

URA RESOLUTION NO. 2024-URA-01

A RESOLUTION TO AMEND THE HOOD RIVER HEIGHTS URBAN RENEWAL PLAN TO INCORPORATE HEIGHTS STREETSCAPE PLAN PROJECTS

WHEREAS, the Hood River Heights Urban Renewal Plan (the "Plan") was adopted by the Hood River City Council on July 25, 2011 by Ordinance No.1999 to provide tax increment funding and urban renewal authority to foster the development and redevelopment to protect the public health, safety, and welfare of the City of Hood River; and

WHEREAS, the Hood River Urban Renewal Agency ("Agency") engaged in a multi-year planning process to re-envision the streetscape of the Heights Business District to calm traffic and improve intersections, promote a livable community and economy, re-enforce local identity, and create safe, comfortable streets for people; and

WHEREAS, this planning process involved extensive community outreach in alignment with Goal 6 of the Plan, "Public Involvement", including, online surveys in English and Spanish, seven focus group meeting, two of which were conducted in Spanish, two rounds of direct outreach to businesses along 12th and 13th streets, one two-day open house community event with over 250 attendees, and deliberation in publicly noticed Urban Renewal Agency Board and Advisory Committee Meetings; and

WHEREAS, the planning process was supported by professionally completed traffic and parking studies; and

WHEREAS, the planning process resulted in "The Heights Streetscape Plan" with identified district improvement projects and implementation sequencing; and

WHEREAS, The Heights Streetscape Plan was reviewed by the Hood River Urban Renewal Advisory Committee on October 19, 2023 and the Urban Renewal Agency Board on November 13, 2023; and

WHEREAS, the projects identified in the "The Heights Streetscape Plan" are consistent with Goal 1, "Economy", Goal 2, "District Identity", Goal 3, "Recreation", Goal 4, "Traffic and Transportation, and Goal 5, "Public Utilities", of the Plan; and

WHEREAS, the Agency passed the Resolution No. 2016-URA-03 on March 14, the First Amendment to the Heights Plan; and

WHEREAS, the Agency, the duly organized and acting urban renewal agency of the City of Hood River has prepared an amendment to the Plan (the "Second Amendment") to explicitly incorporate projects identified in The Heights Streetscape Plan into the Plan, attached hereto as Exhibit A; and

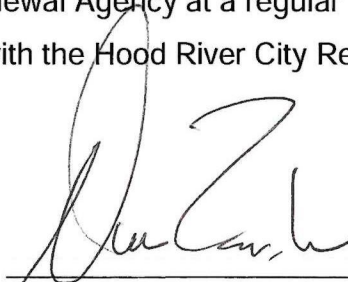
WHEREAS, the Second Amendment is being adopted as a Minor Amendment pursuant to Section VIII of the Plan. The Agency has complied with all the requirements for adoption of the Minor Amendment under the Plan.

NOW, THEREFORE, THE URBAN RENEWAL AGENCY OF THE CITY OF HOOD RIVER RESOLVES AS FOLLOWS:

1. Based on the above recitals, the Board of the City of Hood River Urban Renewal Agency does hereby adopt the Second Amendment to the Hood River Heights Urban Renewal Plan attached hereto as Exhibit A, and incorporated herein by this reference.

2. This Resolution is effective upon adoption.

ADOPTED by the Hood River Urban Renewal Agency at a regular meeting thereof this 8th day of January 2024 and filed with the Hood River City Recorder this date.



Mark Zanmiller, URA Chair

ATTEST:



Jennifer Gray, City Recorder

ATTACHMENTS:

Exhibit A – Plan Amendment No. 2 – Incorporating Projects Identified in The Heights Streetscape Plan

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN– **Second Amendment**



Prepared for the City of Hood River
June 20, 2011, First Amendment March 2016 adoption of Resolution
No. 2016-URA-03 adopting Goal 7 Housing, **Second Amendment**
January 2024 adoption of Resolution No. 2024-URA-01 incorporating
identified in The Heights Streetscape Plan

Tashman Johnson, LLC
Elaine Howard Consulting, LLC

City of Hood River

LIST OF PARTICIPANTS

Mayor: Arthur Babitz

City Council:
Council President: Ann Frodel
Councilors: Dawna Armstrong
Brian McNamara
Carrie Nelson
Jeff Nicol
Laurent Picard

Hood River Heights Business Association

Urban Renewal Agency:
Chair: Robert Hastings
Vice-Chair: Hoby Streich
Dawna Armstrong
Sherry Bohn
Paul Cummings
Ann Frodel
Kate McBride

City Manager/
Urban Renewal Administrator: Bob Francis

Planning Commission
Chair: Kate McBride
Nathan DeVol
Nikki Hollatz
Bill Irving
Jennifer Reinhard
Laurie Stephens
Casey Weeks

Planning Director: Cindy Walbridge
Senior Planner: Kevin Liburdy

Public Works Director: Mark Lago
Hood River County GIS: Mike Schrankel

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

1st Amendment: Resolution No. 2016-URA-03, Approved 3/14/16. Amendment adds housing as a seventh goal to the plan and updates language throughout the plan to reflect the fact housing is now a goal. Amendment is footnoted.

2nd Amendment: Resolution No. 2024-URA-01, Approved 1/8/24. Amendment incorporates projects identified in "The Heights Streetscape Plan" as explicitly authorized Heights Urban Renewal Plan projects. Adds The Heights Streetscape Plan document as an Appendix B

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HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

I. INTRODUCTION

The Hood River Heights Business District Urban Renewal Plan (Plan) has been developed with the cooperative input of the Hood River City Council (City Council) and the Hood River Heights Business Association (Association). The Plan contains goals, objectives, and projects for the development of the Hood River Heights Business District Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area has infrastructure needs, lacks adequate streetscape and parking, and does not have a program for assistance to business owners.

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

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

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

The Area, shown in Figure 1, consists of approximately 96 acres of land, including approximately 21 acres of right-of-way.

The Plan will be administered by the Hood River Urban Renewal Agency (Agency), which was established by the City Council of the City of Hood River as the City's Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council, as outlined in Section VIII of this Plan.

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

The Plan is accompanied by an Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of each Area in the Plan;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area, 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 urban renewal area; and
- A relocation report.

The Plan is anticipated to take 20 years to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$8,495,650.

II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Chapter IV of the Plan are the specific means of meeting the objectives. The goals are related to the Hood River Comprehensive Plan and were developed with input from the Heights Business District Association.

Goal 1: *ECONOMY*

Promote the role of the Hood River Heights Business District Urban Renewal Area as diversifying the economic base in the Hood River area and strengthening the area's role as a regional economic center. Preserve and promote a livable community, better utilizing commercial and mixed use and residential lands¹. Accommodate the need for expansion of new and existing businesses and housing to support ²those businesses.

Objectives:

1. Work with property owners to promote development and redevelopment of properties within the Area, both commercial and mixed use³. Provide publicly-funded programs for improvement of properties.
2. Assist in the financing and provision of transportation and infrastructure improvements to support the development of the Area.
3. Provide sufficient parking to support the Area.

Goal 2: *DISTRICT IDENTITY*

Help create and enhance a distinct identity for the Area as a mixed-use neighborhood of Hood River. The identity should include the role of the Area as a gateway to the city and as a place for residents of the city to live, shop for goods and services, work, and play.

Objectives:

1. Tie together parts of the Area using common streetscape features and signage.
2. Create public spaces that provide a venue for formal and informal community activities.
3. Support the development of long term housing (rental and ownership occupied) at affordable and other income levels.⁴

¹ Resolution No. 2016-URA-03 adopted March 14, 2016.

² Resolution No. 2016-URA-03 adopted March 14, 2016.

³ Resolution No. 2016-URA-03 adopted March 14, 2016.

⁴ Resolution No. 2016-URA-03 adopted March 14, 2016.

Goal 3: RECREATION

Provide facilities and parks to support the Hood River Heights Business District and neighboring residential community.

Objectives:

1. Improve pedestrian and bicycle access in the Area.
2. Develop public spaces to attract neighboring residents and tourists to visit the Area, supporting the commercial uses in the Area.
3. Coordinate with plans and projects for both Indian Creek and Jackson Park.

Goal 4: TRAFFIC AND TRANSPORTATION

Implement transportation improvements that are designed and constructed in a manner that enhances Hood River's livability. Provide a safe transportation system and transportation facilities which are accessible to all members of the community, reduce trip length, and provide for the efficient movement of goods.

Objectives:

1. Provide sidewalks and streetscape improvements that promote the commercial district, a mixed use community⁵ and provide access and safety.
2. Provide sufficient parking to support the commercial district.
3. Work with the State on street improvements throughout the Area.

Goal 5: PUBLIC UTILITIES

Ensure that new development is adequately served by public infrastructure.

Objectives:

1. Encourage the development and redevelopment of commercial and mixed use⁶ parcels within the Area to use the public infrastructure already in place.
2. Upgrade infrastructure, where necessary, to encourage development and redevelopment of parcels in the Area.
3. Undergrounding of utilities where economically feasible.

⁵ Resolution No. 2016-URA-03 adopted March 14, 2016.

⁶ Resolution No. 2016-URA-03 adopted March 14, 2016.

Goal 6: PUBLIC INVOLVEMENT

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

Objectives:

1. Work with the Hood River Heights Business Association and the public to develop and implement the urban renewal plan.
2. Provide opportunities for public input from all citizens of Hood River on the development and implementation of the Plan.

Goal 7: HOUSING⁷

Promote the role of the Heights Urban Renewal Area in diversifying the supply of housing in Hood River and strengthen the Area's role as a residential neighborhood. Preserve and promote a livable community, better utilizing commercial, mixed use and residential lands. Accommodate the need for development of long-term housing (rental and ownership) at affordable and other income levels to strengthen the Area.

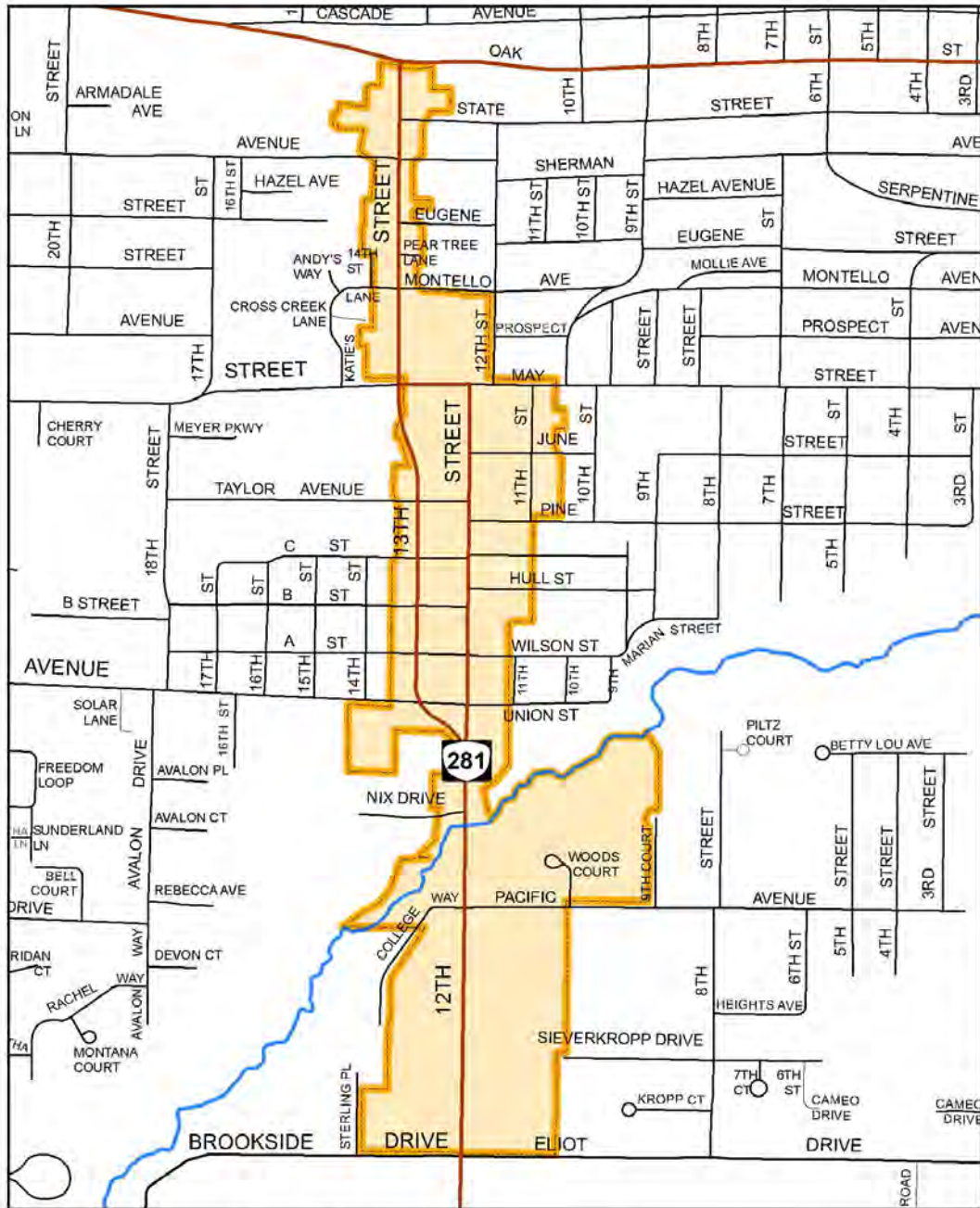
Objectives:

1. Work with property owners and or non-profits to promote development and redevelopment of properties within the Area, both commercial and mixed use. Provide publicly funded programs for improvement of properties.
2. Assist in the financing and provision of transportation and infrastructure improvements to support the development of housing in the Area.
3. Provide sufficient parking to support development of housing in the Area.

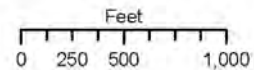
⁷ Resolution No. 2016-URA-03 adopted March 14, 2016. This entire section added.

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

Figure 1 - Urban Renewal Area Boundary



Hood River Heights Urban Renewal Area Boundary



III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

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

A. **Infrastructure Improvements**

1. Utility upgrades addressing deficient systems in the Area, including storm water, sanitary sewer, and water line improvement
2. Parking improvements
3. Undergrounding of utilities where economically feasible

B. **District Identity/Streetscape Improvements**

1. Pedestrian and bicycle improvements
2. Enhance connections with local parks and greenspaces
3. Public spaces for community events

C. **Redevelopment Assistance**

1. Redevelopment assistance

D. **Acquisition**

1. Acquisition of property, as required for infrastructure improvements, including parking improvements
2. Acquisition of property for public spaces and the implementation of the District Identity

E. **Housing Assistance⁸**

1. Assist in the development of housing, including affordable housing, in the Area.

⁸ Resolution No. 2016-URA-03 adopted March 14, 2016.

IV. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include assistance to help create a district identity for the Area, encouragement of development through the upgrading of utilities, and economic assistance to developers.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are listed below. In addition, projects identified in “The Heights Streetscape Plan” are included as authorized Plan projects. The Heights Streetscape Plan is included in Appendix B⁹.

A. Infrastructure

1. Utility Upgrades

a) Storm Water: based on information in the Sewer and Storm Water Capital Facilities Plan, completed in 2001, the storm water system upgrades needed in the Area are shown below:

- 12th Street, Nix Drive to Elliot Drive;
- 12th Street, Nix Drive to Belmont Avenue;
- Belmont Avenue, 12th Street to Avalon Way; and
- 12th Street, Taylor Avenue to June Avenue.

b) Sanitary Sewer: based on information in the Sewer and Storm Water Capital Facilities Plan, completed in 2001, the sanitary sewer system upgrades needed in the Area are shown below:

- Hull Street: replace 1600 linear feet of six-inch pipe with eight-inch pipe; and
- 13th and A Streets: replace 900 linear feet of gravity sewer with eight-inch pipe.

c) Water: based on the City of Hood River Water Master Plan, adopted in 2001, the water system upgrades needed in the Area are shown below:

- 12th Street, June to May Streets;
- 12 Street, A Street to May Street;
- Wilson Street, 12th Street to Wilson Reservoir;

⁹ Resolution No. 2024-URA-01 adopted January 8, 2024

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- May Street, 12th Street to 17th Street; and
- C Street, 12th Street to 16th Street.

2. Parking Improvements

Parking improvements will be developed in the Area.

3. Undergrounding of Utilities

Utilities will be undergrounded where feasible. The City will work with the utility providers to underground utilities.

B. District Identity

1. Streetscape and Pedestrian/Bicyclist Improvements

Streetscape improvements throughout the Area will include sidewalk improvements, sidewalk ramps, lighting, banners, signage, and street furniture, including benches, planters, bike racks, and other streetscape improvements, as designated by the Agency.

a) Pedestrian and Bicycle Improvements

The streetscape improvements will be designed with the pedestrian and bicyclist in mind. Any parking improvements will also consider the needs of the bicyclist.

b) Connections to Parks and Greenspaces

Streetscape improvements, including pedestrian and bicyclist improvements, will be designed to enhance the connections to existing local parks and greenspaces adjacent to the Area.

c) Public Spaces

Public spaces will be incorporated into the Area. These spaces could be small “pocket” parks that encourage people to recreate in the Area.

C. Economic Development Assistance

1. Redevelopment Assistance

A redevelopment assistance program will be developed to support development and redevelopment in the Area, including a storefront improvement loan and/or grant program, assistance with streetscape improvements, and assistance with code compliance and other development costs.

D. Acquisition

1. Acquisition of Property

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

Acquisition of property will occur as needed for the development of district identity and traffic and transportation, including parking and recreation improvements.

E. Housing Assistance¹⁰

1. Assist in the development of housing, including affordable housing, in the Area.

V. PROPERTY ACQUISITION AND DISPOSITION

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

A. Property Acquisition for Public Improvements

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

B. Property Acquisition – From Willing Sellers

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

C. Land Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for 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 V by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the

¹⁰ Resolution No. 2016-URA-03 adopted March 14, 2016.

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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.

VI. RELOCATION METHODS

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

VII. TAX INCREMENT FINANCING OF PLAN

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

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

A. General Description of the Proposed Financing Methods

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

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the Federal, State, Port, 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.

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$8,495,650. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

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

VIII. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Hood River, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

B. Council Approved Amendments

Council Approved amendments consist solely of amendments that result in:

- Material changes to the goals and objectives of the Plan; or
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

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

C. Minor Amendments

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

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

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

Figure 2 - Zoning and Comprehensive Plan Designations

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN



Hood River Heights Urban Renewal Area Zoning Designations

City Limits	URA Boundary	Zoning	Office Residential
		General Commercial	Open Space/Public Facility
		High Density Residential	Standard Density Residential
		Low Density Residential	

IX. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the City of Hood River's Comprehensive Plan, Hood River Municipal Code (Section 17: Zoning Ordinance), and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering which occurs in the original document. Italicized text is text that has **not** been taken directly from an original planning document. The Zoning and Comprehensive Plan designations are shown in Figure 2.

A. City of Hood River Comprehensive Plan

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

Purpose of the Comprehensive Plan

The goal of the Comprehensive Plan is to protect and enhance the public health, safety, and welfare of the citizens of Hood River. More specific purposes include:

1. To establish a land-use planning process and policy framework as a basis for all decisions and actions relating to land use;
2. To provide for the housing needs of the citizens of the planning unit;
3. To diversify and improve the local economy;
4. To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework to direct urban and rural development;
5. To preserve scenic, historic, and natural resources to maintain the quality of living in the area; and
6. To comply with State land use goals and related requirements.

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL 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.

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; and
2. Establish, maintain, and encourage uses of an ongoing citizen involvement program for the City of Hood River.

Findings: The Plan relates to and addresses the citizen involvement goal and Policies 1 and 2 through public meetings held in the adoption process. There were numerous meetings with the Hood River Heights Business Association in the feasibility study process as well as in the formation of the Plan. There were also meetings with the Planning Commission and with the Hood River City Council in the feasibility process. The preparation of the Plan involved additional meetings with the Hood River Heights Business Association and briefings with the City Council. Adoption of the Plan will require notice to all citizens of Hood River, Planning Commission review, and a hearing by the City Council.

Goal 2: Land Use Planning

GOAL

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

GUIDELINES

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

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Findings: The proposed Plan relates to and addresses the Land Use Planning Goal and aforementioned Guidelines. The Plan will encourage development and redevelopment in an area of Hood River which is zoned for commercial uses, thereby supporting the investment in the existing businesses (Guideline 6) and the existing infrastructure (Guidelines 7,9). The investment in the Area will help maintain the quality of air, water, and land resources, as it will encourage neighborhood use of commercial facilities and improve pedestrian and bicycle connections (Guidelines 3,10). There is a project in the plan to develop additional recreational places within the Area (Guideline 8). All investment in the Area will assist in protecting the public health, safety, and welfare of the Area (Guideline 2).

Goal 3: Agricultural Lands

Goal

To preserve and maintain agricultural lands.

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary, thereby conserving lands outside the boundary from development.

Goal 4: Forest Lands

Goal

To conserve forest lands for forest uses.

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary, thereby conserving lands outside the boundary from development.

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

This Goal in the Comprehensive Plan addresses open spaces, historic areas, and natural resources. This Plan will not impact or affect historic areas or natural resources; therefore, only the relevant provisions pertaining to open spaces are referenced.

OPEN SPACES

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

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

be in the form of parks, public school grounds, trails, natural areas and areas of special interest, river and stream corridors, open space easements and right-of-way, and lands excluded from development.

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

GOALS

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.

Findings: The Plan relates to the Goals of open space because the proposed projects will improve pedestrian connections by providing streetscape improvements (Goal 5), establish public spaces for community events (Goal 5), and enhance connections with local parks and greenspaces (Goals 3,6). The projects by themselves help increase environmental awareness (Goal 4).

Goal 6: Air, Land, and Water Resources Quality

GOAL

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

POLICIES

Air Quality

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

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

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

IMPLEMENTATION STRATEGIES

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

Findings: The Plan will improve air quality because it will encourage neighborhood use of commercial facilities, improve pedestrian and bicycle connections, and provide streetscape improvements (Goal 1, Policies 2, 3, and Implementation Strategy 1).

Goal 7: Natural Disasters

This Plan will not impact or affect this goal.

Goal 8: Recreational Needs

GOAL

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

POLICIES

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.
4. Participation by neighboring residents will be encouraged to contribute to park development and maintenance.
5. Encourage low-maintenance park and recreation use of floodplains and drainage.

IMPLEMENTATION STRATEGIES

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

Findings: The Plan will improve recreation sites by adding signage, streetscape improvements, and public spaces for community events, and

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will enhance the connections with local parks and greenspaces (Goal 1, Policies 2,3,5, and Implementation Strategy 4). The Area is in an urban setting with a residential neighborhood surrounding it (Goal 1 and Policy 2). The Plan will abide by the Parks and Recreation Master Plan and the State of Oregon Parks Comprehensive Plan (SCORP).

Goal 9: Economy

GOALS

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

POLICIES

3. Encourage family wage jobs, including, but not limited to: office, commercial, retail and lodging developments, light industrial small businesses, expansion of small commercial and light industrial businesses, home businesses, tourism and recreation based businesses, and regional retail businesses.
4. Consider existing business expansion needs.
6. Promote mixed-use developments that integrate business, office, light industrial, research and development, commercial uses, and residential if appropriate, on the same parcel.
7. Maintain consistency between the public facilities plan and the goals, policies, and implementation strategies of this section.
8. Encourage family-wage jobs.

