

A Spanish and English notification of the Planning Commission Hearing was prepared and mailed to all property owners within the proposed District and all property owners within Urban Growth Boundary on June 16th 2023. These materials were also posted to the City’s Website in English and Spanish, and meeting notification was emailed to all parties signed up to receive notification of Planning Commission meetings.

MAXIMUM INDEBTEDNESS

The proposed maximum indebtedness, the limit on the amount of funds that may be spent on administration, projects and programs in the Area is \$146,700,000. The maximum indebtedness does not include interest paid on any borrowing by the urban renewal agency. There is a proposed financing plan in the Report that shows that the Plan is financially feasible. It is understood that the Agency may make changes to the financing plan as needs and opportunities arise, typically during the annual budgeting process.

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 VI of the Plan.

RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the following documents:

- **Hood River Comprehensive Plan (Comprehensive Plan)**
- **Hood River Transportation System Plan**
- **Hood River Affordable Housing Strategy**
- **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**
- **Hood River Municipal Code**
- **Hood River County Comprehensive Plan**

Section XII of the Plan 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 that occurs in the original document. Italicized text is text that *has* been taken directly from an original planning document.

This is not a comprehensive list of all parts of the Hood River Comprehensive Plan that are supported by this Plan. This list includes the major Goals and Policies from the comprehensive plans that are in conformance with the urban renewal Plan however, there may be other Goals and Policies that are not listed but are still in conformance with this Plan.

PLANNING COMMISSION RECOMMENDATION AND VOTE

Upon closure of the hearing and deliberation the Hood River Planning Commission found that, based upon the information provided in the staff report and the provided attachments, the Westside Urban Renewal Area Plan conforms with the Hood River Comprehensive Plan and recommend that the Hood River City Council adopt the proposed Westside Urban Renewal Area Plan.

Attachments:

Excerpts from the Westside Urban Renewal Area Plan and Section XII of the Plan which relates to the Comprehensive Plan.

RELATIONSHIP TO LOCAL OBJECTIVES

ORS 457.085 requires that the Plan conform to local objectives including the comprehensive plan and economic development plan of a locality. This section provides that analysis. Relevant local planning and development objectives are contained within the following documents:

- Hood River Comprehensive Plan (Comprehensive Plan)
- Hood River Transportation System Plan
- Hood River Affordable Housing Strategy
- Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan
- Hood River Municipal Code

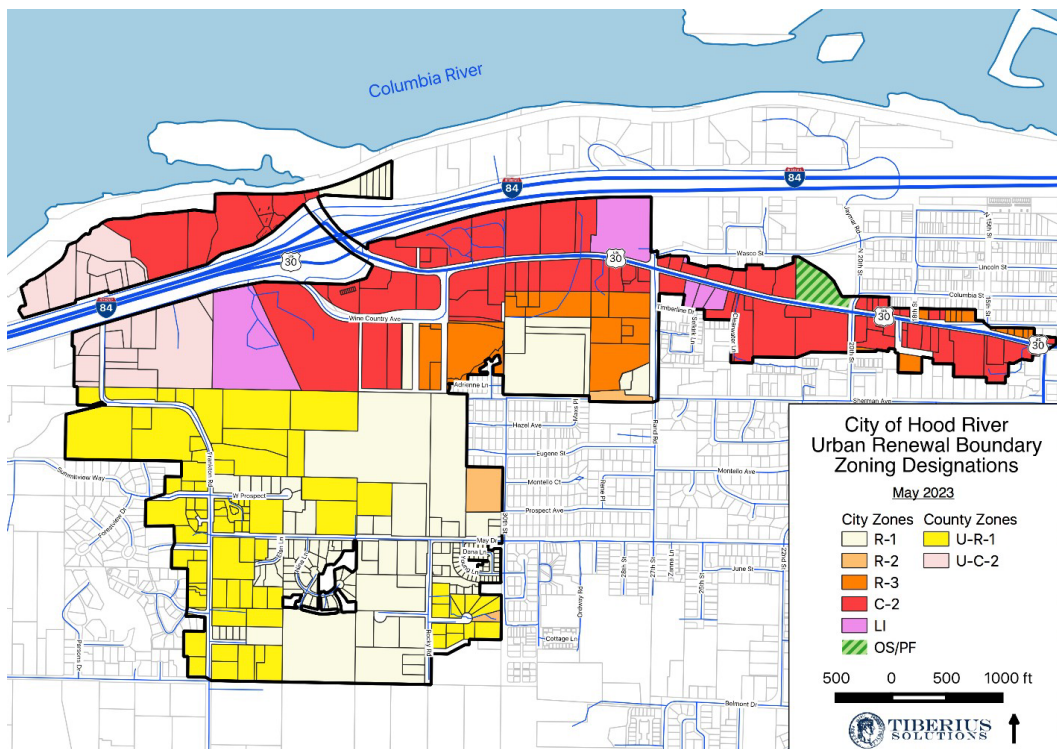
The following section describes the purpose and intent of these plans, the main applicable goals and policies within each plan, and an explanation of how the Plan relates to the applicable goals and policies. The analysis covers the most relevant sections of the documents but may not cover every section of the documents that relate to the Plan.

The numbering of the goals and policies within this section reflects the numbering that occurs in the original document. *Italicized text* is text that has been taken directly from an original document and therefore cannot be changed. Some verbiage may say “complies with”, which, in this document is synonymous with “conforms to” as stated in ORS 457.095.

Zoning Code designations for all land in the Area are shown in Figure 2. Hood River has a one map system, so the comprehensive plan designations and zoning designations are the same. All proposed land uses conform to Figure 2. Maximum densities and building requirements for all land in the Area are contained in the Hood River Municipal Code.

Figure 6. Zoning Designations

Source: Tiberius Solutions with Data from the City of Hood River



Hood River Comprehensive Plan

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.

A. 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.*

FINDING: Section I of this Plan lists the extensive citizen involvement in the documents upon which this Plan was developed and on the Plan itself. The Plan conforms with the Comprehensive Plan Goal 1 - Citizen Involvement.

GOAL 5 OPEN SPACES, SCENIC AND HISTORIC AREAS AND NATURAL RESOURCES

OPEN SPACES

GOALS

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:

- 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.*

FINDING: The Plan provides funding for parks and trails within the Area. These include the Historic Columbia River Highway Trail, Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the Comprehensive Plan Goal 5 - Open Spaces, Scenic And Historic Areas And Natural Resources.

GOAL 6 AIR, WATER, AND LAND RESOURCES QUALITY

GOAL: *To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution—free environment.*

FINDING: Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic which should have a positive impact on air quality.

GOAL 8 RECREATIONAL NEEDS

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

POLICIES:

- 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.*
- 6. As parcels of land are annexed from the UGA into the City, some land will be designated Open Space/Public Land for the development of new parks and public facilities, including access ways, to serve the recreational needs of the community.*

FINDING: The Plan provides funding for parks and trails within the Area. These include the Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the Comprehensive Plan Goal 8 - Recreational Needs.

GOAL 9 ECONOMY

GOAL: *To diversify and improve the economy to the Hood River planning area while preserving and promoting the City's quality of life and small-town atmosphere.*

POLICIES:

- 1. Preserve and promote the city's "quality of life" including small town atmosphere, family-oriented community, good schools, open space and recreational opportunities, urban bike and walking system, beautiful natural setting and space for existing business to expand as an incentive for economic development.*
- 3. Allow for new and existing business expansion needs that support retention and growth of strategic employment clusters community which include: health care; advanced manufacturing (e.g., avionics, composite materials, electronics, etc.); athletic/outdoor gear (e.g., wind sports gear, apparel, ect.[sic]); clean-tech (e.g. utilities, wind energy research and development, ect.[sic]); food and beverage processing (e.g., fruit juice, wine, beer, organic supplements, etc.); creative services (e.g., computer software development, electronic publishing, ect.[sic]); and advanced education and create a desired balance between the quality of life of this community and economic health of the city.*
- 4. The majority of the targeted businesses that consider expanding/relocating to Hood River will consist of small businesses (less than 10 employees) that can locate within existing office or*

industrial buildings or within new office or flex/industrial buildings that are developed on vacant sites under 5 acres of size.

5. Ensure provisions of adequate public facilities in association with development to support economic development and maintain consistency between the public facilities plans and the Goal 9 goals, policies and implementation strategies.

6. The City has several commercial areas that can be set apart in the City and each have their own unique characteristics: Central Business District, The Heights Business District, the Waterfront, and West Cascade. The City will seek to distinguish these differences and propose ways to maintain these district employment districts.