IMPLEMENTATION STRATEGIES

6. The City shall pursue funding opportunities for the construction and completion of services in areas where deficient.

Findings: The Plan will help install the infrastructure necessary to support additional development and redevelopment of the Area (Goal 4, Policy 7, and Implementation Strategy 6). The Plan will help encourage the

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development of prime commercial land that will provide expansion opportunities for existing local businesses and will attract new ones to the Hood River area (Goals 1,2,3,5,6 and Policies 3,4,6,8). Growth in the Area would create new jobs for the community and would generate additional tax revenue for the municipality when the proposed Heights Business District Urban Renewal Area expires (Goals 1,2,3,5,6 and Policies 3,4,8).

Goal 10: Housing

The Plan will not impact or affect this goal.

GOAL

To provide for the housing needs of the residents of Hood River.

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 types to meet the needs of all segments of the population.*
- 2. 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.*

Findings: The plan conforms to the comprehensive plan because the plan will help encourage development that will provide housing opportunities for the citizens of Hood River.

Goal 11: Public Facilities and Services

GOAL

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

POLICIES

1. Provide urban services (water, sewer, storm drainage, and transportation) to residential, commercial, and industrial lands within the City's Urban Growth Area;
6. Ensure that water mains are installed or upgraded to adequate size for firefighting and supply purposes;
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;

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8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans;
13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions;
15. Maintain an eight-year supply of commercial and industrial land that is serviceable by urban services; and
21. Ensure coordination between the Transportation Systems Plan and Public Facilities Plan, particularly with respect to recommended capital improvements.

IMPLEMENTATION STRATEGIES

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

Findings: The Plan will improve public facilities by providing funding to assist in the upgrading of deficient systems in the Area, including storm water, sanitary sewer, and water line improvements. These upgrades will be done in compliance with the Public Facilities Master Plans and in coordination with the Transportation Systems Plan (Goal for Public Facilities and Policies 1,6,7,8,13,15, 21).

Goal 12: Transportation

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

GOAL 1

A balanced transportation system.

POLICIES

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

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

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

Findings: A project included in the Plan to provide streetscape improvements the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required. These improvements will be made in compliance with the above stated goals and policies (Goal 1 and Policies 1,2,3,4).

GOAL 2

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

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

POLICIES

1. Maintain the livability of Hood River through proper location and design of transportation facilities;
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas;
3. Meet the applicable requirements of state and federal resource agencies for wetlands or stream corridors in development of City transportation facilities; and
4. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.

Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 2 and Policies 1,2,3,4).

GOAL 3

A safe transportation system.

POLICIES

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

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5. Designate routes to schools for each school and to and from any new residential project.

Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 3 and Policies 1,2,3,4).

GOAL 4

An efficient transportation system that reduces the number of trips and limits congestion.

POLICY

1. Support trip reduction strategies developed regionally, including employment, tourist, and recreational trip programs.

Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 4 and Policy 1).

GOAL 5

Transportation facilities, which are accessible to all members of the community and reduce trip length.

POLICIES

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

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Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 5 and Policies 1,2).

GOAL 6

Transportation facilities, which provide efficient movement of goods.

POLICIES

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

Findings: The Plan relates to this goal as the transportation network includes arterials which will be used for the transportation of goods. Any new improvements to the system will be designed to facilitate the efficient movement of goods (Goal 6 and Policies 1,2).

GOAL 7

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

POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area: Hood River County, CAT, Port of Hood River and ODOT.

Findings: The Plan relates to this goal as the City will work cooperatively with the State and Federal government on any areas where this cooperation is necessitated, understanding that Highway 281 is a State Highway (Goal 7 and Policy 1).

Goal 13: Energy Conservation

GOAL

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

POLICIES

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

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary while cooperating with other governmental entities (Energy Conservation Goal and Policies 1,2,6). The Plan assists in the development and redevelopment of a commercial development near residential areas and along arterials (Energy Conservation Goal and Policies 4,7). Public facilities will be improved to allow for the development of the land (Energy Conservation Goal and Policy 3).

Goal 14: Urbanization

GOAL

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

PURPOSE OF THE URBAN GROWTH BOUNDARY:

1. Contain urban development within areas planned for future long-range expansion where basic urban services such as sewer, water facilities, and police and fire protection can be efficiently and economically provided;
2. Conserve land, air, and water resources through orderly development of land areas; and
7. Preserve and enhance the livability of the Area.

Findings: The Plan conforms to the Urbanization goal because it helps make the best use of land that is in the urban growth boundary, which will thereby contain urban development in appropriately zoned areas (Urbanization Goal and Purpose 1,2). The Plan further conforms with this goal as it proposes projects which will preserve and enhance the livability of the area (Urbanization Goal and Purpose 7).

Comprehensive Map Categories:

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

B. City of Hood River Transportation System Plan

Transportation Goals and Policies

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

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

GOAL 1

A balanced transportation system.

POLICIES

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

Findings: The Plan relates to Goal 1 and Policies 1-4 by providing projects that help facilitate an improved pedestrian and bicycle transportation system within the area. The Plan proposes enhancing connections with local parks and greenspaces within the area (Goal 1 and Policies 1,2,3,4).

GOAL 2

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

POLICIES

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

Findings: The Plan relates to Goal 2 and Policies 1 and 2 by providing projects that help facilitate an improved pedestrian and bicycle transportation system within the area. The Plan proposes enhancing connections with local parks and greenspaces within the area (Goal 2 and Policies 1 and 2).

GOAL 3

A safe transportation system.

POLICIES

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

Findings: The Plan relates to Goal 3 and Policies 2,6,9 by providing projects that help facilitate an improved pedestrian and bicycle transportation system within the area; improvements that would also improve safety in the Area. The Plan proposes enhancing connections with local parks and greenspaces within the area (Goal 3 and Policies 2,6,9).

GOAL 6

Transportation facilities that provide efficient movement of goods.

POLICIES

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

Findings: The Plan relates to Goal 6 and Policy 1 as there is an arterial in the Area which is used by neighboring businesses for the efficient movement of goods. This use is consistent with the intent of the district and will be recognized as a future need in the Area when projects are designed (Goal 6 and Policy 1).

GOAL 7

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

POLICIES

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

Findings: The Plan relates to Goal 7 and Policies 1,2,4,5 as the main transportation route through the Area is a State of Oregon facility. Whenever possible, the City of Hood River will collaborate with other agencies to finance and complete these projects in the most efficient manner possible (Goal 7 and Policies 1,2,4,5).

THE PEDESTRIAN SYSTEM

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

Findings: The Plan proposes projects which will further develop the Pedestrian System as described in the TSP. The Plan proposes streetscape improvements and pedestrian and bicycle improvements throughout the Area.

THE BICYCLE SYSTEM

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

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

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

Findings: The Plan proposes projects which will further develop the Bicycle System as described in the TSP. The Plan proposes streetscape

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

improvements and pedestrian and bicycle improvements throughout the Area.

C. Hood River Planning Code

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

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

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

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

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

Urban High Density Residential (R-3): The Urban High Density Residential Zone allows for single family residences, duplexes and triplexes and multi-family dwellings, subject to site plan review. It also allows for bed and breakfast facilities, residential care facilities, public parks in an approved

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

subdivision, and other residential uses. Hospitals, churches, schools, public parks, hostels, townhouses, pumping stations, planned unit developments, and professional offices are a conditional use in this zone.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. There are no projects proposed for the properties which are zoned R-3. The inclusion of this Area is to provide a link to the downtown and the ability to fund projects for the right-of-way.

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

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for each of these zoning districts. The Plan will support the C2 zone by encouraging the development and redevelopment of businesses, assisting in infrastructure improvements that will be necessary for future development in the Area, and providing streetscape improvements to encourage pedestrian activity. It will provide for upgrades of open space and recreational sites and provide the connectivity of those sites to each other and to the downtown retail core.

APPENDIX A: LEGAL DESCRIPTION
DESCRIPTION

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

LEGAL DESCRIPTION
OF THE
HEIGHTS URBAN RENEWAL AREA
BOUNDARY
FOR THE
CITY OF HOOD RIVER

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The boundaries of the Heights Urban Renewal Area are located within Sections 35, 36 and 26 all in Township 3 North and Range 10 East in the Willamette Meridian in Hood River County and State of Oregon. The boundaries of said renewal area are more particularly described as follows.

Commencing at a 5/8" iron rod found in a monument box at the approximated intersection of Wilson Street and 12th Street, said rod is monumenting the quarter corner common to Sections 35 and 36. Thence S(South) 00°07'00" W(West) a distance of 2618.65 feet to a 1-1/2" Brass cap marked "ODOT" monumenting the Southwest corner of Section 36, more generally located at the intersection of Eliot Drive/Brookside Drive and 12th Street, said Brass cap is the point of beginning of the following described boundary. This line established the basis of bearing of this description.

Thence S 89°57'40" E(East) a distance of 495.00 feet to a point; thence N (North) 00°08'48" E a distance of 174.10 to the southwest corner of parcel 1 of partition plat #9540, recorded on December 4th 1995; thence N 00°08'48" E along said parcel 350.90 feet to a point in the centerline of the western terminus of Sieverkropp Drive; thence S 89°57'40" E a distance of 50.8 feet along said centerline; Thence N 00°22'04" E a distance of 30 feet to the southeast corner of property described in instrument #882506 of Hood River deed records; thence N 00°22'04" E along said deed a distance of 732.49 feet to a point on the south right of way of Pacific Avenue; thence continuing N 00°22'04" E a distance of 60 feet to the northern right of way of said Pacific Avenue to a point 549.57 feet easterly of west line of Section 36; Thence S 89°57'40" E along south line of parcel 1 of partition plat #9708 as recorded on April 10th of 1997 a distance of 422.68 feet to the southeast corner; thence N 00°3'13" E a distance of 392.46 feet to the beginning of a non-tangential curve concaved southeasterly whose chord bears N 27°42'54" E a distance of 98.57 feet. Radius point measures 50 feet and is monumented by a railroad spike in the center of cul-de-sac at the northern terminus of 9th court; thence along said curve through the central angle of 160°33'58" a distance of 140.12 feet to a 5/8" iron rod with cap L.S. 1815 monumenting the southeasterly corner of lot 2 of Eliot Woods Subdivision plat #992455; thence N 00°37'56" E a distance of 305.42 feet to a point; thence N 30°40'24" W a distance of 120.07 feet to the centerline of Indian Creek. Thence along said centerline a distance of 1000 feet more or less to a point on the eastern right of way of 12th Street measuring 143 feet from the west line of Section 36; thence N 24°18'56" W a distance of 44.56 feet to a 5/8" iron rod with steel right of way post monumenting an angle point on said eastern right of way. Thence N 11°45'09" W along said right of way a

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

LEGAL DESCRIPTION
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distance of 188.52 feet to a point of intersection with the southeastern edge of Indian Creek trail (trail include in this boundary); thence N 64°20'53" E along said southeastern edge a more or less distance of 150 feet to a point on intersection with the west line of the property described in Hood River County Deed book 57, page 588; thence N 00°12'46" E along said west line a distance of 337.64 feet to the southeast corner of Block 1 of E.B. Clark's First Addition to Hood River, said point is located on the northern right of way of Union Street. Thence N 00°07'01" W a distance of 99.92 feet to the southeast corner of parcel 2 of Partition Plat #2007-02p as recorded on January 30th 2007. Thence N 00°07'01" W along east line of said parcel 2 a distance of 99.94 feet to the northeast corner, which is located on the southern right of way of Wilson Street. Thence North a distance of 60 feet to the southeast corner of Lot 1 of Clair Court Subdivision Plat #2010-03615 recorded on October 20th 2010. Thence N 00°24'46" E along east line of said subdivision plat a distance of 140.98 feet to the northeast corner thereof; thence N 00°24'46" E a distance of 7.50 feet to the centerline of an existing alley platted on the original Hull's Subdivision block 13. Thence N 89°58'17" E along said alley a distance of 119.51 feet to a point; thence N 00°29'48" E a distance of 7.5 feet to the southeast corner of lot 17, Block 10; thence N 00°29'48" E along east line of said lot 17 a distance of 140.07 feet to a point on the south right of way of Hull Street; thence continuing a distance of 60 feet to the southeast corner of parcel 2 of partition plat #9303 filed for record on February 9th 1993, said point is located on the northern right of way of Hull Street. Thence N 00°29'48" E along said east line a distance of 139.84 feet to a point on the platted alley; thence N 00°29'48" E a distance 15.00 to the southeast corner of Lot 17 of Block 9 of Hull's Subdivision plat; thence N 00°29'48" E a distance of 139.81 feet to the northeast corner of said Lot 17. Thence N 09°42'08" E a distance of 59.82 feet to the southwest corner of Lot 4, Block 7 of Pleasant View Addition to Hood River; thence N 89°45'52" E a distance of 134.72 feet to the southeast corner of said Lot 4 Pleasant View Addition; thence N 00°17'45" E a distance of 149.58 feet to the southeast corner of parcel 2 of Partition Plat # 9128; thence N 00°17'45" E along west line of said partition plat a distance of 149.58 feet to the northeast corner thereof; thence N 30°50'07" W a distance of 68.37 feet to the southeast corner of Lot 11 of Dean's Subdivision of Hood River as filed in the County Surveyors office; thence N 00°21'46" E a distance of 100 feet to the northeast corner of said Lot 11; thence N 89°45'40" E a distance of 50 feet to the southeast corner of Lot 13 of said Dean's Subdivision plat; thence N 00°21'46" E a distance of 100.00 feet to the northeast corner of Lot 14 of said Dean's Subdivision; thence S 89°45'40" W a distance of 50 feet to the southeast corner of Lot 2 of said Dean's Subdivision; thence N 00°21'46" E a distance of 100 feet to the northeast corner of said Lot 2;

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

**LEGAL DESCRIPTION
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CITY OF HOOD RIVER**

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thence S 89°50'50" W a distance of 100 feet to the northwest corner of said Dean's Subdivision; thence N 75°00'11" W a distance of 265.59 feet to a point on the east line of Blowers Second Addition to Hood River, 10 north of southeast corner of said Blower's Addition; thence N 00°35'36" E a distance of 480.60 feet to the southeast corner of A.S. Blower's Addition, Block 4 (Located on the Northwest corner of Montello and 12th Street); thence N 88°28'48" W along the north right of way of Montello Street a distance of 379.00 feet to a point which measures 70 feet East of southwest corner of said Block 4. Thence N 01°31'12" E a distance of 100.14 feet to a point of the south line of Pear Tree Land subdivision plat #2008-01425; thence S 88°28'48" E a distance of 30 feet more or less to the southeast corner of Lot 3 of said subdivision; thence N 01°31'12" E along east line of said plat a distance of 100.04 feet to the northeast corner of Lot 2 of said subdivision, point also being the southeast corner of Lot 8 of said A.S. Blower's Addition Block 3; thence N 01°31'12" E a distance of 99.93 feet to the northeast corner of said Lot 8, being on the south right of way of Eugene Street; thence N 47°35'43" W a distance of 61.19 feet to a point on the northern right of way of said Eugene Street, said point being the most south southeast corner of Parcel 2 of Partition Plat #2006-18p as recorded in Hood River County records; Thence N 00°36'08" E along said east boundary a distance of 37.50 feet to a point; thence N 46°26'41" E a distance of 28.91 feet; thence S 88°30'09" E a distance of 69.15 feet to the most eastern southeasterly corner of said parcel 2; thence N 00°35'32" E along eastern boundary a distance of 42.00 feet; thence N 88°30'09" W along the northern boundary of said parcel a distance of 89.89 feet to the southeast corner of parcel 1 of said partition plat; thence N 00°36'08" E along the east line of said parcel 1 a distance of 200 feet to a point on the southern right of way of Sherman Street; thence N 57°40'33" E a distance of 72.70 feet to a point on the south right of way of said Sherman Street, said point is also the southeast corner of Lot 8, Block 1 of A.S. Blowers Addition to the City of Hood River; thence N 00°36'34" E along said Lot 8 a distance of 149.67 feet to the northeast corner, said point on the south right of way of State Street; thence N 58°57'19" E a distance of 148 feet to a point on the northern right of way and southeast corner of the City Park property; thence N 00°36'34" E along the eastern boundary of said park a distance of 115.30 feet to the most easterly northeasterly corner of said City Park; thence N 88°30'56" W along northern boundary a distance of 100 feet to the interior corner of said park; thence N 00°36' 34" E a distance of 115.30 feet more or less to the southern right of way of Old Columbia River Highway; thence S 86°30'22" W along said right of way a distance of 142 feet to a point; thence N 75°17'14" W along said right of way a distance of 115.93 feet to the northwest corner of Hood

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

LEGAL DESCRIPTION
OF THE
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BOUNDARY
FOR THE
CITY OF HOOD RIVER

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River County Deed Book 59, Page 338; thence S 01°31'12" W along west line a distance of 76.1 feet to a point; thence N 86°52'18" W a distance of 2.36 feet to a point; thence S 01°08'39" W a distance of 42.88 feet to a point; thence S 49°41'30" W a distance of 10.82 feet to a point; thence N 83°33'20" W a distance of 31.00 feet to a point; thence S 72°00'44" W a distance of 31.05 feet to a point; thence S 02°55'00" W a distance of 105.85 feet to a point; thence N 83°05'50" W a distance of 146.49 feet to a point; thence S 02°21'10" W a distance of 46.00 feet to a point; thence N 87°43'04" W a distance of 27.00 feet; thence S 01°05'48" W a distance of 62.00 feet to a point; thence S 87°42'59" E a distance of 27.11 feet to a point; thence S 87°42'59" E a distance of 27.11 feet to a point; thence S 02°04'57" W a distance of 21.07 feet to a point; thence S 84°50'13" E a distance of 138.16 feet to a point; thence S 14°36'53" W a distance of 109 feet more or less to the northern right of way of Sherman Avenue, said point measures 18.13 feet easterly from a found 5/8" iron rod; thence S 53°17'27" E a distance of 86.64 feet to a point on the southern right of way of Sherman Street and northwest corner of Lot 1 of Block 1 of Adams Addition to Hood River; thence S 01°31'12" W a distance of 100.00 feet to the northwest corner of Parcel 3 of Partition Plat # 200124p; thence S 07°09'34" W along the western line of said Parcel 3 a distance of 101.70 feet to a point; thence N 87°54'59" W a distance of 40.00 feet to the eastern northwest corner of said Parcel 3; thence S 02°21'12" W along the west line of Parcels 3 and 2 of said Partition Plat a distance of 140.01 feet to the southwest corner of said Parcel 2; thence N 87°54'07" W a distance of 10.00 feet to the northwest corner of Parcel 1 of said Partition Plat; thence S 01°29'07" W a distance of 150.02 feet to the southwest corner of Lot 3 of Block 2 of Adam's Addition to the City of Hood River; thence S 88°30'53" E along the south line of said Lot 3 a distance of 60.00 feet to the northwest corner of Lot 4 of said Adams Addition; thence S 01°29'07" W a distance of 150.00 feet to the northern right of way of Montello Street; thence S 02°36'58" E a distance of 40 feet to the northwest corner of Lot 1 of Block 3 of Adams Addition and southern right of way of said Montello Street; thence S 00°00'55" W along the west line of said Block 3 distance of 465.32 feet to the southwest corner of Lot 9 of said Block 3; thence S 89°52'25" E a distance of 100 feet to the southeast corner of said Lot 9; thence S 42°43'51" E a distance of 44.20 feet to city monument No. 27 at the intersection of May and 13th Street; thence S 49°40'47" E a distance of 46.11 feet to the northwest corner of Lot 4 of Block 2 of Baldwin's Addition to the City of Hood River; thence S 00°37'32" E a distance of 99.92 feet to a point; thence N 89°35'26" E a distance of 3.88 feet to a point; thence S 04°38'53" W a distance of 20.27 feet to a point; thence S 89°58'06" W a distance of 37.80 feet to the "point of beginning of Deed Book 57, page 85 from Alda Baldwin to the City

Exhibit 'A' (cont.)
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P.O. Box 617
Hood River, OR 97031
PHONE & FAX (541) 386-4531
E-Mail: terra@gorge.net

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of Hood River; thence S 00°14'09" E a distance of 130.00 feet to a point; thence N 88°17'54" E a distance of 12.98 feet to the west right of way of 13th Street; thence S 19°24'53" E a distance of 163 more or less to the north line of Hood River deed #761273 to Hood River Sheltered Workshop; thence S 90°00'00" W along said north line a distance of 93.27 feet to the northwest corner located on the east line of the William Jenkins DLC #38. Thence S 03°17'49" W along said east line a distance of 151.25 feet to a 1" iron pipe in a city water valve box monumenting the easterly southeast corner of said DLC #38. Thence S 54°54'39" E a distance of 51.93 feet to a point of the south right of way of Taylor Avenue and the northwest corner of Lot 48 of Stranahan's 2nd Addition; thence S 00°01'13" W a distance of 300.00 feet to the south right of way of Existing C Street; thence S 89°48'14" W along said south right of way a distance of 37.50 feet to a point in the centerline of a platted 15 foot alley of said Stranahan's Second Addition; thence S 00°07'00" W along centerline of said alley a distance of 733.11 feet to the south right of way of Belmont Avenue; thence N 87°58'43" W along south right of way line a distance of 205.52 feet to the northwest corner of Parcel 1 of Hood River County deed #2007-03036; thence S 00°07'00" W along west line of said deed a distance of 341.15 feet to the southwest corner; thence S 87°06'30" E a distance of 256.92 feet to the southwest corner of the National Guard Armory; thence N 00°26'35" E along west line of said National Guard Armory property a distance of 225.00 feet to the south line of parcel 3 of Hood River Deed #2009-03538; thence S 89°33'25" E a distance of 258 feet to the western right of way of 13th Street; thence southeasterly and southerly along said right of way a distance of 237 feet more or less to the south line of said National Guard Armory property; Thence N 89°33'25" W a distance of 120.51 feet to the northeast corner of Parcel 1 of Hood River County Partition Plat #9916; thence S 02°01'47" W along east line of said Parcel 1 a distance of 177.37 feet to the southeast corner thereof; thence S 89°12'36 E a distance of 40.40 feet a point; thence S 19°34'24" W a distance of 103.17 feet to a point; thence S 00°42'36 E a distance of 49.48 feet to a point; thence S 29°35'35" W a distance of 13.67 feet to a point; thence S 43°35'44" W a distance of 132.00 feet to a point on the north line of the Benson DLC #39, said point measures 280.45 feet westerly from the calculated northeast corner of said Benson DLC as shown on partition plat #9919. Thence N 89°44'35" E a distance of 21.48 feet to a point; thence S 81°45'14" W a distance of 156.64 feet to a point; thence S 19°01'11" W a distance of 161.36 feet to a point; thence S 36°26'06" W a distance of 100.26 feet to a point; thence S 63°18'28" W a distance of 93.83 feet to a point; thence S 52°53'17" W a distance of 117.63 feet to a point; thence S 40°31'18" W a distance of 13.72 feet to a point on the north line of Ettie E. Dermerest tract as

Exhibit 'A' (cont.)
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described in deed book G, page 600; thence N 89°44'32" E along the east line of said tract a distance of 488.85 feet to a point; thence S 33°52'20" W a distance of 322.92 feet to a 5/8" iron rod L.S. 896, said point is monumenting the "point of beginning" of land described as the 1.36 acre portion in the boundary line adjustment instrument #2005-2636; thence S 00°07'00" W parallel to the east line of the southwest quarter of Section 35 a distance of 210.41 feet to a 5/8" iron rod, L.S. 1815; thence S 08°31'01" W a distance of 51.74 feet to the northwest corner of Hood River County deed #731817; thence S 00°15'56" W a distance of 81.00 feet; thence S 00°06'56" E a distance of 231.72 feet to a point; thence N 89°58'00" W a distance of 137.17 feet to the northeast corner of 60 foot dedicated right of way named Sterling Place as recorded on Hood River County Partition plat #9027; thence S 00°07'00" W along said Sterling Place a distance of 355.00 feet to the south line of section 35; thence S 89°58'00" E along said south line a distance of 524.00 feet to the point of beginning.

May 16, 2011
Contains 98.94 Acres, more or less
EMC



APPENDIX B: THE HEIGHTS STREETSCAPE PLAN

THE HEIGHTS STREETSCAPE PLAN



Prepared by:



December 2023

Acknowledgments

Hood River Urban Renewal Board

Mark Zanmiller - Chair

Megan Saunders - Vice Chair

Paul Blackburn

Gladys Rivera

Tim Counihan

Grant Polson

Doug Stepina

Ben Sheppard - Port Appointed

Heather Gehring - Port Appointed

Hood River Urban Renewal Advisory Committee

Jack Trumbull - Chair

Jeff Hunt

Clint Harris

Abby Capovilla

Travis Dillard

Amanda Goeke

Kate Hoffman - Planning Commissioner

City of Hood River Staff

Dustin Nilsen, Planning Director

Will Norris, Urban Renewal Administrator

Consultant Team

MIG, Inc.

DKS Associates

Klein & Associates, Inc.

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- May Street
- Taylor Avenue and A, B, and C Streets
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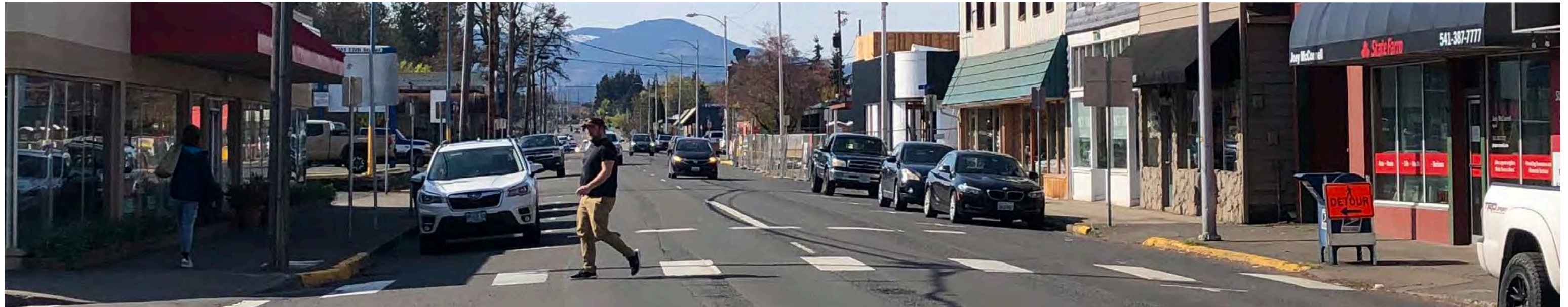
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Appendices - Included as a separate PDF

- A. Implementation Plan Project Costs, Oct 2023
- B. ODOT letter to Hood River Urban Renewal Agency, Sept 27, 2023
- C. Heights District Parking Studies. Nov 2021 and April 2023
- D. The Heights Streetscape Plan – Phase 1 Summary Memo without appendices, Aug 31, 2021
- E. The Heights Streetscape Plan – Phase 2 Summary Memo without appendices, June 17, 2022
- F. Heights Streetscape Plan - Public Engagement Summary, Dec 22, 2023
- G. Traffic Studies, various
- H. Heights Streetscape Plan - Phase 3 Additional Design Studies, April 7, 2023
- I. Heights Streetscape Plan - Preliminary Preferred Concept Plan (and Parking Summary Update), July 26, 2023



The Heights in 2022

EXECUTIVE SUMMARY

EXECUTIVE SUMMARY

Study Process

The Heights Streetscape project was initiated to support the City of Hood River and Urban Renewal Agency (URA) establish a comprehensive plan for improving the streets and intersections that make up the Heights neighborhood. This plan presents the preferred concept for the study area and an implementation plan to guide future projects.

The three phases of the planning process included a comprehensive community engagement effort that built upon previous City, URA, and community conversations. Community engagement focused both on collecting and incorporating input from stakeholders in the project's immediate vicinity, as well as broader engagement of City residents, businesses, and interest groups.

Community Goals

Project specific goals were developed incorporating input from the URA, community feedback from an online survey, and meetings with individuals and groups with a specific interest in the study area. These goals, which included four priority and three secondary goals, informed the development of the streetscape plan. The four priority project goals are:

Calm Traffic and Improve Intersections

Calm traffic and improve intersections to improve safety for people driving, walking, biking, taking transit and supporting local businesses.

Promote Livable Community and Economy

Preserve and promote a livable community and economy through streetscape improvements that increase safety for people walking and biking and addresses parking needs to support local business access, and future development.

Local Identity

Create an identity for the Heights that reflects the diverse culture and history of the area and as a retail destination for local residents.

Safe, Comfortable Streets for People

Create streets and gathering spaces that provide safe, comfortable places for people walking, accessing transit, and biking along and across the corridor and that connects area recreation and commercial destinations and neighborhoods.

Preferred Concept Plan

The design of the preferred concept plan balances the streetscape performance for people driving, walking, and biking while considering local business needs to better align the roadway design with the community's vision. The plan documents how the design aligns with project goals and identifies design features for each of the streets and key intersections in the study area. The document includes plan view and perspective renderings, typical street cross sections, and introduces character-defining urban design elements to help create a streetscape that reflects the values of the local community.



Perspective Illustration of 12th Street looking south from Taylor Avenue



Perspective Illustration of 13th Street looking north towards A Street

EXECUTIVE SUMMARY

Key Elements of Preferred Concept Plan

12TH STREET - THE NEIGHBORHOOD STREET

12th Street is designed as a local destination, a nexus of neighborhood life, and a place for people. Wider sidewalks with street trees, a two-way cycle track, and curb extensions all contribute to a street that welcomes more than just vehicle traffic. A new shared use path is also planned along the east side of the 12th Street south of Union St to improve access and safety for people walking and biking to and from Pacific Avenue.

13TH STREET - THE THROUGH STREET

13th Street is designed as a through street with two-way traffic and will attract far more traffic than 12th Street. A center turn lane helps maintain traffic flow allowing opportunities for people driving to turn to and from 13th Street. Design features along 13th are focused on slowing traffic and mitigating the impact of the center turn lane.

MAY STREET AND 13TH STREET ROUNDABOUT

A roundabout at 13th and May Streets is designed to address existing issues, help maintain traffic flow, minimize traffic delays, and provide safe crossings for

people walking and biking. A new two-way cycle track is integrated into the intersection to create a safe route between local schools, parks, and other neighborhood destinations.

BELMONT, 12TH, AND 13TH INTERSECTION

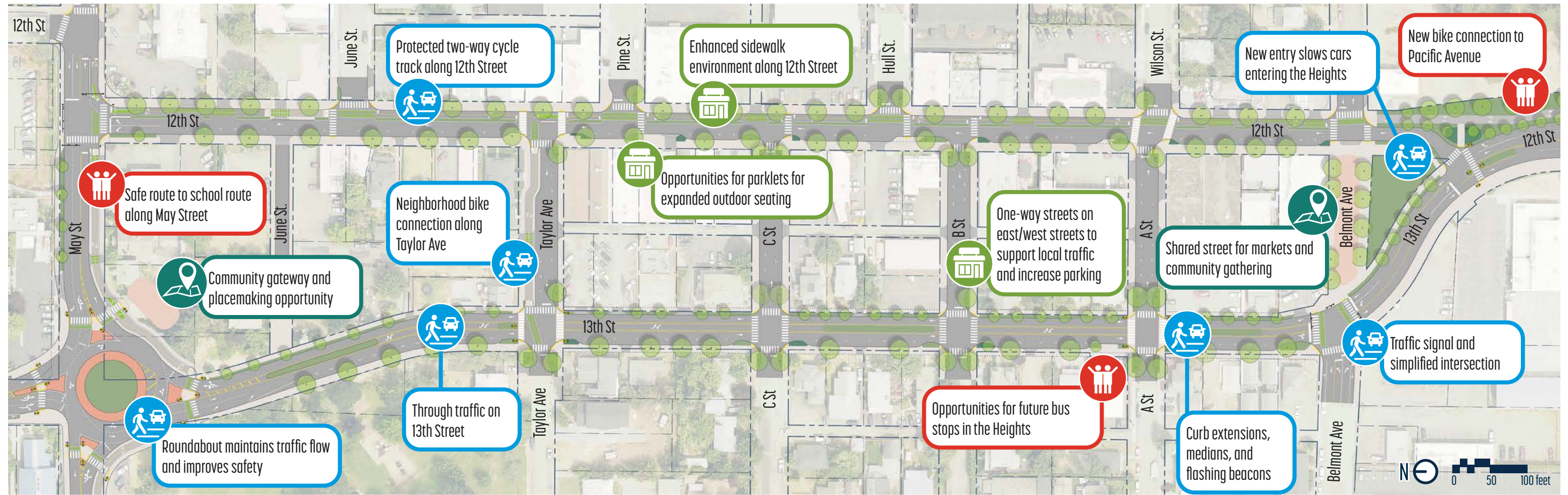
At the south end of the Heights a reconfigured intersection closes Belmont Avenue to vehicles between 12th and 13th Streets to help manage congestion for vehicle traffic, provide safer crossings, and slow vehicle traffic entering the Heights. The Belmont Avenue street closure also creates a flexible, pedestrian-oriented shared street that allows vehicle access to local businesses and the existing alley.

MAY STREET

May Street is designed as a complete street with bicycle, pedestrian, and automobile infrastructure to provide a safe route for people traveling to local schools, parks, and other neighborhood destinations. The intersection at 12th Street is redesigned to accommodate the new cycle tracks on May and 12th Streets.

TAYLOR AVENUE

Taylor Avenue is redesigned to provide a safe, comfortable place for people biking across the Heights. Improvements to the intersections at 12th and 13th Street enhance Taylor Avenue as a key connection



Preferred Concept Plan Illustration

EXECUTIVE SUMMARY

across the neighborhood to local schools and parks. To create space for the protected two-way cycle track vehicle traffic is limited to one-way westbound travel.

A, B, AND C STREETS

The district's other east/west streets (A, B, and C Streets) also become one-way streets, alternating between eastbound and westbound traffic, to provide predictable circulation and access to on-street parking. Reducing these narrower streets to one-way traffic allows on-street parking along both sides of the streets while providing wider sidewalks to improve access for people walking.

Implementation Plan

Completing the projects in the Heights Streetscape Plan will take time and require significant resources. This implementation plan has been developed to guide the city and URA in the future redevelopment of the streets and intersections in the Heights.

The Implementation Plan phases the projects to support the community's overall vision. It includes a series of street improvement projects, balanced with the complexity of large intersection improvements. This facilitates the community's desire to quickly see improvements while limiting the potential for removal and replacement of infrastructure as changes occur over time.

To execute this plan three types of projects have been identified:

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Smaller-scale projects that achieve advancement toward overall project goals and can be executed while key intersection projects are developed.

KEY CIRCULATION PROJECTS

Large, high priority community projects that improve key intersections, convert 13th Street to two-way traffic, and provide safe routes to schools.

FILL IN THE BLOCKS PROJECTS

Projects focused on building out 12th Street and east/west streets to the final street cross sections and intersection designs.

A key component of the implementation will be coordinating with ODOT and discussing the potential benefits of a jurisdictional transfer of OR-281 through the Heights from ODOT to the City.

Cost

The plan includes project costs based on a planning level opinion of probable construction cost to design and implement future street improvements. These project costs include design, management, and permitting of each project and design and construction contingencies. The costs do not include property acquisition, undergrounding existing overhead electrical and franchise utilities, or replacing public utilities mains, which will need to be identified as individual projects are initiated.

Funding and Grant Strategies

To support the funding and implementation of future projects a variety of funding sources will be needed. This will likely include existing and new local revenue streams and outside funding sources (e.g. state and federal programs and grants). This plan also identifies potential funding sources for each project that may be applicable.



Perspective Illustration looking south towards the intersection of May and 13th Streets.



Perspective Illustration looking north towards Belmont Street.

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

KEY CIRCULATION PROJECTS

FILL IN THE BLOCKS

	Key East/West Crossings on 13th St	Taylor Ave Neighborhood Connection	East Sidewalk Along 13th St	May St Roundabout	Belmont, 12th, and 13th Intersections and Two-Way Traffic	Bike Connection to Pacific Ave	May St Safe Route to School	12th Street: Belmont Ave to Taylor Ave	12th Street: Taylor Ave to May St	Belmont Shared Street	A, B and C Streets
RATIONALE	Start with intersection improvements across 13th St to improve neighborhood access and safety.	Establish Pine St to Taylor Ave as a safe, comfortable route across the Heights for people walking and biking.	Create a comfortable walking environment along the east side of 13th St to prepare for future two-way traffic.	Key intersection improvements that can be developed without converting 13th Street to two-way traffic.	Complete key intersections at the south end and convert to two-way traffic on 13th St. Include an interim cycle track on 12th St to connect to Pine/Taylor.	Coordinate with ODOT to reconfigure and widen 12th St from Union St to Pacific Ave to provide a Safe Route to School.	Cycle track and street improvements along May St for Safe Routes to School access and extend the interim cycle track on 12th St from Taylor Ave.	Phased reconstruction of the commercial core along 12th St with new sidewalks, streetscape improvements, and the final cycle track to Taylor Ave.	Continued reconstruction of 12th St with new sidewalks and the final cycle track north of Taylor Ave.	Reconstruct Belmont Ave as a shared street and community space for all. Must happen after (or as part of) key intersection improvements at Belmont Ave.	Improve east/west streets with new sidewalks and amenities to complete street improvements in the Heights.
DESCRIPTION	Curb extensions, RRFBs, and other intersection improvements to improve access and safety at Taylor and A Streets.	Full reconstruction of Taylor Ave and interim improvements on 12th St between Pine St and Taylor Ave.	New sidewalk and planting strip between (but not at) intersections. Include driveway removals for access management where possible.	New roundabout constructed to work with existing one-way traffic until two-way conversion is implemented.	New intersection improvements at 12th St, 13th St, and Belmont Ave; new medians and restriping on 13th St and roundabout modifications for two-way traffic; interim cycle track on 12th St.	Restripe 12th St, narrow the roadway, and widen the existing sidewalk with a new retaining wall to allow construction of a shared use path.	Full street improvements along May St between roundabout and 12th St including traffic signal improvements to extend the interim cycle track from Taylor Ave to May St.	Full reconstruction of 12th St in phases between Union St and Taylor Ave to provide wider sidewalks, the protected cycle track, and other streetscape amenities.	Full reconstruction of 12th St to provide wider sidewalks, the protected cycle track, and other streetscape amenities.	Full reconstruction of Belmont as a plaza and shared street for all.	Reconstruction of streets to provide new sidewalks and other intersection and infrastructure as needed.
COMPLEXITY	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++	+++++
PRIORITY	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!	!!!!!
COST	\$1.3M - \$1.7M	\$1.2M - \$1.6M	\$0.8M - \$1.1M	\$12.8M - \$16.4M + Property Acquisition	\$11.8M - \$15.1M + Property Acquisition	\$4.3M - \$5.5M	\$4.9M - \$6.3M	\$10.4M - \$13.4M	\$3.4M - \$4.4M	\$1.9M - \$2.5M	\$2.8M - \$3.6M
GOALS											

STUDY PROCESS, PUBLIC ENGAGEMENT, AND COMMUNITY GOALS

STUDY PROCESS

The Heights streetscape project was initiated to support the City of Hood River and Urban Renewal Agency (URA) in establishing a comprehensive plan for improving the OR 281 couplet through the Heights neighborhood. The project area includes 12th Street, 13th Street and the streets and intersections that tie them together at May Street to the north and Belmont Avenue to the south. The project addresses URA and community conversations related to traffic safety, community identity, and other City and stakeholder goals as well as proposed improvements documented in the Heights District Urban Renewal Plan. The study process for the project occurred in three distinct phases:

PHASE 1 – PROJECT VISION AND FOUNDATION:

This phase included reviewing existing planning studies completed in the project area, documenting the context of the study area including the regulatory context and applicable design standards, developing a survey basemap, documenting existing and future parking supply and demands, and conducting public engagement to identify community and stakeholder priorities. A key outcome from Phase 1 was the identification of project goals that were used to guide the development and evaluation of preliminary design concepts.

PHASE 2 – CONCEPT DEVELOPMENT:

In this phase the project team developed preliminary design concepts that aligned with

the project goals. Transportation, parking, and other analyses were completed to evaluate the preliminary design concepts against project goals. Public outreach was conducted to collect community feedback on the design concepts and technical analysis and identify preliminary recommendations for developing a preferred concept plan.

PHASE 3 – PREFERRED CONCEPT AND IMPLEMENTATION PLAN:

This phase developed the preferred concept plan and recommendations for future implementation that are documented in this report.

Public Engagement

The project included a comprehensive community engagement effort that was planned and executed to build on previous City, URA, and community conversations that had taken place in the years prior to the start of the project. This community engagement plan focused on collecting and incorporating ideas and input from stakeholders in the immediate vicinity of the project and broader engagement of City residents, businesses, and interest groups. Key goals of the community engagement were:

- Gathering community feedback to influence and shape the project design,
- Providing varied platforms for participation,
- Tracking input to maximize outreach,
- Generating excitement and community ownership

Community outreach conducted during this project included:

2 Online surveys published in English and Spanish.

1,500+ people opened the surveys.

600+ complete survey responses.

20+ surveys completed in Spanish.

11 Meetings with the URA (Advisory Committee and Board).

7 Focus group meetings.

2 Meetings conducted in Spanish.

2 Rounds of direct outreach to businesses along 12th and 13th Streets.

1 Two-day open house and community event

250+ Attendees

Community Goals

The Heights Business District Urban Renewal Plan (First Amendment March 2016) has seven goals that apply to the entire urban renewal area and are broad statements designed to guide future planning and urban renewal funded projects in the area. While each urban renewal goal applies in some form to the Heights Streetscape Plan, project specific goals were developed that focus on improving 12th and 13th Streets and the intersections and streets that tie the couplet together at the north and south ends of the Heights. Project specific goals were developed

incorporating input from the Urban Renewal Agency, community feedback from an online survey, and meetings with individuals and groups with a specific interest in the study area.

The project goals established a project vision that was used to guide the development and evaluation of preliminary design concepts. Evaluation criteria, which aligned with the project goals and desired project outcomes based on community feedback, were also identified and used for evaluating preliminary design concepts.

PROJECT TIMELINE

Heights District Urban Renewal Area Public Input Summary

January 2018

A Community preference was identified for "a multi-faceted project... focusing on public transportation safety."



City Issues RFP for Developing a Streetscape Plan for the Heights

December 2018



Urban Renewal Agency approves comprehensive project for the Heights

September 2020



Phase 2: Develop Concepts

September 2021 – October 2021

Develop preliminary concepts and an approach for evaluating designs based on project goals. The outcome of Phase 2 identified a recommended design that was developed during a third project phase.

2018

2019

2020

2021

Walkshop with Dan Burden

Summer 2018

Community event identified existing issues and ways to make the area more walkable.



Streets Alive Demonstration Project

September 28 – October 11, 2018

Tested options to make street crossing safer and adding bike lanes.



Phase 1: Develop Project Goals

February 2021 – August 2021

Community outreach identified community priorities and established project goals to guide street design alternatives.

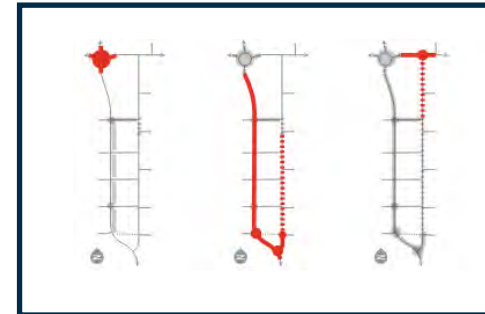
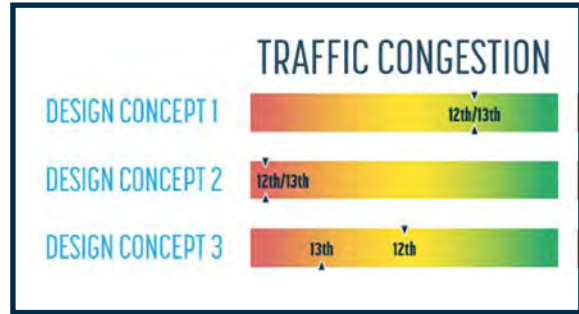


Phase 1: Urban Context Designation and Parking Study

Summer 2021

ODOT concurrence on a Central Business District urban context designation for OR 281 through the Heights aligns with project goals.

The Heights' first parking study was conducted to evaluate parking space types and availability compared to existing and future demand.



Phase 2: Evaluate Concepts

January 2022 – February 2022

Technical evaluation to determine how design concepts align with project goals.

Phase 3: Additional Design Studies

September 2022 – April 2023

Additional design studies requested by the Urban Renewal Agency (URA) on the design of key intersections and refinements to the streetscape design to inform the final streetscape plan.

Implementation Plan

August 2023 - September 2023

Recommendations for phasing future street improvements.

TSP Update and Jurisdictional Transfer Discussions

To be determined

This Plan will be adopted as an amendment to the City Transportation System Plan (TSP). As part of this process and to support the implementation of this Plan the City and ODOT will discuss opportunities for a partial or full Jurisdictional Transfer of OR 281 through the Heights.

2022

2023

2024

THE FUTURE

Phase 2: Community Outreach and Feedback

April 2022 – May 2022

Community open house and online survey to review design concepts and provide feedback to frame the development of a preferred streetscape concept for the Heights.



Phase 3: Preferred Concept Plan

May 2023 – August 2023

Development of the final streetscape plan incorporating URA feedback.



Phased Engineering, Design and Construction of Streetscape Plan Elements

To be determined

Over time, as funding allows, the elements of the Heights Streetscape Plan will go through final design and engineering and then be built.






Calm Traffic and Improve Intersections

*Calm **traffic** and improve intersections to improve safety for people driving, walking, biking, taking transit and supporting local businesses.*




Promote Livable Community and Economy

*Preserve and promote a **livable community and economy** through streetscape improvements that increase safety for people walking and biking and addresses parking needs to support local business access, and future mixed-use development.*




Local Identity

*Create an **identity for the Heights** that reflects the diverse culture and history of the area and as destination for local residents for goods and services.*




Safe, Comfortable Streets for People

*Create streets and gathering spaces that provide **safe, comfortable places for people** walking, accessing transit, and biking along and across the corridor and that connects area recreation and commercial destinations and neighborhoods.*

Evaluation Criteria

- Provides traffic calming.
- Accommodates vehicular traffic.
- Improves intersection safety.