9. Engender economic sustainability by supporting small businesses.

10. To continue to recognize the City's role in the Hood River planning area, county and beyond.

Implementation Strategies

5b. Utilized available grants and tax increment financing to assist in the financing of the extension of public facilities to lands in areas where infrastructure is deficient and cooperate with economic development agencies in marketing and incentives directed toward the fire strategic clusters.

FINDING: The Plan provides funding to implement the projects identified in the **Transportation System Plan**, the **Affordable Housing Strategy** and provision of parks and trails within the Area in accordance with the **Hood River Area Multi-Jurisdictional Recreation & Open Space Plan** that will help facilitate future development of the Area and preserve and promote the city's "quality of life" including small town atmosphere, family-oriented community, good schools, open space and recreational opportunities, urban bike and walking system, beautiful natural setting and space for existing business to expand as an incentive for economic development.

The Area contains the West Cascade commercial area that will benefit from improvements to the transportation network and by increased population within the Area to support the businesses within that commercial area.

The provision of public facilities within the Area is in conformance with goal 9 to ensure provision of adequate public facilities. The Plan conforms to the Comprehensive Plan Goal 9 - Economy.

GOAL 10 HOUSING

GOAL: *To provide a variety of opportunities to meet the housing needs of the residents of Hood River at all income levels.*

POLICIES:

1. The City will promote and encourage the maintenance of existing housing, the rehabilitation of older housing, and the development of a mixture of sound, adequate new housing in a variety of housing types to meet the needs of all segments of the population.

2. The City will ensure the orderly development of public utilities and services to serve buildable lands within the City and Urban Growth Boundary to meet the residential development needs of the community.

3. Development in the Urban Growth Area will occur in accordance with the land use

designations established in the Plan Map and as further defined in the Urban Growth Management Agreement with Hood River County.

5. Mobile home parks will be allowed as a permitted use subject to site plan review using clear and objective criteria in the R-1, R-2, and R-3 Zones.

9. The City will encourage the provision of housing for senior, handicapped, and low income citizens at a minimum cost and will work with other organizations to achieve this goal.

11. The application of new technology, greater freedom of design, increased population densities, and economy of land use will be encouraged.

12. More efficient use of public facilities, to include existing roads, sewer and water mains will be emphasized in new development.

14. The City will annex parcels that are contiguous to city limits or separated from the City by a public right of way or body of water to provide water, wastewater or storm water service.

15. The City will encourage and support development of affordable housing, both publicly and privately financed, including the provision of government-subsidized housing, for households at or below 120% of the area median income, as defined by the U.S. Department of Housing and Urban Development (HUD).

18. Encourage the development of great neighborhoods by:

- Supporting neighborhood identity.*
- Locating parks, trails, schools, daycare and churches in close proximity to residences.*
- Incorporating natural features and spaces into developments.*
- Connecting and orienting new neighborhoods.*
- Encouraging residential development that conserves energy and water.*

FINDING: One of three main categories of projects within the Plan is for the development of affordable housing, both rental and homeownership, in the Area. The funding will be used to supplement other funding sources to purchase land for affordable housing development for households at or below 120% of Area Median Income. The transportation network and utility infrastructure will be improved to allow for the development of housing within the Area. Funding is allocated for the provision of trails and parks within the Area to provided amenities to the housing in the Area. The Plan conforms with the Comprehensive Plan Goal 10 - Housing.

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.*

1.4.1 POLICIES

1. Provide urban services (water, sewer, storm drainage and transportation) to residential, commercial and industrial lands within the City's Urban Growth Area ("UGA").

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.

9. Plan for the location of schools where there are adequate urban services planned.

13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions

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

FINDING:

The Plan provides for urban services to be provided to the Area and within the Urban Growth Area. These services will be in accordance with the Public Facilities Master Plans and coordinated with the **Transportation System Plan**. The Plan conforms with the Comprehensive Plan Goal 11 - Public Facilities and Services.

GOAL 12 TRANSPORTATION

There are seven transportation goals with related policies organized under each goal.