Evaluation Criteria

- Accommodates parking.
- Supports the local economy.
- Supports livability.
- Adapts seasonally.

Evaluation Criteria

- Opportunity for creating identity.
- Supports the Heights as a destination for locals.
- Creates opportunities for an enhanced landscape.

Evaluation Criteria

- Provides comfortable places for walking and biking.
- Aligns with Safe Routes to School goals.
- Improves connections.
- Connects to planned bike routes.



Utility Infrastructure

Support existing and future development by maintaining and improving **utility infrastructure** as part of the streetscape project.



Community Engagement

Engage local residents and businesses, the school district, and those that use the corridor to provide ongoing input in the streetscape project.



Placemaking

Provide **locations for people** to gather, stop and rest.

Evaluation Criteria

- Impacts to utility infrastructure.

Evaluation Criteria

- Community feedback was part of the final evaluation and development of the preferred concept plan.

Evaluation Criteria

- Creates opportunities for placemaking.

PREFERRED CONCEPT PLAN

INTRODUCTION TO PREFERRED CONCEPT PLAN

Today’s roads and intersections in the Heights were designed to move motorized vehicle traffic with limited consideration for the comfort of people walking and biking. As a result, the performance of the street for people driving (e.g., level of service) has remained relatively high while the comfort of people walking and biking is low.

Using the project goals and community feedback as a guide, the Project Team developed three preliminary design concepts, in addition to what was assumed in the City’s adopted Transportation System Plan (TSP), to test various streetscape design elements. The concepts presented a spectrum of potential streetscape opportunities for improving the streets and intersections in the Heights. The concepts also sought to balance the streetscape performance for people driving, walking and biking while considering local business needs to better align the roadway design with project goals. The preliminary design concepts included:

- Baseline Alternative: Current Adopted Plan (City Transportation System Plan, October 2011, Amended April 2021)
- Design Concept 1: Two Lane, Two-Way Traffic on 12th and 13th Streets.
- Design Concept 2: One Lane, One-Way Traffic on 12th and 13th Streets.
- Design Concept 3: Hybrid – One Lane, One-way on 12th Street and Two-Way traffic on 13th Street.

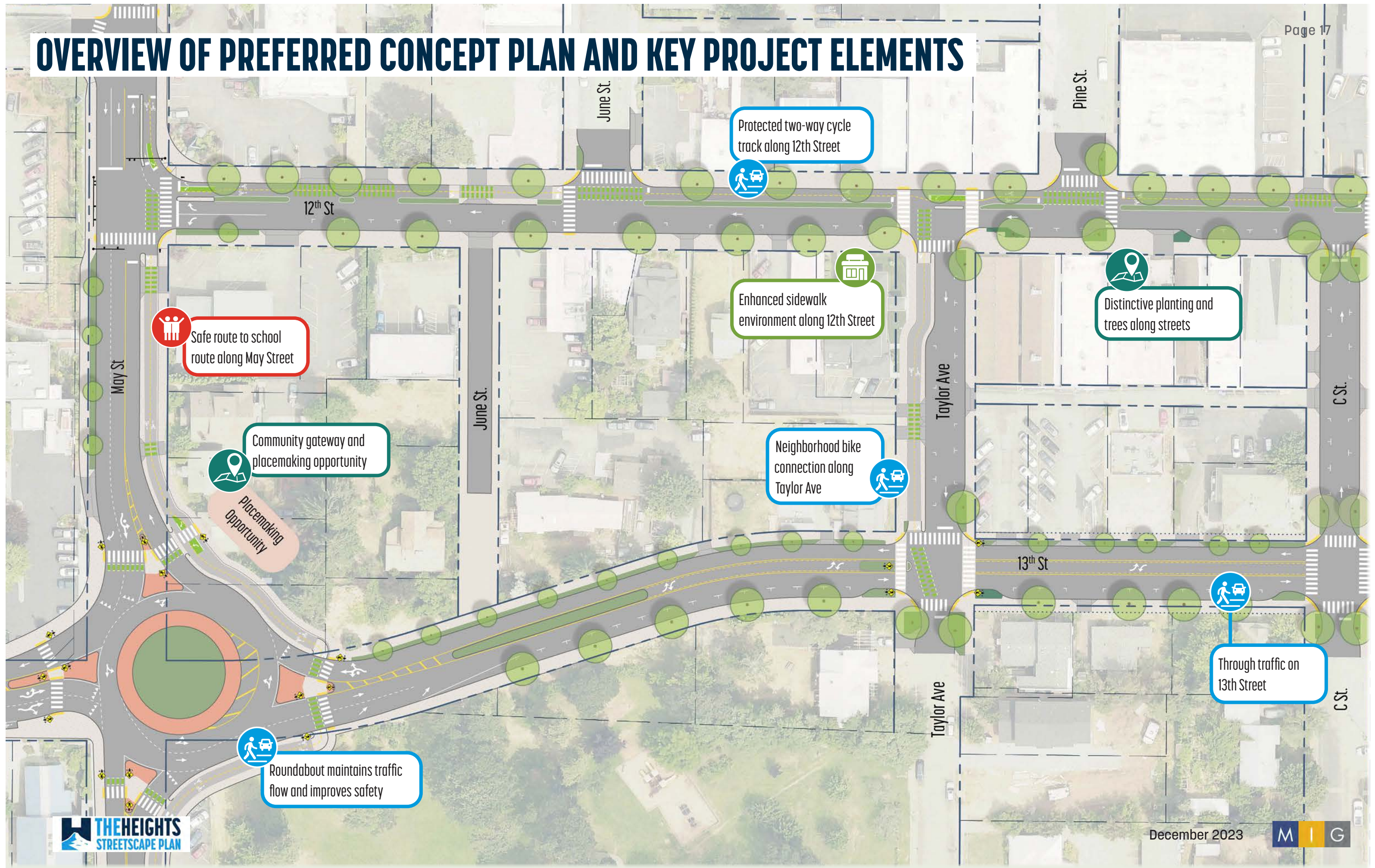
Consistent with the project goals, each of the three concepts reprioritized how the limited public right-of-way is used to improve safety and achieve the desired balance of performance for all modes of travel. Each alternative also changed the flow of traffic through the Heights, which was a departure from the City’s adopted plan (TSP) that had been approved by ODOT.

Based on the technical evaluation and community feedback the URA recommend a design that built on Design Concept 3 (Hybrid) as it offered a compromise that aligns well with the project goals and balances divided community feedback. The following pages present the preferred concept plan for the Heights, documenting how it aligns with project goals and identifying design features for each of the streets and key intersections in the project area. The plan includes plan view and perspective renderings, typical street cross sections, and introduces character-defining streetscape elements to create a streetscape environment that reflects the values of the local community.



Photos from Community Open House

OVERVIEW OF PREFERRED CONCEPT PLAN AND KEY PROJECT ELEMENTS



Safe route to school route along May Street

Community gateway and placemaking opportunity

Placemaking Opportunity

Roundabout maintains traffic flow and improves safety

Protected two-way cycle track along 12th Street

Enhanced sidewalk environment along 12th Street

Neighborhood bike connection along Taylor Ave

Distinctive planting and trees along streets

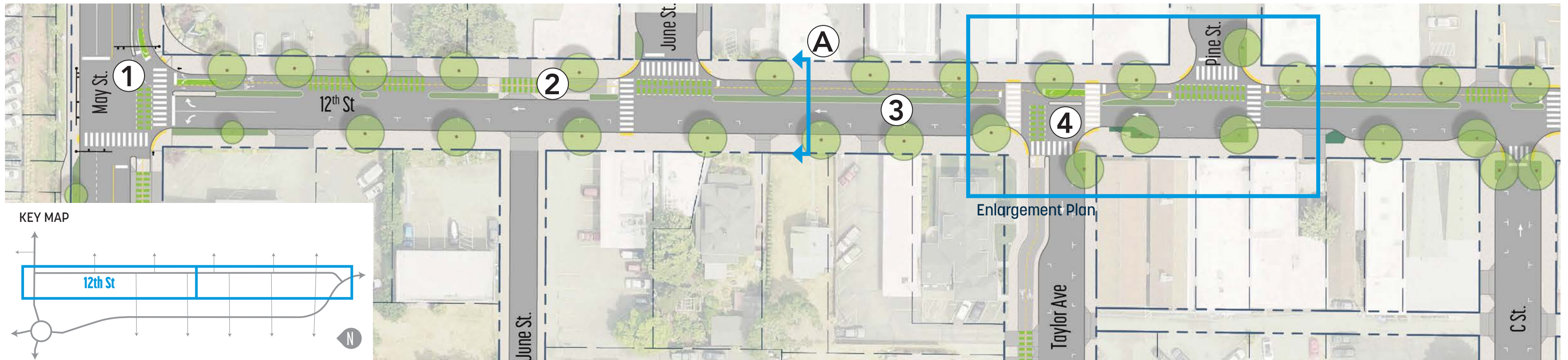
Through traffic on 13th Street



LEGEND

- Existing Right of Way, See Note
- Parcel Lines
- Existing Easement
- Roadway
- Existing Driveway
- Raised pavement for truck access
- Sidewalk
- Planting
- Opportunity for green stormwater
- Street tree
- Rectangular Rapid Flashing Beacon (RRFB)
- Curb-bulb extension option

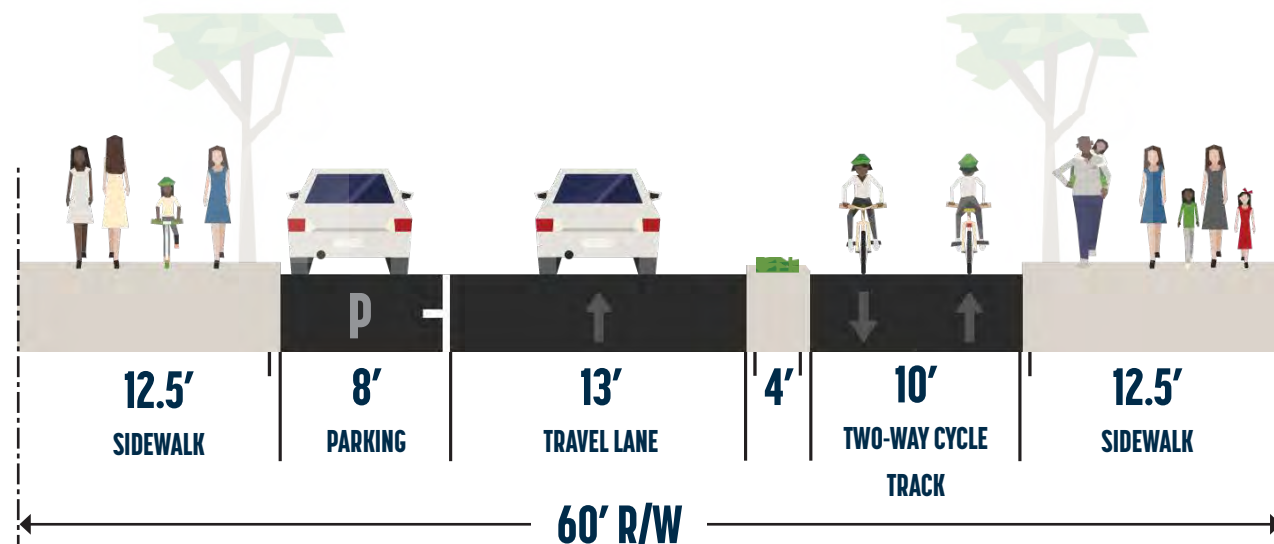
Note: Right of way shown is existing. Extents of property acquisition to be determined during design.



12th Street is designed as a local destination, a nexus of neighborhood life, and a place for people. Wider sidewalks with street trees, a two-way cycle track, and curb extensions all contribute to a street that accommodates more than just vehicle traffic. Slower vehicle traffic allows people to move

along and across the street more comfortably. Businesses have more opportunity to expand into widened sidewalks and people can pause in expanded sidewalk zones at curb extensions creating opportunities for community gathering.

A Typical Street Section (looking north)



Design Features

- 1 Redesigned intersection and traffic signal to provide access for people biking to May Street.
- 2 Potential opportunity for future Columbia Area Transit (CAT) stop to be integrated into the street design.
- 3 Single travel lane slows traffic through the Heights.
- 4 Connection to cycle track at Taylor Avenue to support east/west neighborhood connection for people biking.





Design Features (cont'd)

- 5 On-street parking provides opportunities for “Parklets” for adjacent businesses.
- 6 Two-way protected cycle track.
- 7 Curb extensions reduce crosswalk distances and provide opportunities for planting including green stormwater infrastructure where feasible.
- 8 Wider sidewalks allow for more opportunity for street furnishings along the street.
- 9 Concrete or decorative crosswalk treatments at A Street and Taylor Avenue for improved visibility of crosswalks.
- 10 Access to Belmont Avenue shared street and alley via a new driveway ramp.





Existing Conditions in 2023

Calm traffic and improve intersections

Pass through traffic remains on 13th Street, allowing 12th Street to become a slower, more comfortable street for walking and biking while people driving to the Heights can park and easily walk to multiple destinations. Cars are slowed down with a single lane of traffic, curb extensions at intersections street trees, and crosswalks.

Livable community and economy

Wider sidewalks, safe bike routes, and public places to rest enable local residents to be more active. New street trees, and planting help reduce the urban heat island effect and create a more pleasant place to spend time outdoors - and patronize local businesses. Businesses can use the wider sidewalks to add seating or sidewalk displays.

Local Identity

The Heights already has its own unique character. Expanded sidewalks and public spaces gives space for local residents and businesses to be themselves. Design features, amenities, and planting will be selected to reinforce the local character.

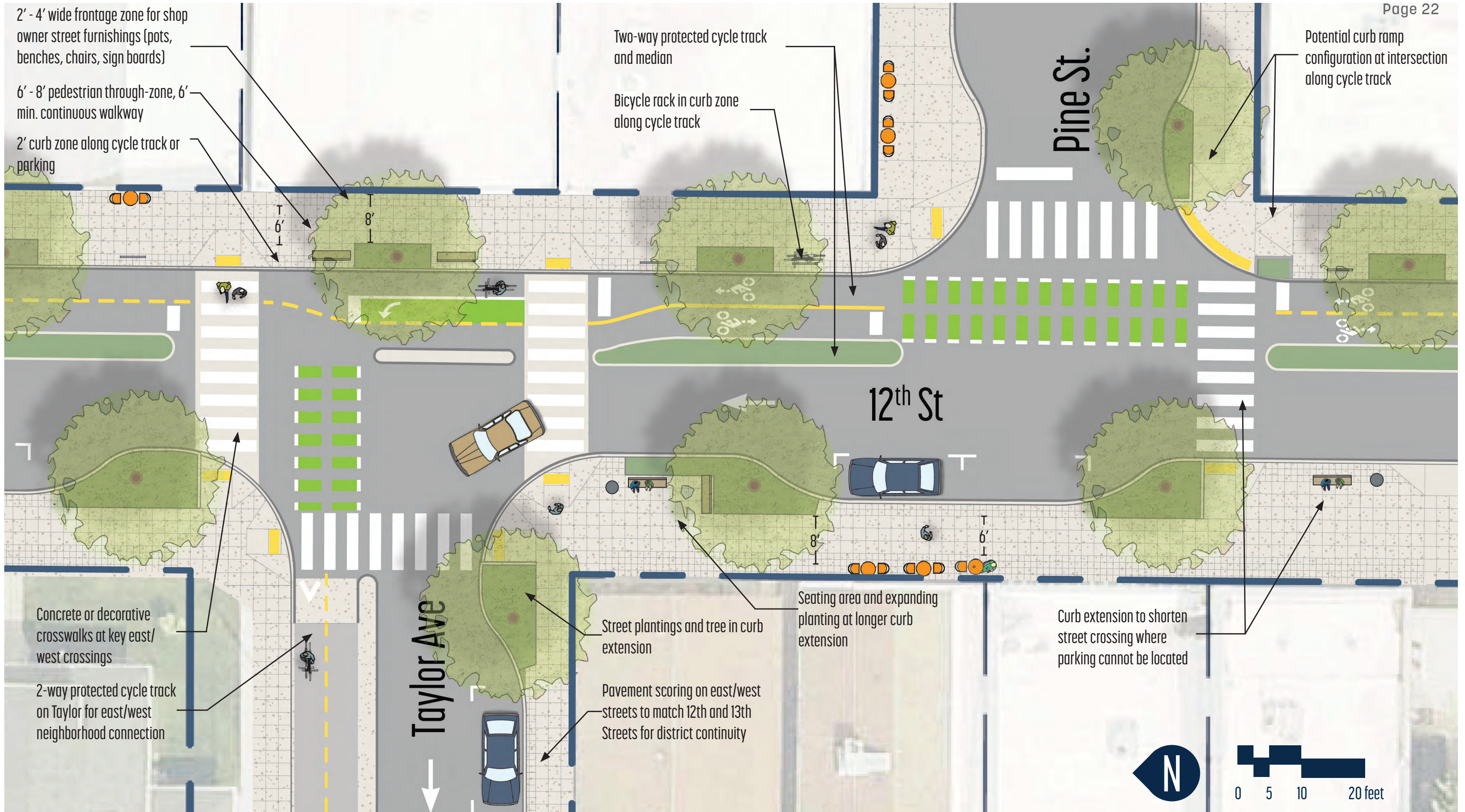
Safe, comfortable streets for people

Twelve-foot sidewalks provide enough space for a six-foot pedestrian clear zone for as well as cafe seating. A buffered two-way cycle track provides a safe route with connections to parks, schools, and local neighborhood destinations.

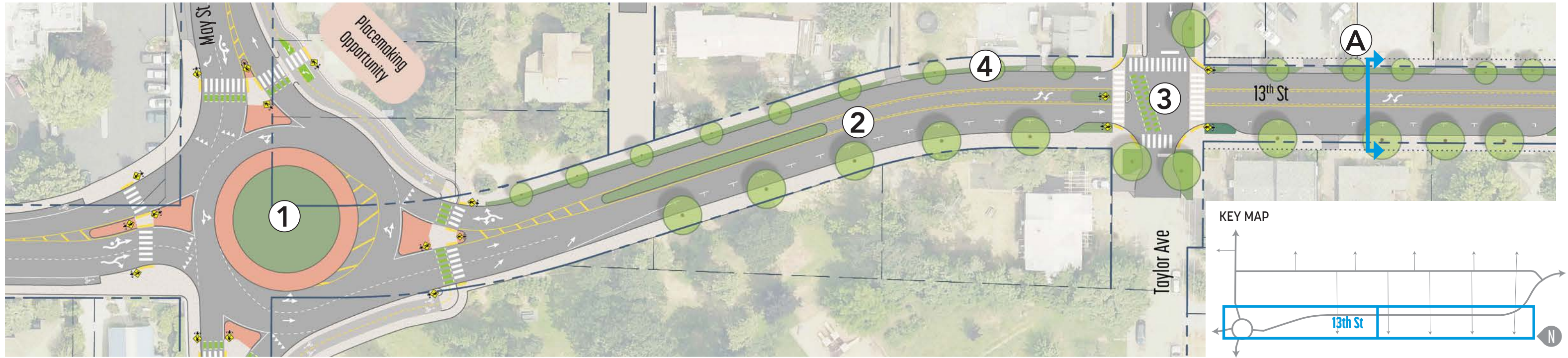


For illustrative purposes only

Perspective Illustration (looking south from Taylor Avenue)



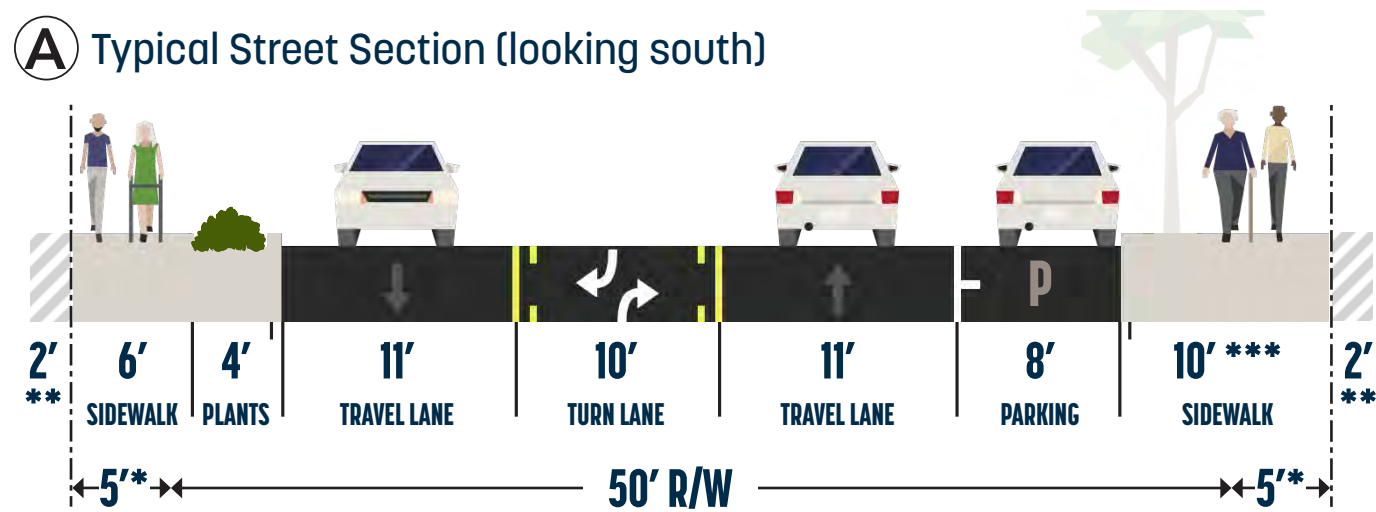
Enlargement Plan of Typical Streetscape on 12th Street



13th Street is designed as a through street with two-way traffic and will attract far more traffic than 12th Street. A center turn lane should help maintain traffic flow allowing people driving opportunities to turn to and from 13th Street. Design features along

13th are focused on slowing traffic and mitigating the impact of the center turn lane. A continuous planting strip with columnar street trees provides separation between the sidewalk and travel lane where there is no on-street parking.

A Typical Street Section (looking south)



* Existing utility easements

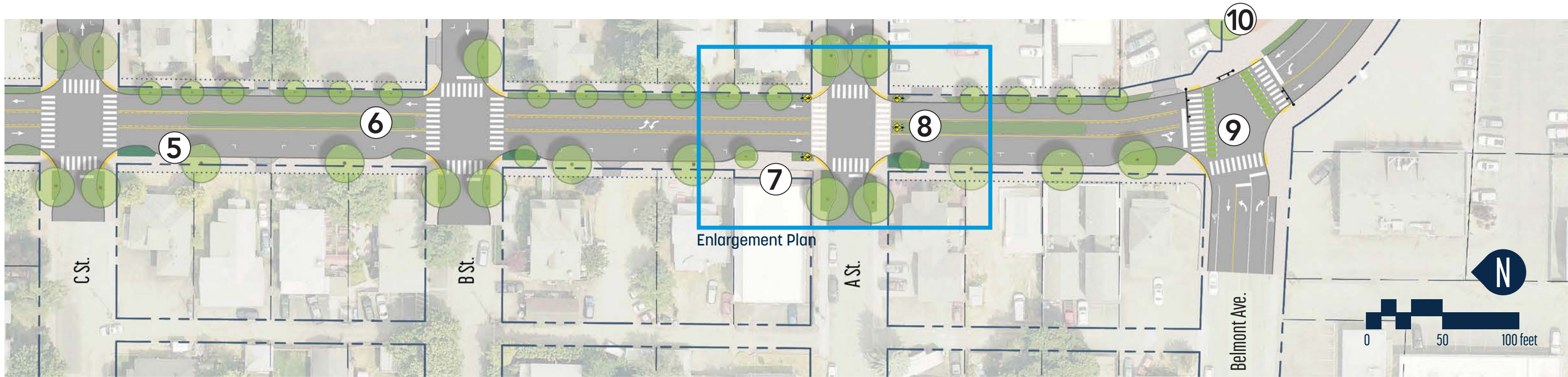
**A future sidewalk easement, to be provided as properties redevelop, to allow for additional sidewalk space.

***Provide a 5' min. sidewalk width where existing structures and ramps to buildings are located within the 5' utility easement on the west side of 13th Street.

Design Features

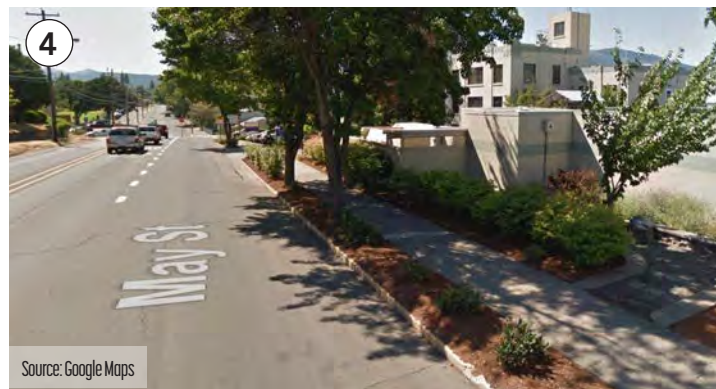
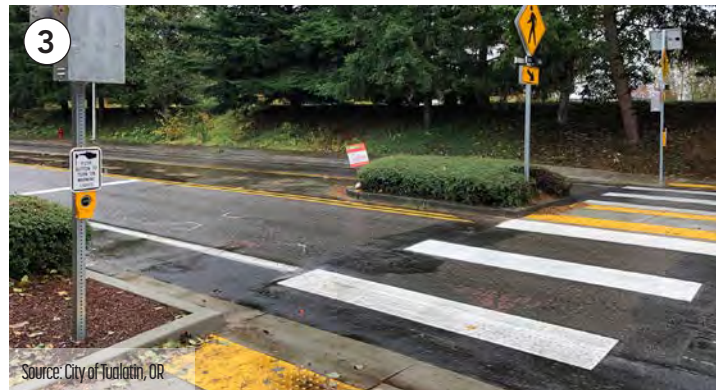
- 1 New roundabout to maintain traffic flow and improve access and safety for people walking, biking, and driving through the intersection.
- 2 Two-way traffic and a center turn lane through the Heights.
- 3 Intersection improvements and traffic calming at Taylor Avenue to improve neighborhood access across 13th Street.
- 4 Continuous planting strip between the sidewalk and a new northbound travel lane on the east side of the street.
- 5 Curb extensions and on-street parking along the west side of the street.





Design Features (cont'd)

- ⑥ Medians along 13th Street provide traffic calming.
- ⑦ Potential opportunity for future Columbia Area Transit (CAT) stop to be integrated into the street design.
- ⑧ Concrete or decorative crosswalk treatments at A Street and Taylor Avenue for improved visibility of crosswalks.
- ⑨ Redesigned intersection and traffic signal to improve access and safety for people walking, biking, and driving.
- ⑩ Closing Belmont Avenue creates an opportunity for a larger community gathering space.



13TH STREET - THE THROUGH STREET



Existing Conditions in 2023

Calm traffic and improve intersections

Changes to key intersections at May Street and Belmont Avenue set the stage for traffic entering the Heights. Medians, curb extensions and rectangular rapid flashing beacons (RRFBs) are proposed to help calm traffic and improve access for people crossing 13th Street.

Livable community and economy

Sidewalks are separated from the roadway by on-street parking or planting strips with street trees. Driveways and off-street parking are encouraged to be accessed from east/west streets or alleys to improve safety, reduce potential conflicts, and maintain traffic flow.

Local Identity

Opportunities for native plantings that reflect character and values of the neighborhood in planting strips, curb extensions and medians. Larger placemaking opportunities are located at key intersections at each end of the Heights along 13th Street.

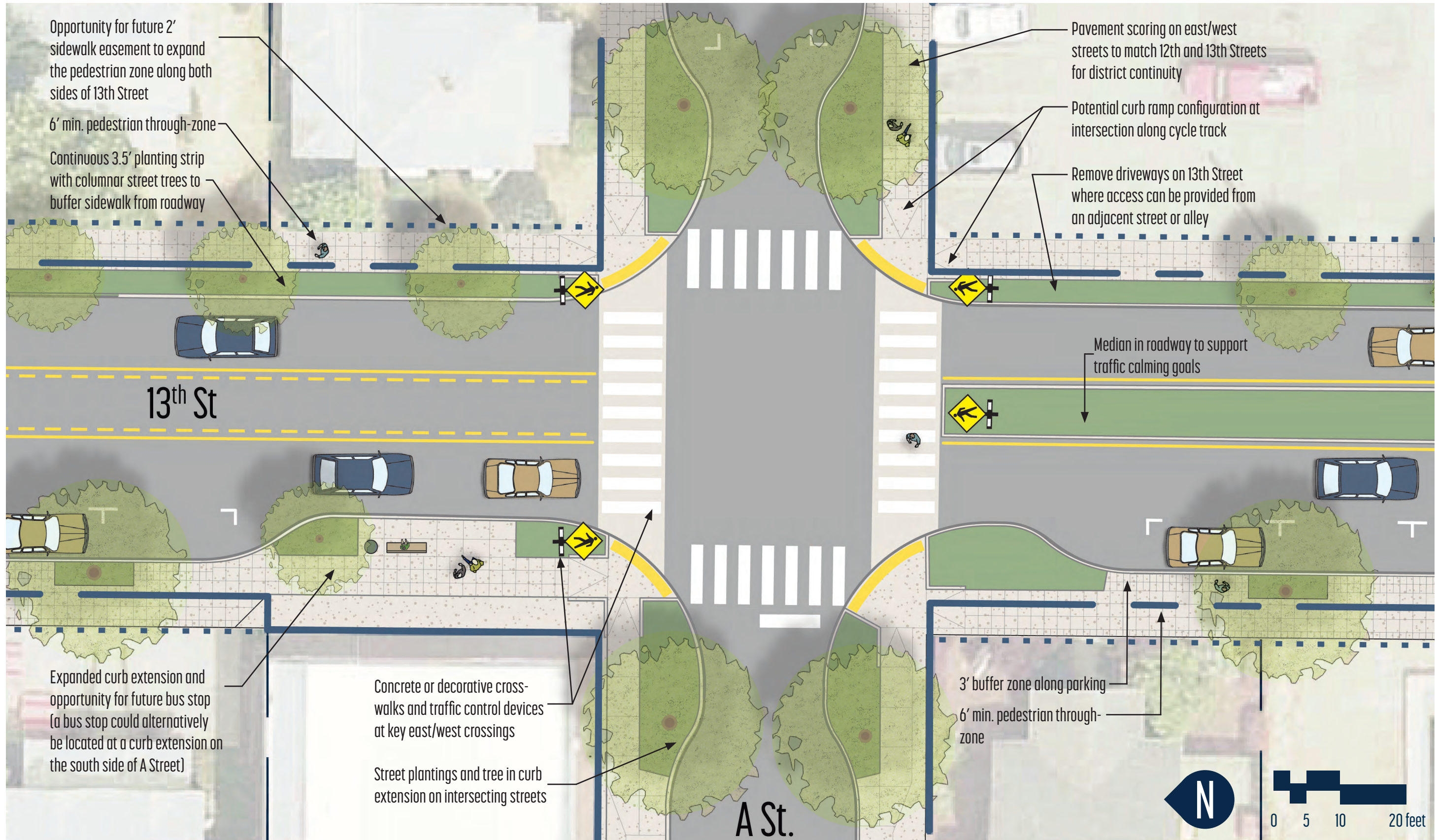
Safe, comfortable streets for people

13th Street focuses on circulation and access for people driving while providing safe, comfortable streets for walking. Crossings at Taylor Avenue and A Street focus on improving safety for people walking and biking across the street.



For illustrative purposes only

Perspective Illustration (view of 13th Street looking north towards A Street)



Enlargement Plan of Typical Streetscape on 13th Street

MAY STREET AND 13TH STREET ROUNDABOUT

A roundabout at 13th and May Streets will address existing issues, help to maintain traffic flow, minimize traffic delays, and provide safe crossings for people walking and biking. A new two-way cycle track will be integrated into the intersection helping to create a safe route between local schools, parks, and other neighborhood destinations. The expansion of the intersection creates an opportunity for placemaking and a new gateway into the Heights.

Calm traffic and improve intersections

A roundabout reduces conflicts points, improves safety, and supports lower speeds and traffic calming through the intersection.

Livable community and economy

A roundabout helps to maintain traffic flow throughout the year and minimize backups.

Local Identity

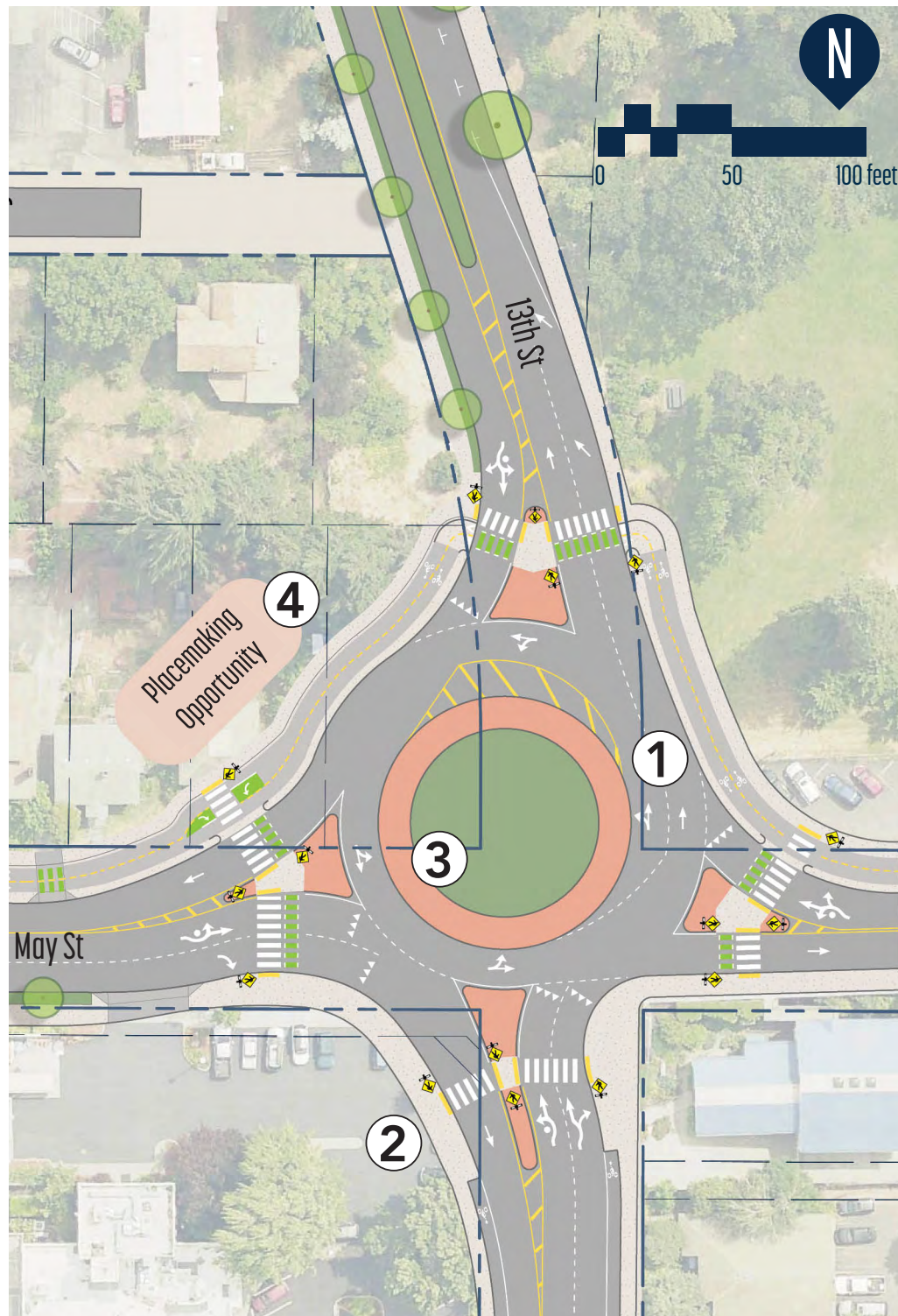
A roundabout could include an opportunity for placemaking and a new gateway marking the entry into the Heights.

Safe, comfortable streets for people

Improved crosswalks with RRFBs and a cycle track improve access and safety for people walking and biking.

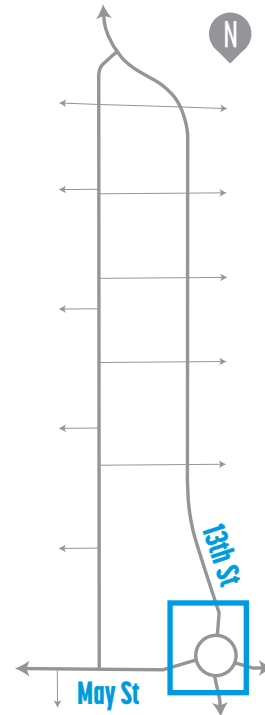


Perspective Illustration (view of May Street and 13th Intersection)



Intersection Concept Plan

KEY MAP



LEGEND

- Existing Right of Way, See Note
- Parcel Lines
- Existing Easement
- Roadway
- Existing Driveway
- Raised pavement for truck access
- Sidewalk
- Planting
- Opportunity for green stormwater
- Street tree
- Rectangular Rapid Flashing Beacon (RRFB)

Design Features

- ① Roundabout layout and sizing to accommodate the planned vehicular traffic needs.
- ② Rectangular Rapid Flashing Beacon (RRFB) at crosswalks
- ③ Raised pavement surrounding the roundabout and at splitter islands to accommodate truck and bus access.
- ④ Opportunity for placemaking and community gateway.



BELMONT, 12TH, AND 13TH INTERSECTION

A reconfigured intersection closes Belmont Avenue to vehicles between 12th and 13th Streets to help manage congestion for vehicle traffic, provide safer crossings for all users, and slow vehicle traffic before entering the Heights. The block-long street closure on Belmont Avenue creates a flexible pedestrian-oriented shared street while allowing vehicle access to the alley and local businesses. A new shared use path along 12th Street from Pacific Avenue connects people walking and biking to the two-way cycle track along 12th Street at Belmont Avenue.

Calm traffic and improve intersections

Simplified intersections improve operations and slow traffic entering the Heights from the south.

Livable community and economy

The intersection reconfiguration supports goals for all users and access to local businesses.

Local Identity

Opportunities for new planting, street trees, and the Belmont shared street create a destination for local events.

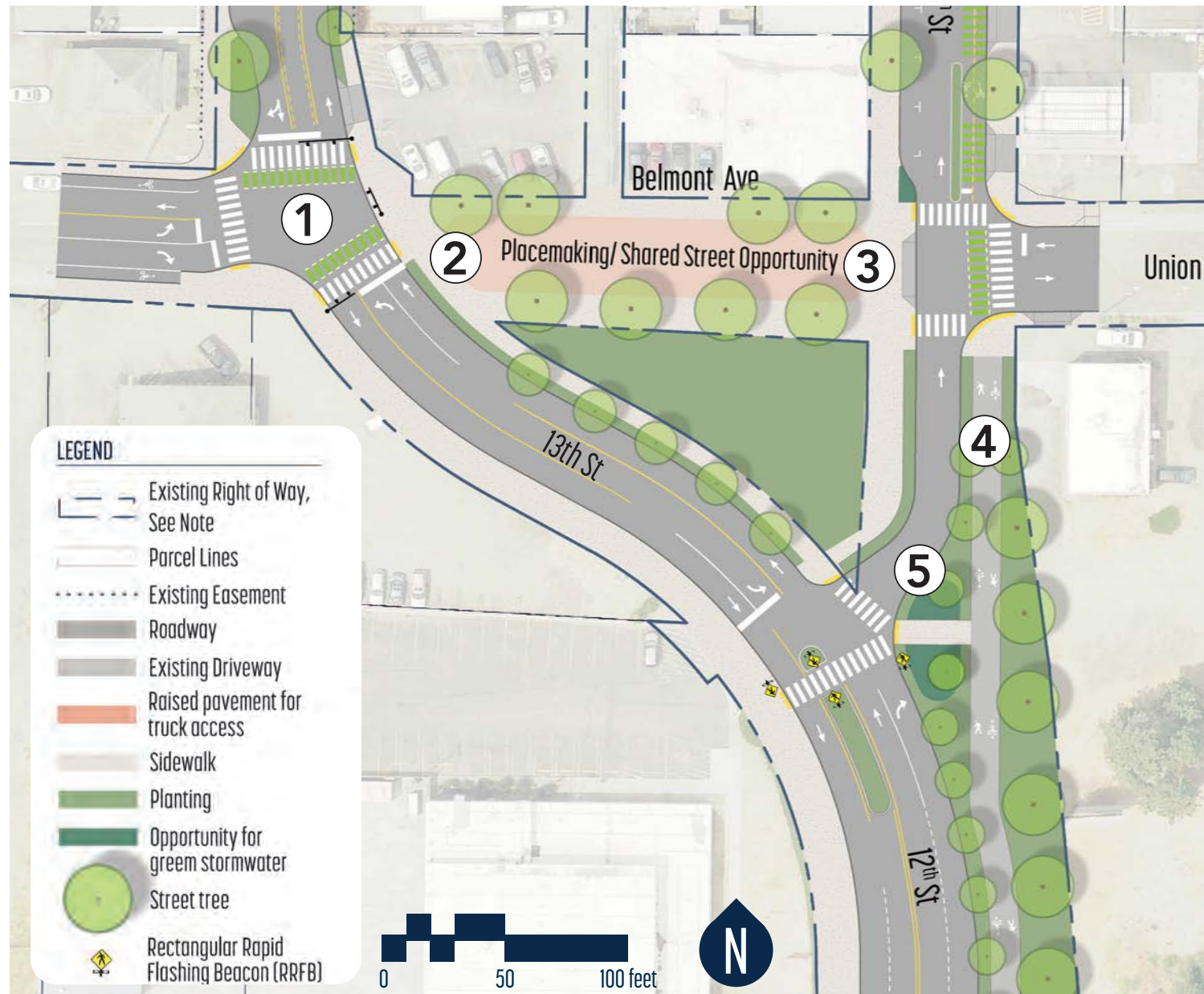
Safe, comfortable streets for people

New bike connections and crosswalks improve safety and support Safe Routes to School goals.

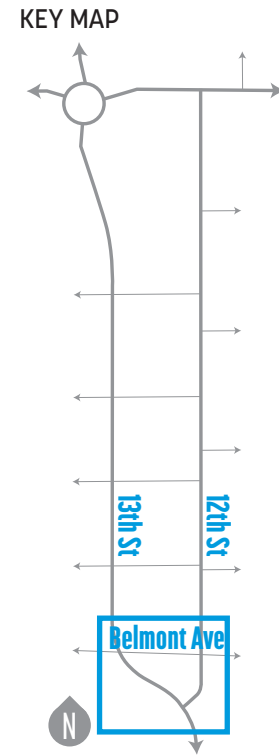


Perspective Illustration (looking north)

For illustrative purposes only



Intersection Concept Plan



Design Features

- ① Simplified intersection with Belmont Avenue closed and new traffic signal to improve safety and access.
- ② The Belmont Avenue street closure provides placemaking and an opportunity for a community gathering space.
- ③ A driveway ramp allows vehicle access to the alley and adjacent business parking.
- ④ A shared use path along 12th Street provides a safe route for walking and biking to Pacific Avenue.
- ⑤ The realigned intersection of 12th and 13th Streets creates an opportunity for a green stormwater facility.