GOAL 1: *A balanced transportation system.*

POLICIES:

- 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.*

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.*
- 4. Protect neighborhoods from excessive traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.*

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.*

GOAL 4: *An efficient transportation system that reduces the number of trips and limits congestion.*

POLICIES:

- 3. Require minimum LOS on transportation systems serving new developments.*

GOAL 5: *Transportation facilities, which are accessible to all member [sic] of the community and reduce trip length.*

- 1. Construct transportation facilities to meet the requirements of the American with Disabilities Act.*
- 2. Develop neighborhoods and local connections to provide adequate circulation in and out of the neighborhoods.*

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

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.*

- 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.*
- 5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.*

GOAL 8: *Protect the function and operation of the interstate highway interchanges consistent with the planned land uses in the vicinity of the interchanges.*

POLICIES:

- 1. Provide for an adequate system of local roads and streets for access and circulation within the interchange areas that minimize local traffic through the interchanges and on the interchange cross roads.*
- 2. Provide safe and efficient operations between the connecting roadways (and the local street network, if applicable) within adopted IAMP management areas in the City and the UGA.*
- 4. Recognize the importance of the interchange function to support the City’s economic development goals and plan, including providing access to family wage jobs in the downtown, at the waterfront, and in west Hood River.*
- 7. Working in conjunction with ODOT, help ensure that the functional capacity and safety of I-84 interchanges in Hood River are preserved and that sufficient revenue is generated to finance necessary improvements.*
- 8. Support the design of the Historic Highway in the vicinity of Exit 62 as a gateway into the City.*
- 10. Support safe bicycle and pedestrian facilities in the vicinity of Exit 62 that provide connectivity throughout the area and to destinations along the proposed Historic Columbia River Highway State Trail and Hood River Valley.*

FINDING: The Plan provides funding to implement the projects identified in the **Transportation System Plan** and provision of parks and trails within the Area in accordance with the **Hood River Area Multi-Jurisdictional Recreation & Open Space Plan** that will help facilitate future development of the Area. These include provision for bicycle and pedestrian needs and a transportation network that will allow for the future development of the Area. The Plan conforms with the Comprehensive Plan Goal 12 Transportation.

GOAL 13 ENERGY CONSERVATION

- GOAL:** *To conserve energy and encourage the use of renewable energy resources.*
- 2. Higher density land use along major arterials, collectors and intersections will be encouraged.*

FINDING: The Plan provides funding to implement projects identified in the **Transportation System Plan** along major arterials including Cascade Avenue, and at intersections such as Cascade Avenue/Mt. Adams, where mixed-use development is anticipated to help meet the City’s needs for multi-family housing. These projects include upgrading sidewalks for

pedestrian use and bike paths in some areas, including between residential neighborhoods and schools and commercial areas. The Plan conforms with the Comprehensive Plan Goal 13 Energy Conservation.

GOAL 14 URBANIZATION

GOAL: *To provide for an orderly and efficient transition from rural to urban land use.*

1. Contain urban development within areas planned for future long-range expansion where basic urban services such as sewer, water facilities, police and fire protection can be efficiently and economically provided.

6. Make it possible for utility extensions and transportation facilities to be designed and located so as to more closely match population growth.

7. Preserve and enhance the livability of the area.

FINDING: The boundary of the Plan includes both properties within the city limits and unincorporated properties. The unincorporated properties are within the urban growth area. The city anticipates that these properties will provide valuable housing to help address the housing needs as identified in the **Hood River Affordable Housing Strategy**. The ability to fully develop in the Area is dependent on the projects in the Plan that provide for infrastructure improvements to the Area. The Plan has taken care to address not only the motor vehicle transportation needs but the trail and park needs for the unincorporated areas within the boundary of the Plan. These improvements will preserve and enhance the livability of the Area. The Plan conforms with the Comprehensive Plan Goal 14 - Urbanization.

B. Hood River Transportation System Plan

These goals and policies are covered in the Transportation Section of the Hood River Comprehensive Plan.