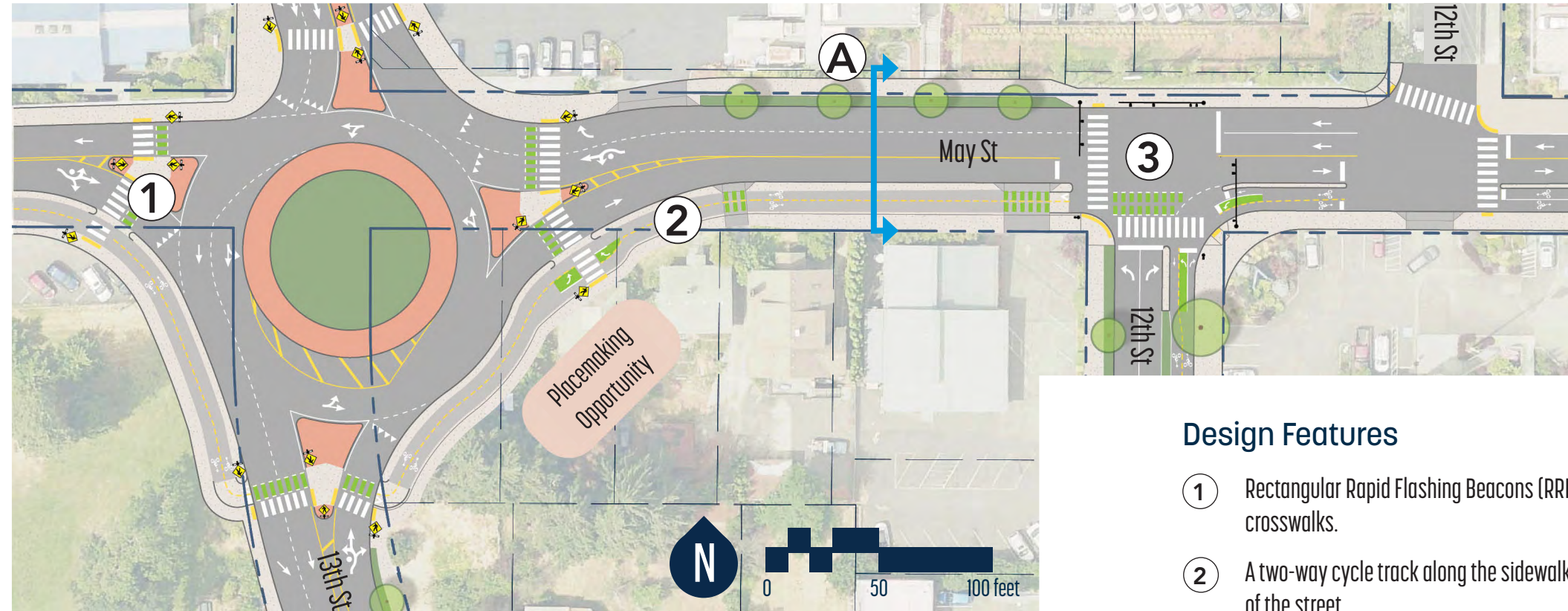


MAY STREET

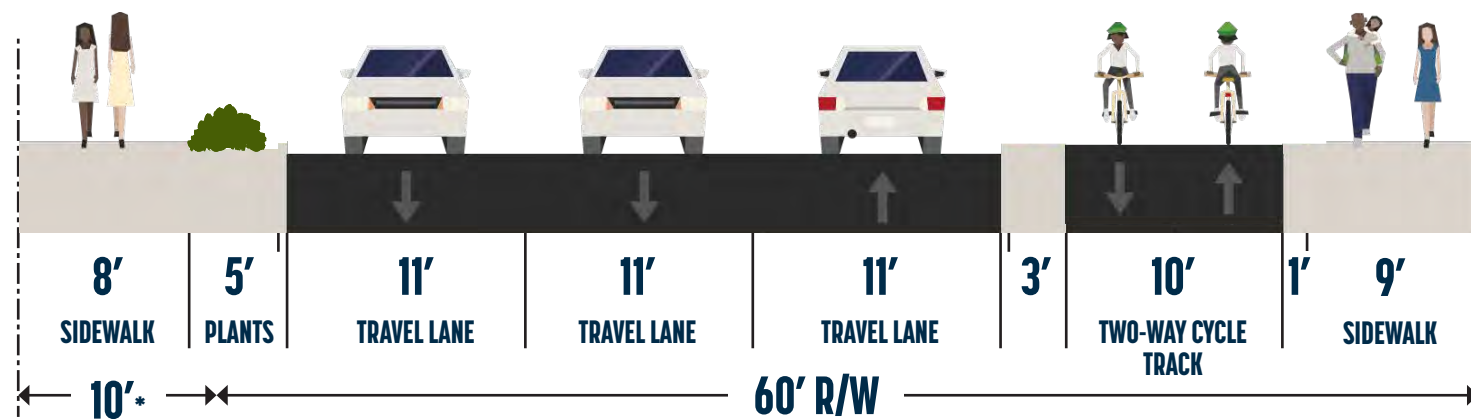
May Street is designed as a complete street with bicycle, pedestrian, and automobile infrastructure to provide a safe route for people traveling to local schools, parks, and other neighborhood destinations. The intersection at 13th Street

is redesigned with a roundabout to maintain traffic flow and reduce potential conflict points between people, walking, biking and driving. The intersection at 12th Street is redesigned to accommodate the new cycle tracks on May and

12th Streets. The continuation of the two-way cycle track on May Street beyond the project boundary (i.e., east of 12th Street) will need to be coordinated with future city planning and design projects.



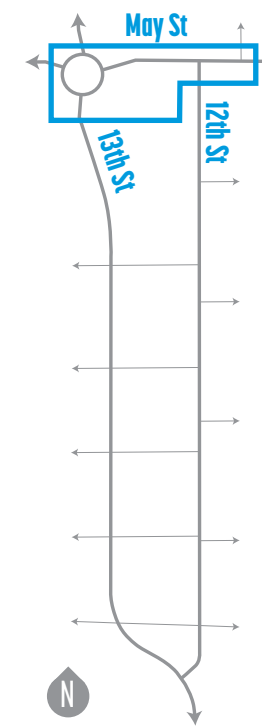
May Street Plan



A Typical Street Section (looking east)

* Existing utility easements

KEY MAP



Design Features

- 1 Rectangular Rapid Flashing Beacons (RRFB) at roundabout crosswalks.
- 2 A two-way cycle track along the sidewalk on the south side of the street.
- 3 Improved signalized intersection with new infrastructure and traffic signal for people biking.



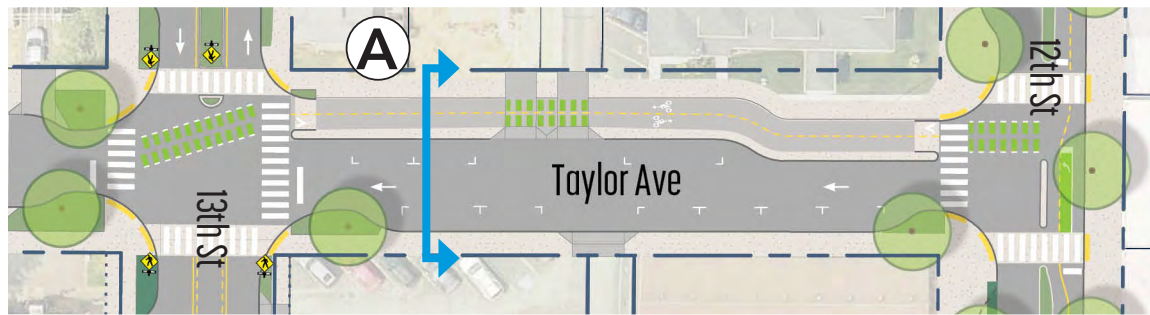
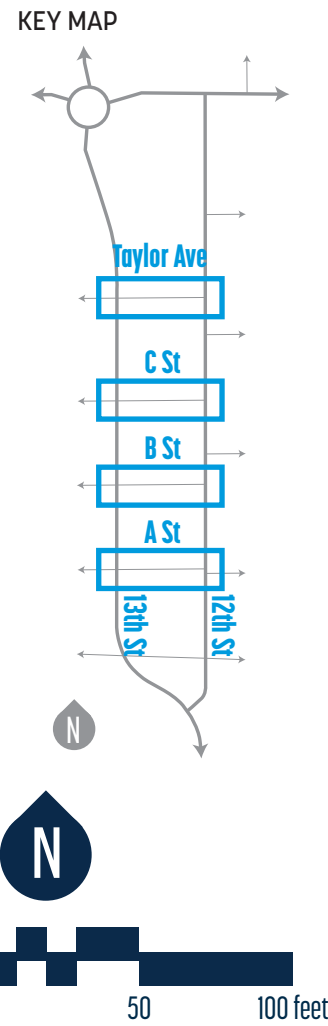
TAYLOR AVENUE AND A, B, AND C STREETS

Taylor Avenue

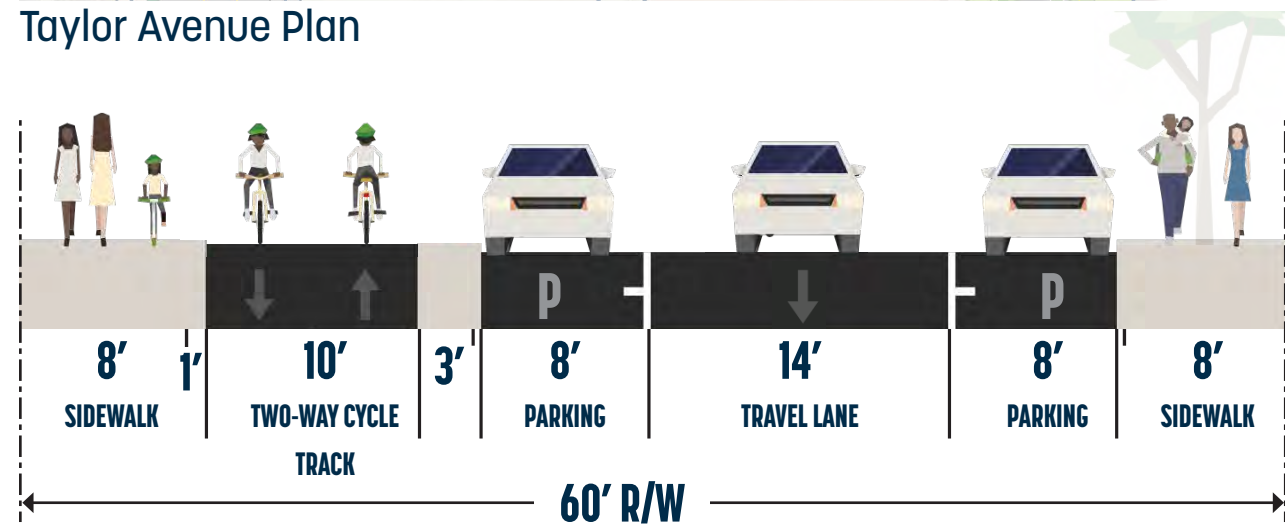
Taylor Avenue is redesigned to provide a safe, comfortable place for people biking across the Heights. Improvements to the intersections at 12th and 13th Street enhance Taylor Avenue as a key connection across the neighborhood to local schools and parks. To create space for the protected two-way cycle track motorized vehicle traffic is limited to one-way westbound travel.

A, B, and C Streets

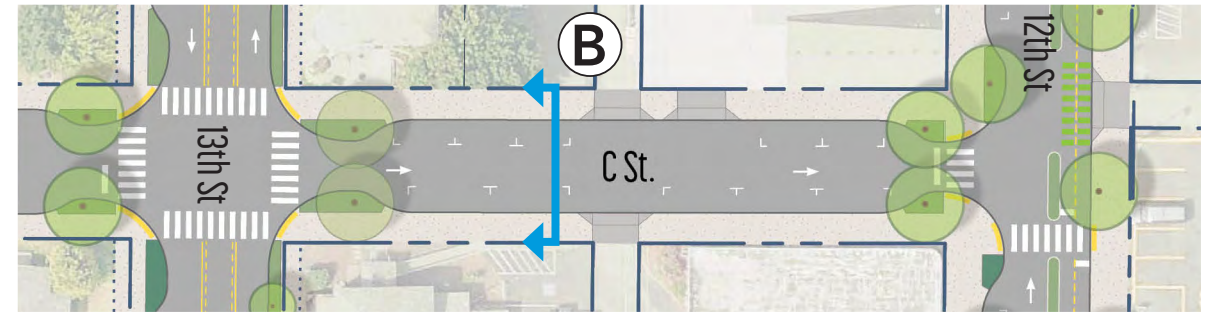
The district's other east/west streets (A, B, and C Streets) also become one-way streets, alternating between eastbound and westbound traffic, to provide predictable circulation and access to on-street parking. By reducing traffic to one-way along these narrow 50-foot rights-of-way, on-street parking can be provided along both sides of the streets with wider sidewalks to improve access for people walking.



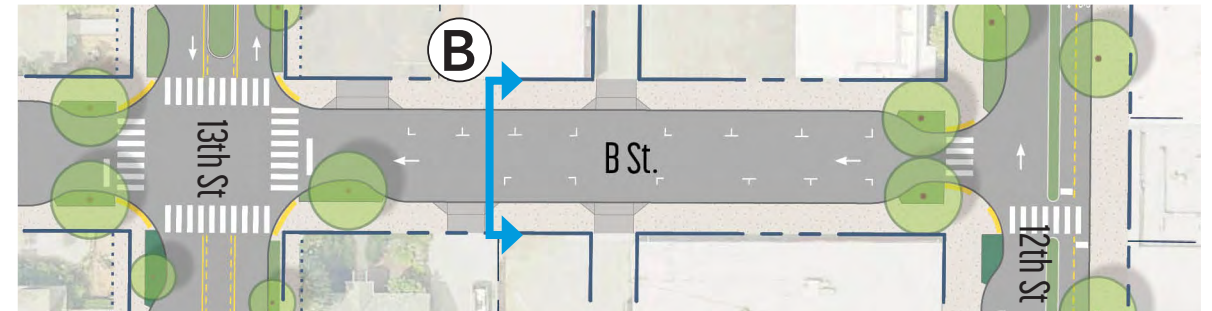
Taylor Avenue Plan



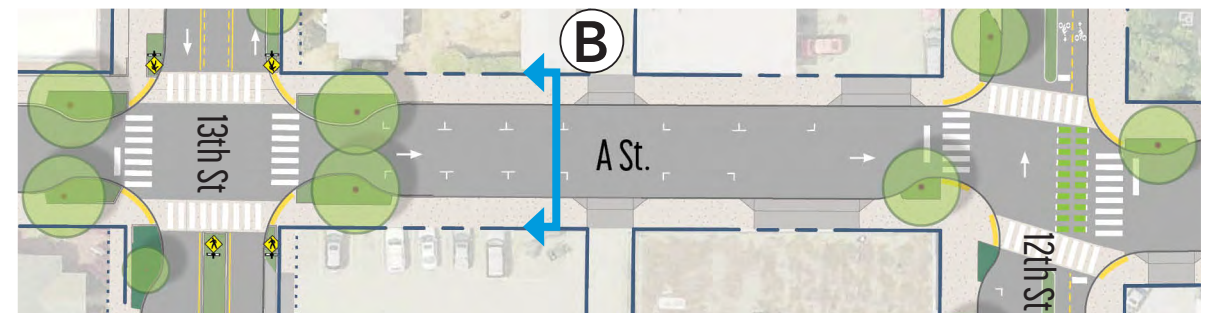
A Typical Street Section - Taylor Street (looking east)



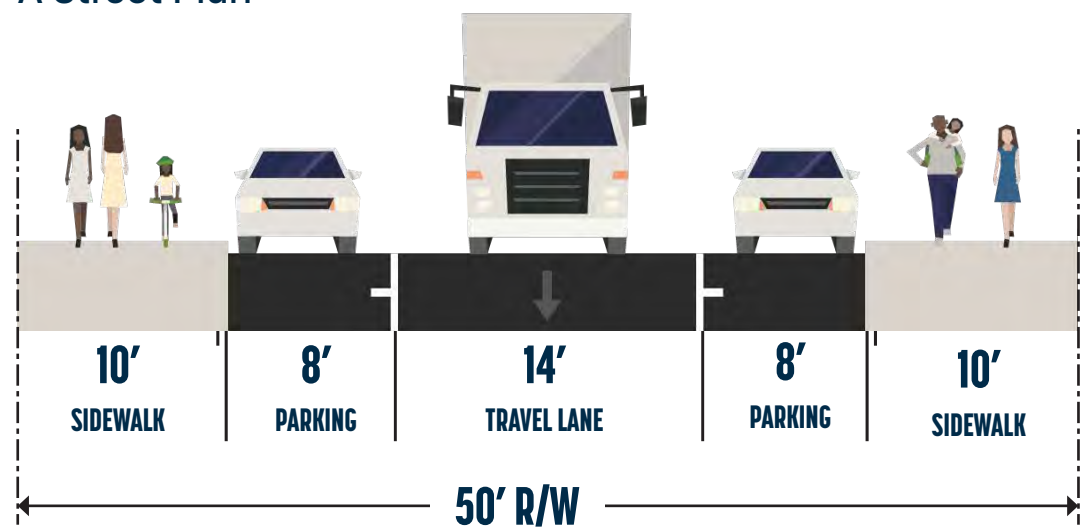
C Street Plan



B Street Plan



A Street Plan

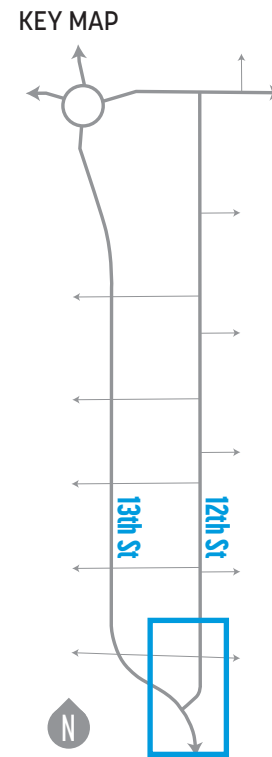


B Typical Street Section - A, B, and C Streets (looking east or west)

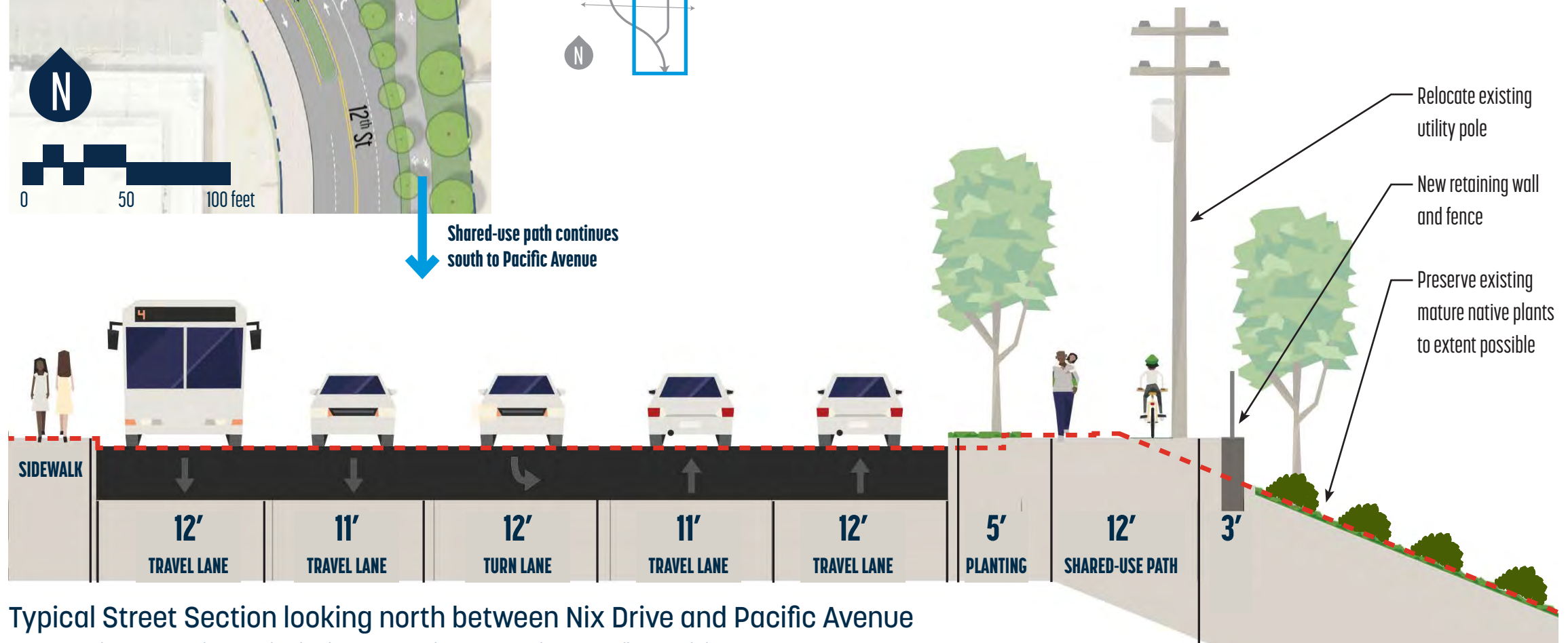
12TH STREET BIKE CONNECTION TO PACIFIC AVENUE

12th Street is an important north-south route connecting the Heights business district to the residential and commercial areas to the south of Indian Creek. Given the relatively high-speed, high-volume street environment along 12th Street it is envisioned the existing roadway is reconfigured and the sidewalk zone widened to provide a shared-use path for people walking and biking that is separated from the roadway.

Impacts to existing native vegetation planted and maintained by the community on the slope below the path should be minimized and disturbed areas restored with new native plantings to continue to enhance the local landscape.



Existing Conditions at 12th St looking North toward Nix Ave



Typical Street Section looking north between Nix Drive and Pacific Avenue

Existing typical street section shown in red to show how existing roadway narrows and retaining walls are needed.

URBAN DESIGN ELEMENTS

NEIGHBORHOOD CHARACTER

Streetscape elements, which include street furnishings, plantings, green stormwater infrastructure, and even the presence of driveways, play a role in defining the Heights' character. The Heights should build upon its existing identity as an asset to guide the design of future improvements. By cultivating a unique brand of neighborhood character, the Heights will invite more community gathering and strengthen itself as a local destination.

Community engagement and local leadership have helped shape the streetscape elements and neighborhood character documented in this plan, which are offered as a starting point for further conversations and design efforts. As part of a public open house the community was asked to pick from a series of images to help inform the selection of materials and atmosphere for the streetscape. The following images represent the most popular choices from the more than 250 participants.



Create an identity for the Heights that reflects the diverse culture and history of the area and as a destination for local residents for goods and services.

Vision for Streetscape Character

- Build upon existing neighborhood character to maintain authenticity.
- Create consistent and inviting places to connect and gather.
- Differentiate the Heights from Downtown.

Open House Most Popular Images: Materials



Open House Most Popular Image: Placemaking



Open House Most Popular Images: Design and Atmosphere



Street furnishings serve as amenities and part of an interactive experience for both locals and visitors. Along with plantings, paving and streetscape layout, the design of street furnishings help set the tone for the neighborhood identity and

character. Below are recommended furnishing types, materials, and style directions for street furnishings consistent community input. Input from the 2022 Community Open House input was relatively unified in preferring a contemporary,

informal, and lively look and feel. As future street improvement projects are developed and implemented, the City should select a specific family of street furnishings that can be used for all project area streetscapes. The furnishings

selected should be appropriate for the spaces created and align with the local identity and needs of the community. Special consideration should be given to the specific maintenance demands of each piece.

Description All Metal Seating (lower maintenance)

Wood and Metal Seating (higher maintenance)

Bicycle Racks

Receptacles

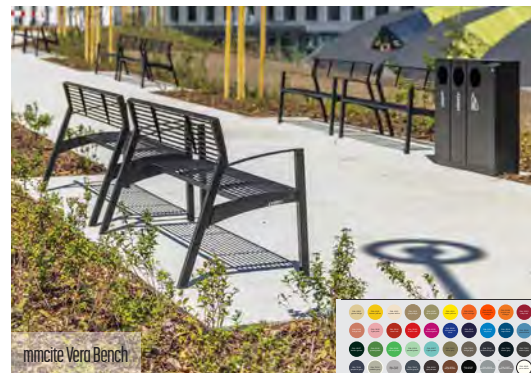
Contemporary Classic

Clean lines and timeless form



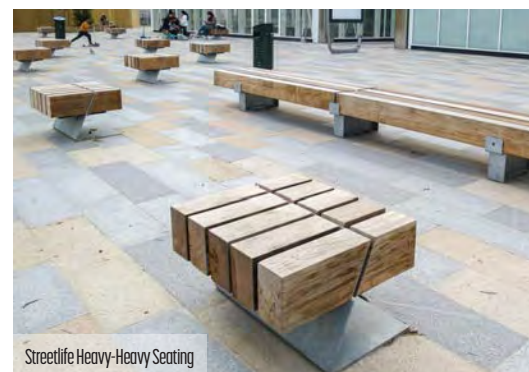
Contemporary with Color

Bright color and bold design



Artistically Agrarian

Modern style evokes rural context



GREEN STORMWATER INFRASTRUCTURE OPPORTUNITIES

Public streets provide a network for moving people and goods and provide space for public infrastructure, both which are vital to serving communities. Streets should also serve as a catalyst for environmental improvements and mitigate the many nuisances associated with urban traffic and “make streets better neighbors” (AASHTO “A Policy on Geometric Design of Highways and Streets”, 7th Edition, 2018).