C. Hood River Affordable Housing Strategy

The Hood River City Council adopted the following AHS Goals on August 9, 2021:

- *Increase and retain housing opportunities for households with incomes up to 120% of Hood River's Median Family Income (MFI).*
- *Engage residents, employers, housing advocates, service providers, and others affected by housing costs to ensure underrepresented voices are included in project outcomes.*
- *Adopt limited and actionable number of strategies with strong likelihood to result in affordable housing development.*
- *Ensure strategies address equity.*
- *Provide clear guidance about the specific policies, tools, and actions the City will use to encourage the development of affordable housing.*

FINDING: One of three main categories of projects within the Plan is for the development of affordable housing, both rental and homeownership, in the Area. The funding will be used to supplement other funding sources to purchase land for affordable housing development for households at or below 120% of Median Family Income/Area Median Income/. The Equity Framework developed for this Plan and the Equity Framework in the Affordable Housing Strategy will be used to ensure that the projects which are undertaken address equity and engage residents, employers, housing advocates, service providers, and others affected by housing costs. The Plan conforms with the **Hood River Affordable Housing Strategy**.

D. Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan

Goal: Trails *Hood River County's comprehensive trail system promotes active lifestyles by providing non-vehicular connections to nature, parks, schools and other community destinations, while balancing recreational needs with other community goals and being sensitive to farm and forest uses*

Urban and Regional Trails: Develop, enhance, and maintain multi-use trails that provide safe opportunities to recreate and to connect to major destinations within urban areas and throughout the greater Hood River area.

Primitive Trails: Provide a sustainable system of recreation trails to provide access to motorized and non-motorized outdoor recreation and connections to the region's public forest lands for residents and visitors to the area.

Goal: Parks: *Park providers in the Hood River area provide and maintain adequate parkland to provide diverse recreational experiences and meet current and future community needs*

Parkland Acquisition: Acquire additional parkland necessary to serve the Hood River area's current and future population based on adopted service levels.

Neighborhood and Community Parks: Improve park sites to provide a diverse range of active and passive recreational experiences.

Riverfront Regional Parks: Maintain and enhance riverfront parks to connect residents with the water and provide unique recreational experiences.

County Regional Parks: Provide opportunities for residents and visitors to experience – on a day or overnight basis – minimally developed parks that promote a connection to nature.

Partner Agency Recommendations:

City of Hood River

- Coordinate with HRVPRD to acquire up to three neighborhood parks and one community park to serve the westside of Hood River
- Plan for the acquisition and development of several trail corridors, including Westside Trail, Henderson Creek Trail and Ridgeline Trail
- Upgrade and enhance park amenities, ADA accessibility, and parking at existing parks

FINDING: The Plan provides funding for parks and trails within the Area. These include the Westside Community Trail, Henderson Creek Trail, Ridgeline Trail north of Sherman Avenue and two urban neighborhoods parks in location to be determined in the future. The Plan conforms with the **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**.

E. Hood River Municipal Code

The land uses in the Area will conform to the zoning designations in the Hood River Municipal Code including the maximum densities and building requirements and are incorporated by

reference herein. The existing zoning is shown in Figure 6.

The development is expected to conform to the zoning requirements. As the Municipal Code is updated, this document will be automatically updated. If a substantial amendment is completed in the future, this section will be updated to match the current zoning designations.

The zoning categories applied to the Area at the time of adoption of the Westside Urban Renewal Area Plan follow. They are in the order that they occur in Title 17 of the Municipal Code.

Title 17 Zoning

Existing City Zoning Categories and Permitted Uses

R-1 Urban Low Density Residential

Permitted Uses.

1. *Detached single family dwellings for residential use and accessory structures*
2. *Manufactured homes for residential use*
3. *Mobile home parks*
4. *Residential care facilities*
5. *Transportation facilities pursuant to 17.20.050(A)*
6. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
7. *Accessory uses permitted when accessory to residential use:*
 - a. *Accessory dwelling units subject to HRMC 17.23*
 - b. *Family day care subject to HRMC 17.04.100*
 - c. *Home Occupations subject to HRMC 17.04.100*
 - d. *Hosted homeshares and vacation home rentals subject to HRMC 17.04.115*
8. *Middle housing subject to HRMC Chapter 17.25.*

R-2 Urban Standard Density Residential

Permitted Uses.

1. *Detached single-family dwellings for residential and accessory structures*
2. *Duplexes for residential use*
3. *Manufactured homes for residential use*
4. *Mobile home parks subject to 17.12*
5. *Residential care facilities*
6. *Group residential, if less than fifteen (15) persons*
7. *Transportation facilities pursuant to 17.20.050(A)*
8. *Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review*
9. *Accessory uses permitted when accessory to residential use:*
 - a. *Accessory dwelling units subject to HRMC 17.23*
 - b. *Bed and breakfast facilities subject to HRMC 17.04.110*
 - c. *Family day care subject to HRMC 17.04.100*
 - d. *Home Occupations in accordance with HRMC 17.04.100*
 - e. *Hosted Homeshares and vacation home rentals subject to HRMC 17.04.115*
10. *Townhouse projects for residential use including:*
 - a. *Two (2) townhouses subject to HRMC 17.19*

- b. four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19
- 11. Middle housing subject to HRMC Chapter 17.25.

R-3 Urban High Density Residential

Permitted Uses.

1. Detached single-family dwellings for residential use and accessory structures
2. Duplexes and triplexes for residential use
3. Multi-family dwellings for residential use, subject to HRMC 17.16
4. Manufactured homes for residential use
5. Mobile home parks subject to HRMC 17.12
6. Residential care facilities
7. Group residential, if fifteen (15) or more persons, subject to site plan review
8. Transportation facilities subject to HRMC 17.20.050(A)
9. Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review
10. Accessory uses permitted when accessory to residential use:
 - a. Accessory dwelling units subject to HRMC 17.23
 - b. Bed and breakfast facilities subject to HRMC 17.04.110
 - c. Family day care subject to HRMC 17.04.100
 - d. Home Occupations to subject to HRMC 17.04.100
 - e. Hosted homeshares and vacation home rentals subject to HRMC 17.04.115
11. Townhouse projects for residential use including:
 - a. Three (3) or fewer townhouses subject to HRMC 17.19
 - b. Four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19.
12. Middle housing subject to HRMC Chapter 17.25.

C-2 General Commercial

Permitted Uses. Except for C-2 Zoned land within the Waterfront Area, which are specifically addressed in Subsection D, the following uses are generally allowed in the C-2 Zone:

1. Rooming and boarding houses
2. Home occupations
3. Bed and breakfast
4. Family day care
5. Residential care facility
6. Group residential, if less than 15 persons
7. Transportation facilities pursuant to 17.20.050(A)
8. Accessory dwelling units
9. Residential use of existing detached single-family dwellings, manufactured homes, duplexes and triplexes
10. Hosted homeshares subject to Section 17.04.115
11. Vacation home rentals subject to Section 17.04.115

L1 Light Industrial

Permitted Uses.

1. Temporary uses not exceeding thirty (30) days.
2. Caretaker's residence for an on-site industrial use.

3. *Transportation Facilities pursuant to 17.20.050(A).*

OS/PF Open Space/public facility

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, non-profit community activities, and arts festivals.

U-R-1 - Urban Growth Area Low Density Residential

U-C-2 - Urban Growth Area General Commercial

FINDING: The Plan Area contains the zoning districts identified above and is in conformance with the Community Development Code. As land in the Urban Growth Area is developed, it is anticipated it will be annexed to the city and zoning will be applied consistent with the described City zoning designatio