Polluted stormwater runoff from streets is recognized as a major contributor to nonpoint source pollution in our local water bodies and waterways. Each time we drive our vehicles, small filings of heavy metals and drippings of various oils and anti-freezes fall onto the roadway. When rains come, these toxic particles – along with sediment and trash – are carried into stormwater pipes and discharged into creeks, streams, and rivers, contribute to pollutant loading, and disrupt the chemical composition of the plant and animal life that use our surface waters.

Green stormwater infrastructure (GSI) filters and absorbs stormwater where it falls and reintroduces ecological functions back into the built environment. Using plant or soil systems such as bioretention

cells, GSI intercepts and filters stormwater to improve water quality, reduce flooding events, and support groundwater recharge.

GSI systems can also provide multiple community benefits, promoting health, equity, and human habitat, and be integrated into the street design to realize complementary goals related to safety, livability, and enhanced aesthetics.

The City of Hood River encourages implementing GSI to manage urban stormwater runoff as close to the source as possible. The diagram and images on this page depict potential opportunities for incorporating GSI during the implementation of the Heights Streetscape Plan.

Specific opportunities for integrating GSI into the streetscape will occur as projects are designed. The design and engineering of GSI facilities should take into consideration the presence of existing drainage infrastructure, infiltration capacity of soil, the design of the street, and other factors. The locations shown on the diagram below are based on the locations of existing catch basins and planned curb extensions and opportunities that may be created as part of the design of key intersections and placemaking opportunities.

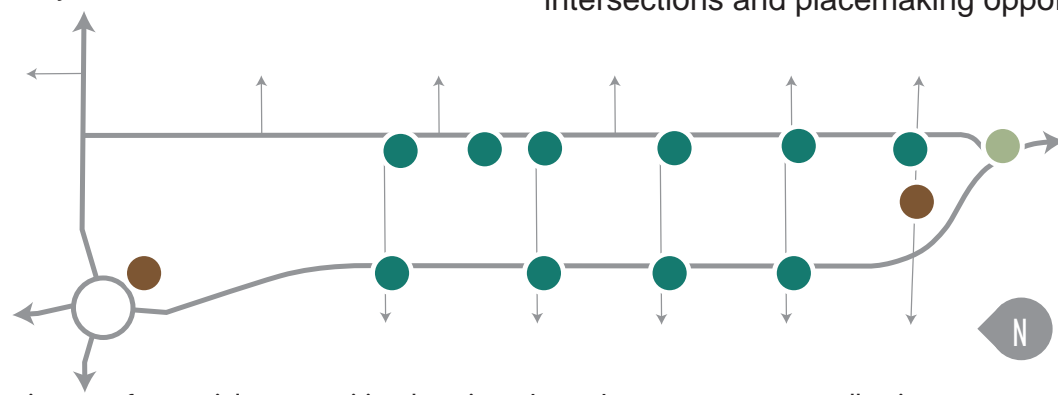


Diagram of potential opportunities; locations dependent on stormwater collection.

● Bioretention cells at curb extensions

Bioretention cells can be integrated into curb extensions where stormwater is collected to provide water quality treatment and support goals related to traffic calming and reducing the distance of street crossings.



● Opportunities at realigned intersections

The realigned intersections of 12th and 13th Streets may create space and an opportunity for a larger bioretention cell that can manage runoff from adjacent pavement areas.



● Placemaking Opportunities

Future designs should explore opportunities for incorporating GSI features into the placemaking opportunities created at key intersections.



PLANT PALETTE: TREES

Adding trees to the Heights' streetscapes will help accomplish multiple goals including traffic calming, a healthy environment, and community gathering. Tree canopy should be maximized, using the largest tree feasible for each location, within constraints such as traffic clearances and below overhead utilities. Street

improvements should be designed to provide enough soil volume so trees can realize their full potential. A diversity of species builds resilience to the changing climate, pests, and diseases. To the extent practical existing street trees should also be preserved where the trees are in good health and do not conflict with future street improvements.

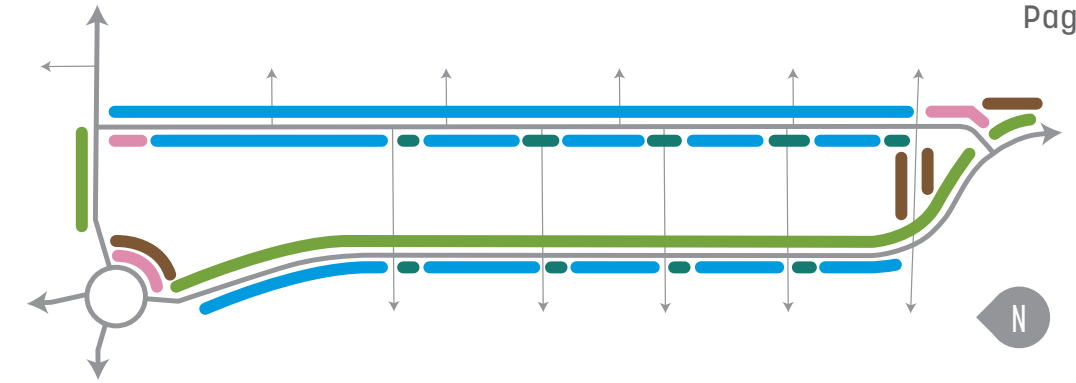


Diagram of preliminary intended locations for tree types

Typical Street Tree • Medium/large trees create an urban forest where space allows.

Cercis canadensis



Koelreuteria paniculata



Magnolia 'Galaxy'



Nyssa sylvatica 'Wildfire'



Zelkova serrata 'Village Green'



Columnar • Used where space is limited adjacent to travel lanes.

Carpinus caroliniana 'CCSQU'



Quercus robur 'Fastigiata'



Quercus robur 'Crimschmidt'



Stormwater • Used in Green Stormwater Infrastructure.

Acer griseum



Frangula purshiana



Small • Used where space is limited and under overhead utility lines.

Lagerstroemia 'Muskogee'



Syringa reticulata 'Ivory Silk'



Tilia cordata 'Halka'

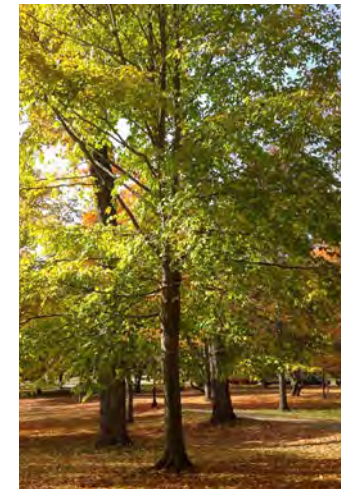


Gateway • Mark entrances to neighborhood where space allows.

Cladrastis kentukea



Fagus grandifolia



Tsuga mertensiana



PLANT PALETTE: SHRUBS AND GROUNDCOVER

Ground-level plantings help reinforce neighborhood identity and create aesthetic appeal. This palette of many drought-resistant plants are adapted to the current and future Hood Rive climate, reducing long-term maintenance needs. Year-round interest

is created with evergreens, colorful stems, and pollinator-friendly flowers. Importantly, plants must be naturally low growing to maintain sightlines for people walking, biking, and driving, and appropriate for site-specific conditions.

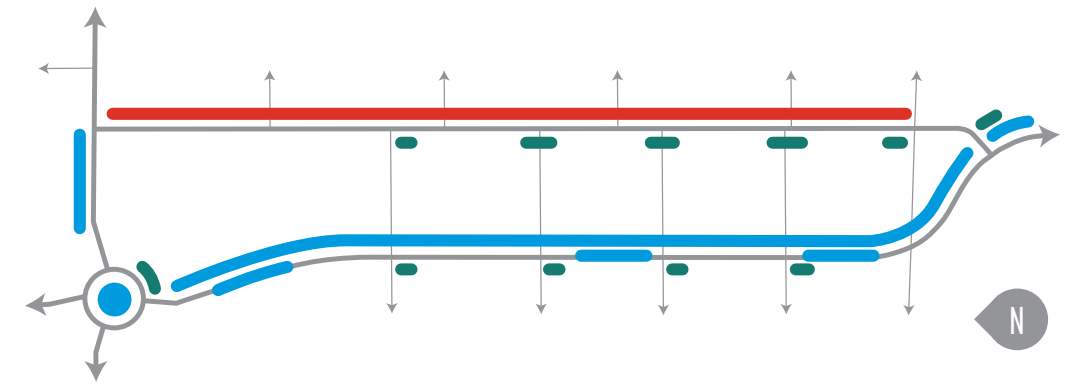


Diagram of preliminary intended locations for planting types

● General Right-of-Way

- Used for all right-of-way planting in planting strips, curb bulbs, and medians that are NOT within sight-distance triangles of intersections, driveways, and crosswalks.
- 36" maximum height.

Juiperus conferta 'Blue Pacific'



Mahonia nervosa



Sedum spectabile 'Autumn Joy'



Sedum relexum 'Blue Spruce'



Asclepias speciosa



Echinacea hybrid 'Cheyenne Spirit'



Perovskia atriplicifolia 'Little Spire'



Rudbeckia hirta 'Indian Summer'



Bouteloua gracilis 'Blonde Ambition'



Pennisetum alopecuroides 'Hameln'



Cornus sericea 'Kelseyi'



Spiraea japonica 'Walbuma'



● Intersections and Cycle Track

- 18" maximum height along the entire cycle track buffer.
- 24" maximum height within sight-distance triangles of intersections, driveways and crosswalks other than the cycle track buffer.

Geranium macrorrhizum



Pennisetum alopecuroides 'Little Bunny'

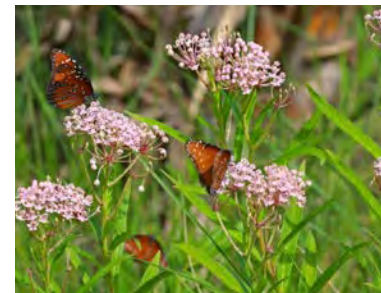


Sedum spectabile 'Autumn Joy'



● Stormwater • Plants adapted to both wet and dry conditions with a focus on habitat value.

Asclepias incarnata



Carex elata 'Aurea'



Cornus sericea 'Kelseyi'



Juncus patens



Mahonia nervosa



Spiraea japonica 'Walbuma'



ACCESS MANAGEMENT (DRIVEWAYS)

Driveways are an essential part of any street network and represent the start and end points of vehicle trips to a location. Each driveway also represents a conflict point between people driving and people walking or biking. The number of driveways along a street relates to the safety and performance of the street and therefore, access should be managed through thoughtful consideration of context, function, and location.

Reasons for managing driveway access include:

- Driveways are too close to intersections.
- Limited sight distance for judging traffic.
- Reduce conflict points to increase safety.

Good access management begins at the planning level and proceeds through design, construction, and ongoing maintenance. Driveways can allow all movements or restrict various movements into and out of a driveway. When well executed, access management will result in an appropriate balance between the safety and operating efficiency of the street and effective access to adjacent properties. Access management can also support economic goals within a community.

Goals for managing driveway access in the Heights include:

- Removing (or limiting access at) driveways that cross cycle tracks where possible to

reduce conflict points between people driving and biking.

- Removing driveway access from 13th Street where adjacent parcels have access from adjacent streets or alleys to help maintain traffic flow and reduce conflicts for people driving.

The map below identifies existing driveway locations that relate to these goals. As properties redevelop and future street improvements are implemented changes should be considered for these driveways.

RELEVANT COMMUNITY PRIORITY GOAL



Calm traffic and improve intersections



Safe, comfortable streets for people

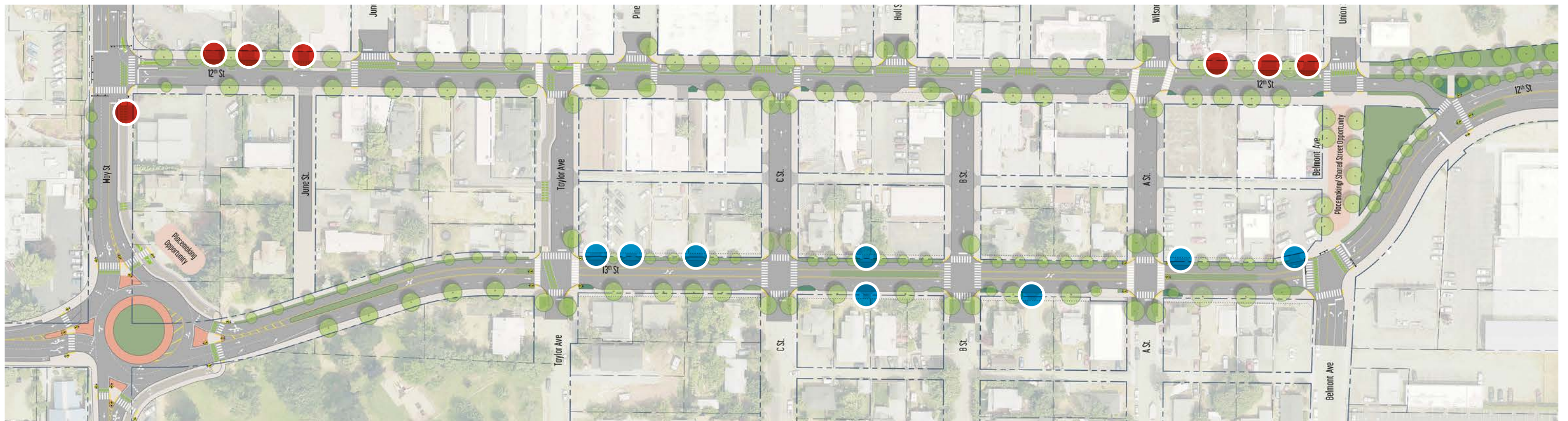
ACCESS MANAGEMENT RECOMMENDATION



Explore shifting existing driveway access to adjacent side street or alley.



Explore removing or relocating existing driveway crossing the cycle track.



Map of access management opportunities

IMPLEMENTATION PLAN

INTRODUCTION TO IMPLEMENTATION PLAN

The Heights Streetscape Plan changes how streets are used and how traffic and people move through the Heights. This requires improvements at the key intersections and along 12th and 13th Streets. Implementing these community priorities will take time and require significant resources. Elements that add to the complexity include:

- ODOT Coordination: The city needs to determine whether OR-281 continues to operate under ODOT jurisdiction, or if part or all of the existing highway system through

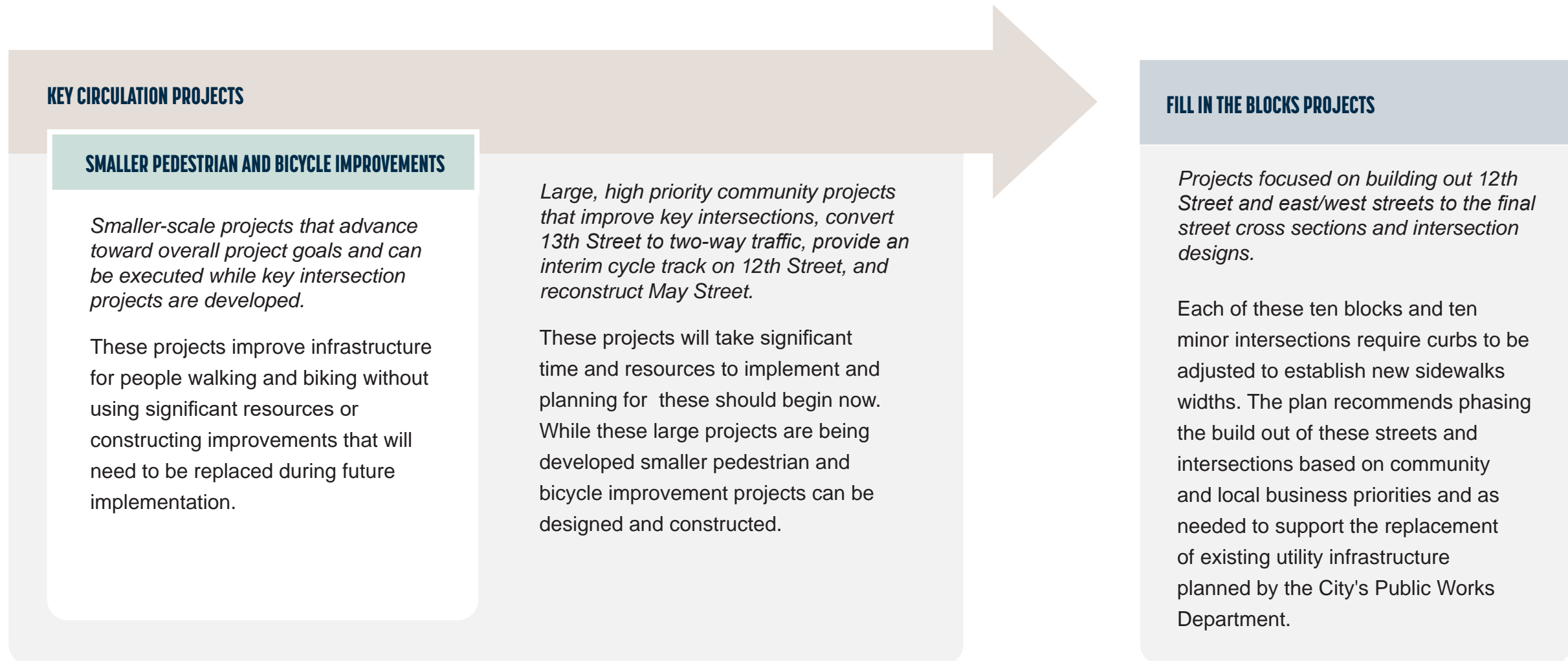
the Heights becomes the City’s under a Jurisdictional Transfer.

- Property Acquisition: Key intersection projects require the acquisition of real property to implement future improvements. This process requires specific procedures that must be followed to execute a negotiated purchase of impacted properties and takes time.
- Project Funding: Funding must also be identified for the future design and construction of improvements.

This implementation plan balances the complexity of large intersection projects with the community’s desire to begin implementing improvements quickly. Sequencing incremental improvements that build toward the long-term vision first, the plan identifies opportunities for projects that can be implemented more easily while the more complex intersection and circulation projects are developed. The plan also focuses on limiting the potential for removal and replacement of infrastructure as changes occur over time. To

execute this plan three types of projects have been identified: Smaller Pedestrian and Bicycle Improvements; Key Circulation Projects; and Fill in the Blocks Projects.

Individual project information is provided on a series of Project Profile pages that includes more description of the project scope and design considerations for future implementation.

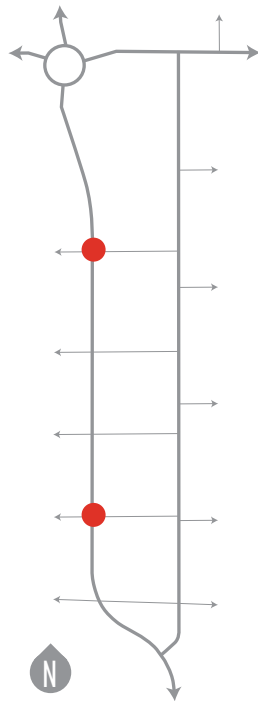


Diagrammatic summary of implementation plan

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Key East/West Crossings on 13th St

RATIONALE Start with intersection improvements across 13th St to improve neighborhood access and safety.



DESCRIPTION Curb extensions, RRFBs, and other intersection improvements to improve access and safety at Taylor and A Streets.

COMPLEXITY +++++

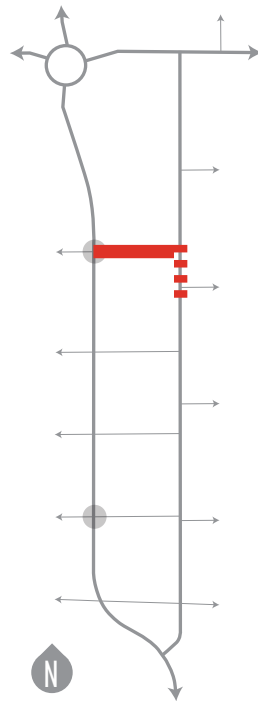
PRIORITY !!!!!

COST \$1.3M - \$1.7M



Taylor Ave Neighborhood Connection

Establish Pine St to Taylor Ave as a safe, comfortable route across the Heights for people walking and biking.



Full reconstruction of Taylor Ave and interim improvements on 12th St between Pine St and Taylor Ave.

+++++

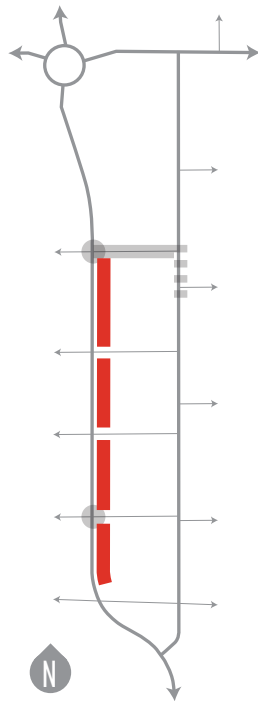
!!!!!

\$1.2M - \$1.6M



East Sidewalk Along 13th St

Create a comfortable walking environment along the east side of 13th St to prepare for future two-way traffic.



New sidewalk and planting strip between (but not at) intersections. Include driveway removals for access management where possible.

+++++

!!!!!

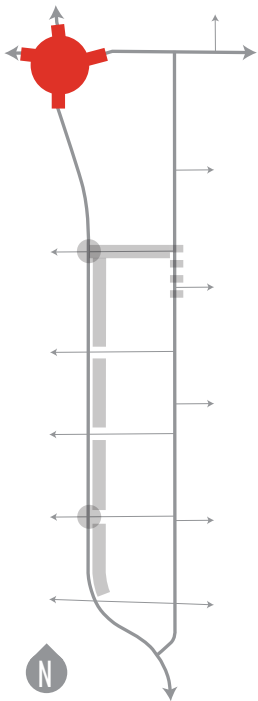
\$0.8M - \$1.1M



KEY CIRCULATION PROJECTS

May St Roundabout

Key intersection improvements that can be developed without converting 13th Street to two-way traffic.



New roundabout constructed to work with existing one-way traffic until two-way conversion is implemented.

+++++

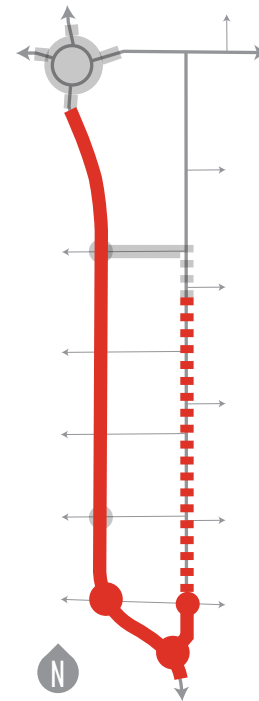
!!!!!

\$12.8M - \$16.4M
+ Property Acquisition



Belmont, 12th, and 13th Intersections and Two-Way Traffic

Complete key intersections at the south end and convert to two-way traffic on 13th St. Include an interim cycle track on 12th St to connect to Pine/Taylor.



New intersection improvements at 12th St, 13th St, and Belmont Ave; new medians and restriping on 13th St and roundabout modifications for two-way traffic; interim cycle track on 12th St.