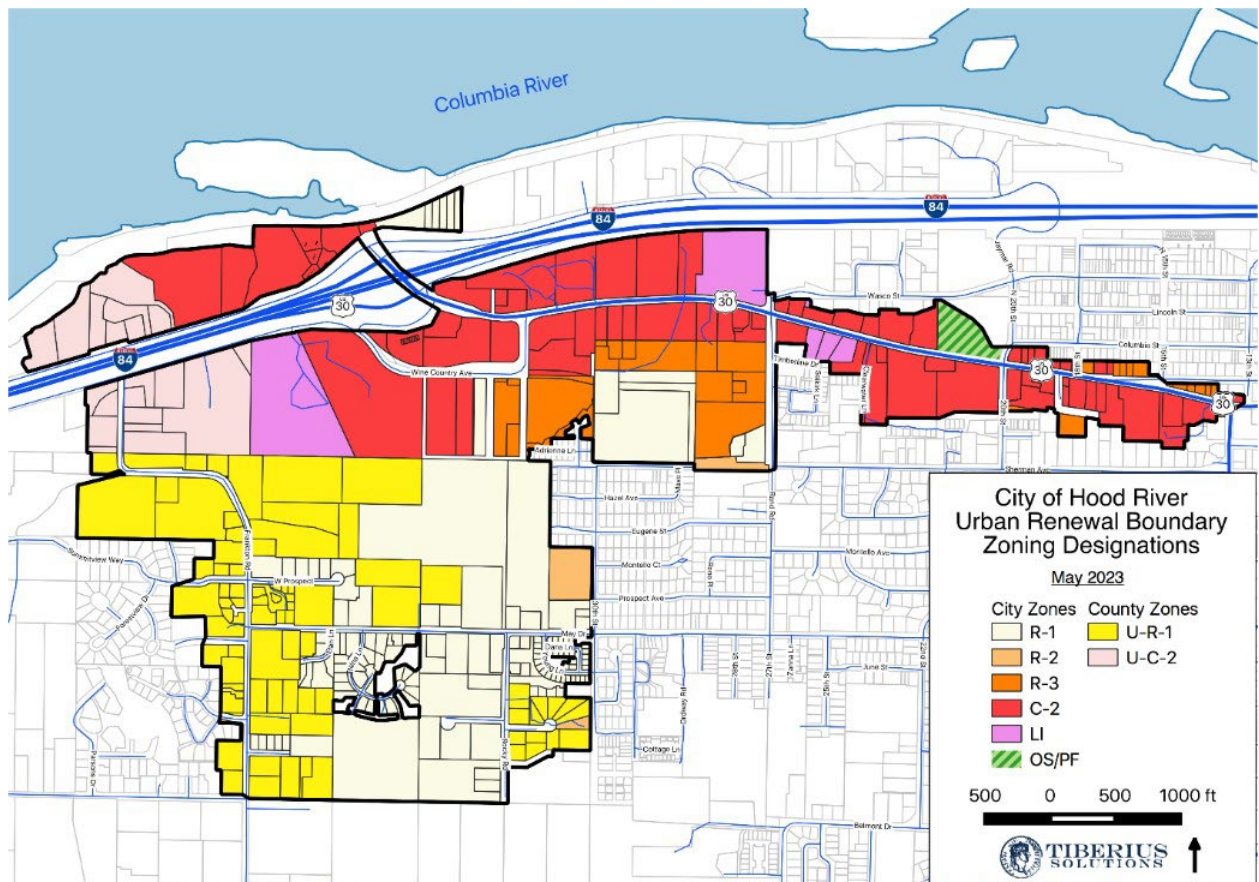


Figure 6 - Zoning Designation

Exhibit D – Hood River County Draft Resolution
BEFORE THE BOARD OF COUNTY COMMISSIONERS
FOR HOOD RIVER COUNTY, OREGON

In the Matter of:)
)
The Approval of the Hood River Westside) Resolution No. _____
Urban Renewal Plan)

WHEREAS, the Hood River Urban Renewal Agency (Agency) has proposed to the City of Hood River an urban renewal plan for the Westside Area (Plan) prepared in accordance with ORS 457.085 and attached hereto as Exhibit A; and

WHEREAS, the Agency has prepared a technical report as in accordance with ORS 457.089, attached hereto as Exhibit B; and

WHEREAS, a portion of the proposed Plan area extends beyond the boundaries of the City of Hood River to include unincorporated properties which are in the urban growth boundary; and

WHEREAS, the Agency has therefore sought Hood River County Board of Commissioners approval of the Plan pursuant to ORS 457.105; and

WHEREAS, the City of Hood River Planning Commission conducted a hearing on the Plan on July 10, 2023 and determined the Plan conformed to the City’s Comprehensive Plan, finding attached hereto as Exhibit C.

NOW THEREFORE, BE IT RESOLVED that the urban renewal plan for the Hood River Westside Area as presented to the Agency and updated following comments from the Hood River Planning Commission and other taxing districts is hereby approved in accordance with ORS 457.105.

NOW THEREFORE BE IT FURTHER RESOLVED that there may be Scrivener’s error corrections to the legal description after the Plan is approved.

Adopted this 21st day of August, 2023.

HOOD RIVER COUNTY
BOARD OF COMMISSIONERS

DocuSigned by:

Jennifer Euwer, Chair

DocuSigned by

Leticia Moretti, Commissioner

DocuSigned by

Arthur Babitz, Commissioner

DocuSigned by

Ed Weathers, Commissioner

DocuSigned by

Les Perkins, Commissioner

Attachments:

Exhibit A Hood River Westside Urban Renewal Plan

Exhibit B Report Accompanying the Hood River Westside Urban Renewal Plan

Exhibit C City of Hood River Planning Commission Recommendation