+++++

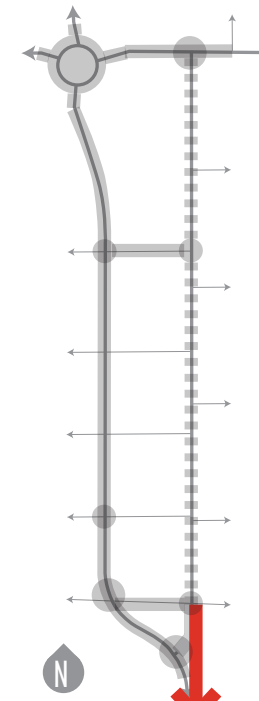
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\$11.8M - \$15.1M
+ Property Acquisition



Bike Connection to Pacific Ave

Coordinate with ODOT to reconfigure and widen 12th St from Union St to Pacific Ave to provide a Safe Route to School.



Restripe 12th St, narrow the roadway, and widen the existing sidewalk with a new retaining wall to allow construction of a shared use path.

+++++

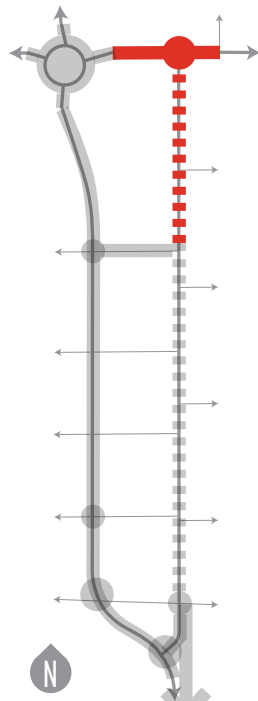
!!!!!

\$4.3M - \$5.5M



May St Safe Route to School

Cycle track and street improvements along May St for Safe Routes to School access and extend the interim cycle track on 12th St from Taylor Ave.



Full street improvements along May St between roundabout and 12th St including traffic signal improvements to extend the interim cycle track from Taylor Ave to May St.

+++++

!!!!!

\$4.9M - \$6.3M

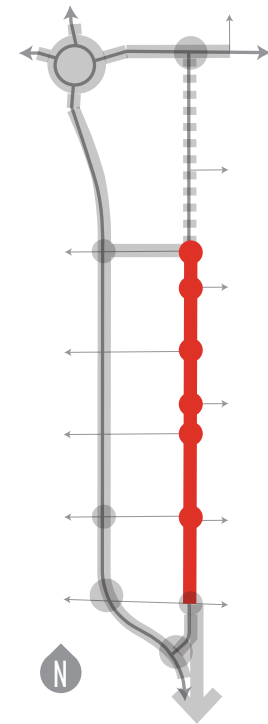


FILL IN THE BLOCKS

RATIONALE

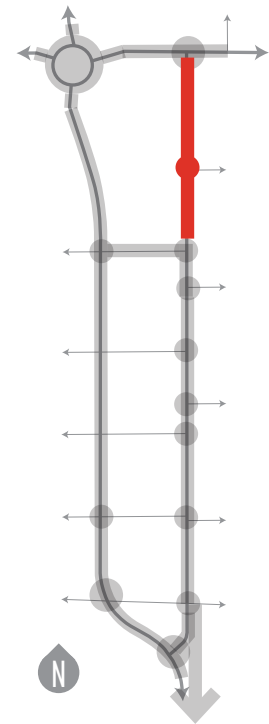
12th Street: Belmont Ave to Taylor Ave

Phased reconstruction of the commercial core along 12th St with new sidewalks, streetscape improvements, and the final cycle track to Taylor Ave.



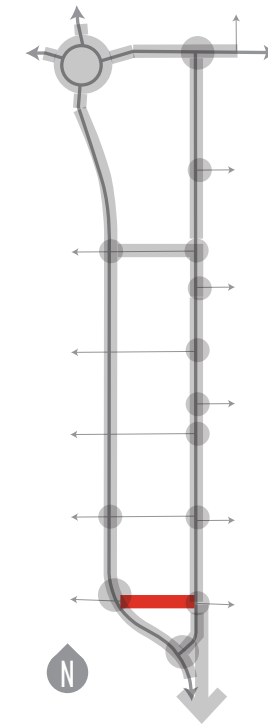
12th Street: Taylor Ave to May St

Continued reconstruction of 12th St with new sidewalks and the final cycle track north of Taylor Ave.



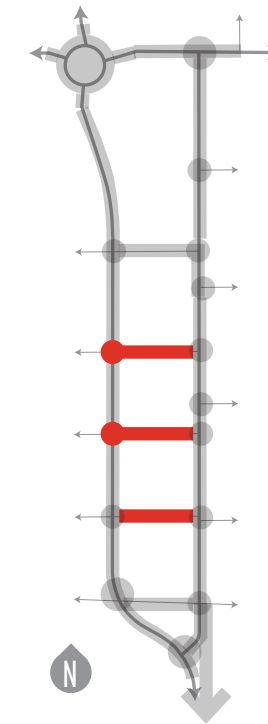
Belmont Shared Street

Reconstruct Belmont Ave as a shared street and community space for all. Must happen after (or as part of) key intersection improvements at Belmont Ave.



A, B and C Streets

Improve east/west streets with new sidewalks and amenities to complete street improvements in the Heights.



DESCRIPTION

Full reconstruction of 12th St in phases between Union St and Taylor Ave to provide wider sidewalks, the protected cycle track, and other streetscape amenities.

Full reconstruction of 12th St to provide wider sidewalks, the protected cycle track, and other streetscape amenities.

Full reconstruction of Belmont as a plaza and shared street for all.

Reconstruction of streets to provide new sidewalks and other intersection and infrastructure as needed.

COMPLEXITY

+++++

+++++

+++++

+++++

PRIORITY

!!!!

!!!!

!!!!

!!!!

COST

\$10.4M - \$13.4M

\$3.4M - \$4.4M

\$1.9M - \$2.5M

\$2.8M - \$3.6M

GOALS



IMPLEMENTATION PLAN LEGEND

+++++ ← **COMPLEXITY** → +++++

The complexity of each project is based on the type of infrastructure to be designed and implemented, the need for property acquisition, the potential need for coordination with ODOT, and the overall change or impact to the existing street network.

!!!! ← **PRIORITY** → !!!!





The priority for each project is based on the community and Urban Renewal Agency's focus, or priority, for improving the Heights.

COST

The cost of each project is based on a planning level opinion of probable construction cost to design and implement future street improvements as documented in this report. This includes costs for design, management and permitting of each project and design and construction contingencies. The cost does not include property acquisition, undergrounding existing overhead electrical and franchise utilities, or replacing public utilities mains. See project cost appendix for additional information.

GOALS

The goals shown identify how each project aligns with the community's priority goals.

-  Promote livable community and economy
-  Calm traffic and improve intersections
-  Local Identity
-  Gathering and Placemaking

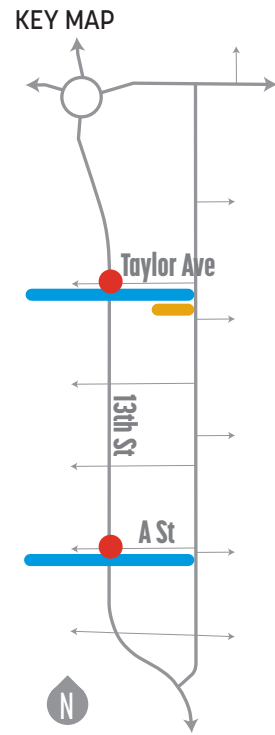
PROJECT PROFILES

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Key East/West Crossings on 13th Street

- COMPLEXITY** +++++
- PRIORITY** !!!!!
- COST** \$1.3M - \$1.7M
- GOALS**

UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)



SCOPE

This project will design and construct the following at A Street and Taylor Avenue:

- Curb extensions on the west side of 12th Street including curb extensions on A Street and on Taylor Avenue as shown in the preferred concept plan. Curb extensions on the east/west streets should help to calm traffic turning to/from 12th Street at these intersections.

- Rectangular rapid flashing beacons at crosswalks to improve safety and visibility of crosswalks.
- Curb ramp improvements on the east side of these intersections.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- The curb extension at A Street could be designed to accommodate a future in-lane bus stop for Columbia Area Transit (CAT). Coordination with CAT is needed to identify location and size parameters for a future bus stop. It may be appropriate to initially design the curb extension at this location to have more planting that can be removed if a bus stop is installed in the future.
- Consider incorporating specialty or decorative crosswalk markings to increase visibility of these crosswalks and incorporate community identity into the projects.
- Curb returns and curb ramps on the east side of 13th Street should consider the layout of future street improvements on Taylor Avenue and A Street to reduce the potential for future rework as those streets are improved.
- Opportunities for green stormwater infrastructure are shown in the preferred

concept plan based on the location of existing storm drain catch basins, however, flow paths of stormwater runoff will need to be confirmed in the field to identify whether locations shown are appropriate. The project should also consider whether installing stormwater treatment for future street improvements that drain to these intersections is desired to reduce the potential for future rework as those streets are improved.

UTILITY COORDINATION

1. Water main replacement

City CIP Projects: LJ-9, STP-10

Project Title: A St. between 12th and 17th Streets; Taylor Ave. between 12th and 18th Streets

Project Description: Existing 4-inch lead jointed pipe is scheduled for replacement. This is part of a city-wide project to remove all lead jointed pipe from the City's distribution system.

2. Sewer Fund

City CIP Project: M-14

Project Title: Clay Pipe Replacement - Taylor Ave between 12th and 13th

Project Description: A section of sewer pipe that is located on Taylor between the alley and 12th St will need to be replaced.

PROJECT PROFILES

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

Taylor Avenue Neighborhood Connection

COMPLEXITY ++++

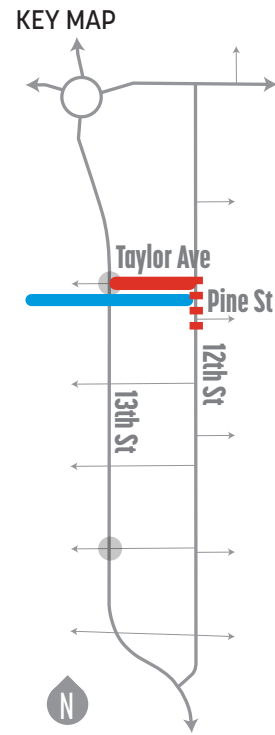
PRIORITY !!!!!

COST \$1.2M - \$1.6M

GOALS

UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
 Water Distribution



SCOPE

This project will design and construct the following:

- New sidewalks and a two-way cycle track on Taylor Avenue between 12th and 13th Streets.
- Interim improvements on 12th Street to accommodate an interim connection for people biking from Pine Street to Taylor Avenue.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- The proposed cycle track alignment jogs at the east end of Taylor Avenue due to an existing building encroachment into the right of way on the north side of street.
- Existing utility poles may need to be relocated to improve access along the widened sidewalks. Clearances of utility poles should be considered along the cycle track.
- Green bicycle crosswalk markings across 13th Street are recommended to support crossings for people biking.
- Coordination with ODOT will be required to develop a plan for an interim cycle track on 12th Street to facilitate a connection from Pine to Taylor for people biking. The design could explore opportunities for removing existing parking on both sides of the street and shifting the travel lanes to the west of the existing roadway to accommodate a 10-foot two-way cycle track and three-foot buffer, which would allow a physical barrier between the travel lane and cycle track. The length of interim improvements, along 12th Street, will depend on the distance of the lane shift and resulting transition length from the existing roadway to the interim condition.

- Consider opportunities for incorporating interim crosswalk enhancements at the south leg of the 12th and Pine Streets intersection to improve access for people walking across 12th Street.
- Consider where to end street improvements at the east end of Taylor Avenue. It may be desirable to stop street improvements prior to the intersection at 12th Street to reduce the potential for future rework at this intersection, however, this will need to consider how stopping improvements short of the intersection will impact accessibility for people walking along 12th Street.

UTILITY COORDINATION

1. Water main replacement

City CIP Project: STP-10

Project Title: Heights Waterline Improvements, Taylor Ave, 12th - 18th

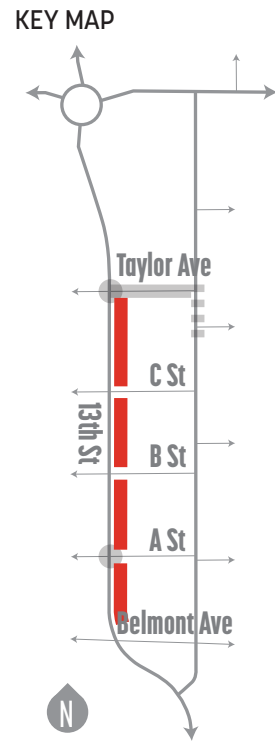
Project Description: An existing 4-inch lead jointed pipe needs to be replaced.

PROJECT PROFILES

SMALLER PEDESTRIAN AND BICYCLE IMPROVEMENTS

East Sidewalk Along 13th Street

- COMPLEXITY** +++++
- PRIORITY** !!!!!
- COST** \$0.8M - \$1.1M
- GOALS**



SCOPE

This project will design and construct new sidewalk and planting strip improvements along 13th Street between Belmont Avenue and Taylor Avenue. Sidewalk improvements are not intended to extend through intersecting east-west streets in order to reduce the potential for future rework at these intersections as future intersection improvements are constructed at A, B, and C Street.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Coordinate with adjacent property and business owners to explore opportunities for removing existing driveways for access management where possible; see the Access Management (Driveways) section of this plan for more discussion on this topic.
- Street trees will need to be columnar in form due to the limited offset from the adjacent travel lane. Consider using soil cells or structural soil to provide additional soil volume and rooting area for trees to create a better environment for the street trees and opportunity for quick establishment and growth of the trees.
- Consider selecting shrubs and ground covers that help create more buffer between the sidewalk and travel lane.

UTILITY COORDINATION

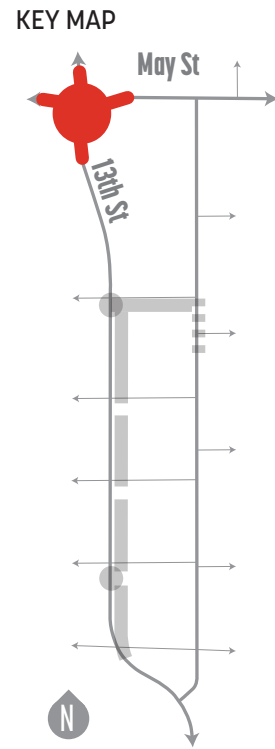
No planned capital projects overlap with this project based on information provided by the City's Public Works Department.

PROJECT PROFILES

KEY CIRCULATION PROJECTS

May Street Roundabout

- COMPLEXITY** +++++
- PRIORITY** !!!!!
- COST** \$12.8M - \$16.4M + Property Acquisition
- GOALS**



SCOPE

This project will design and construct a roundabout for the intersection of 13th and May Streets. The roundabout will be designed for two-way traffic on 13th Street; however, when initially implemented the traffic on 13th Street south of May Street will still be one-way traffic. The design should consider what modifications to the intersection are needed to support one-way traffic on 13th Street until the conversion to two-way traffic occurs as part of future improvements

at the intersections Belmont Avenue, 13th Street, and 12th Street.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- The final layout of the roundabout should explore opportunities for reducing impacts to adjacent properties.
- The intersection will need to be regraded and retaining walls constructed to incorporate the roundabout into the intersection area due to the slopes of the existing roadways and grades of adjacent properties.
- If federal funding is used to construct the roundabout the environmental review process associated with USDOT Section 4f is significant and relevant due to impacts to the existing park on the southwest corner of the intersection and should be considered at planning phase to understand the probability of approval.
- Property acquisition is required to construct the improvements; property acquisition and impacts to existing properties tend to be significant with respect to project risk compared to other common projects issues and should be considered and monitored throughout the design process.

- Additional background information, traffic studies (e.g. traffic modeling), and findings from the Streetscape Plan study process were developed to inform the planning level intersection layout shown in the final preferred concept plan.

DESIGN CONSIDERATIONS IF THE INTERSECTION REMAINS WITHIN ODOT JURISDICTION

- An Intersection Control Evaluation (ICE) study must be approved by the State Traffic and Road Engineer. ODOT recommends getting this approval before proceeding with engineering design as ODOT will not review the intersection design until the concept has been approved. Note, much of the technical and alternatives analysis work completed as part of the development of the Streetscape Plan would feed into the ICE.
- Mobility standards used for the preliminary evaluation conducted as part of the Heights Streetscape Plan use assumptions that more strongly prioritize multi-modal transportation than ODOT standards. ODOT would typically use standards from the ODOT Highway Design Manual, which requires lower volume-to-capacity (v/c) ratios than were used for the development of the Streetscape Plan. The City was willing to accept a "reasonable" level of vehicle congestion (e.g., v/c less than 1.0) to help to achieve a more multimodal street environment. ODOT's review of an ICE study

may not support those priorities or agree to a design exception.

CIP COORDINATION

1. Road Fund

City CIP Project: N/A

Project Title: May Street Elevated Sidewalk

Project Description: This project consists of installing a new retaining wall on the north side of the existing easement and replacing material that has washed away from underneath the sidewalk and roadway with new road fill and surfacing materials. In addition, the existing storm basins and manhole will be replaced and raised to accommodate the restored grades along the sidewalk and replaced road section. Also, part of the project is new ADA ramps at the intersection of May and 13th Street.

PROJECT PROFILES

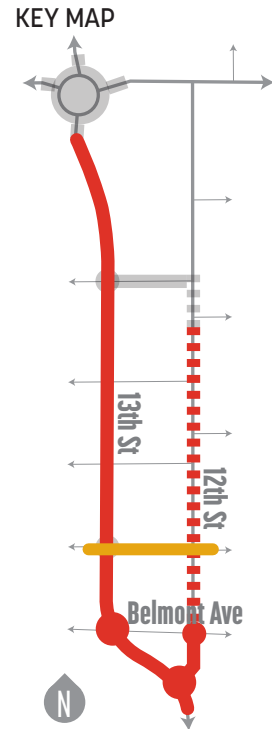
KEY CIRCULATION PROJECTS

Belmont Avenue, 12th Street, and 13th Street intersections and Two-way Traffic on 13th Street

COMPLEXITY +++++
PRIORITY !!!!!
COST \$11.8M - \$15.1M + Property Acquisition
GOALS

UTILITY COORDINATION
 Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
 Sanitary Sewer



SCOPE

This project will design and construct the following:

- Intersection improvements at 13th Street/ Belmont Avenue, 12th Street/Belmont Avenue, and where 12th and 13th Streets merge to create a new intersection.
- Medians and restriping along 13th Street to support two-way traffic between the roundabout at May Street and the new intersection of 12th and 13th Streets.

- Interim cycle track improvements along 12th Street from Union Street to Taylor Avenue.
- As needed modifications to the previously installed roundabout at 13th and May Streets to accommodate two-way traffic on 13th St.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Sidewalk improvements along the east side of 13th Street between May Street and Belmont Ave should be installed prior to this project so there is a safe, comfortable pedestrian route adjacent to the new northbound travel lane.
- A future transit stop will need to be coordinated with Columbia Area Transit (CAT). The location shown along 13th Street in the southbound direction at A Street is based on preliminary coordination during the development of the Streetscape Plan (a northbound stop is shown on 12th Street at June Street). The final location and design of a future bus stop will need to be coordinated with CAT so the bus stop is located and designed to consider operational and safety needs and impacts to on-street parking (e.g. a stop on the south side of A Street may be preferred by CAT but would reduce on-street parking). In-lane transit stops will also need to be evaluated according to

- ODOT standards if 13th Street remains ODOT jurisdiction.
- ODOT has noted the Oregon Bike bill applies to both ODOT and city-owned facilities, which means cyclists must be accommodated on all streets. This may require coordination and documentation showing that a parallel bike facility is provided on 12th Street.
- An interim cycle track along 12th Street could be delineated with paint and post channelization. Raised planters or wheel-stop-type curbing could enhance the interim separation between the travel lane and cycle track.
- Opportunities for green stormwater infrastructure are shown in the preferred concept plan based on the location of existing storm drain catch basins. Confirm flow paths of stormwater runoff in the field to identify if locations shown are appropriate.

DESIGN CONSIDERATIONS IF THE INTERSECTION REMAINS WITH ODOT JURISDICTION:

- An Intersection Control Evaluation (ICE) study must be approved by the State Traffic and Road Engineer. ODOT recommends getting this approval before proceeding with engineering design as ODOT will not review the intersection design until the concept has been approved. Note, much of the technical and alternatives analysis work completed as part of the development of the Streetscape

Plan would feed into the ICE.

- ODOT review comments on the preferred concept included a comment that southbound queuing seems excessive, and more analysis may be helpful to understand the queuing.
- ODOT has noted that traffic calming strategies that place vertical elements next to the street (e.g., trees in landscaping strips) will need to be consistent with ODOT's clear zone requirements and would be subject to design evaluation.
- ODOT has specific requirements for addressing standing water in the travel lane and the 11-foot northbound travel may require more catch basins for stormwater collection to meet these requirements.
- An ODOT design exception would be needed for the 10-foot two-way left turn lane. ODOT standards require 11-foot turn lanes.
- An ODOT design exception would be needed for the 6- to 10-foot sidewalks, not including landscaping. ODOT standards in a Central Business District context require 10- to 14-foot sidewalks.

UTILITY COORDINATION

1. Sewer Fund

City CIP Project: M-14, Clay Pipe Replacement - A St Between 12th and 16th

Project Description: The sewer pipe along A St needs to be replaced.

PROJECT PROFILES

KEY CIRCULATION PROJECTS

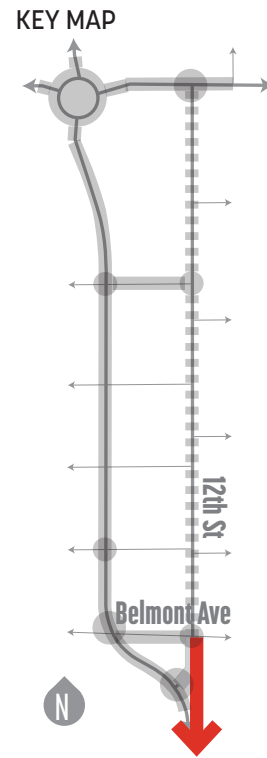
Bike Connection to Pacific Avenue

COMPLEXITY ++++

PRIORITY !!!!!

COST \$4.3M - \$5.5M

GOALS



key design features where applicable. Additional considerations for this project include:

- Coordination with ODOT will be needed for the widening and rechannelization of 13th Street to accommodate the shared use path and five-foot buffer that is required between the path and travel lane.
- Existing utility poles and overhead distribution will need to be relocated to a new planting strip between the roadway and shared use path.
- Geotechnical engineering will be needed to evaluate the existing slope and provide design recommendations for a retaining wall to enable the widened road prism adjacent at the top of the existing slope.
- Impacts to vegetation on the slope beyond the existing sidewalk should be minimized to the extent possible to reduce impacts to existing native vegetation, which was planted by and is currently maintained by the community.
- The design will need to identify a solution that works at the parcel with the Shell gas station and Dutch Bros. Coffee drive-thru business. It may be necessary to acquire an easement or expand the right-of-way to continue the shared use path. A solution will also be needed to provide a safe route across the existing driveway.

CIP COORDINATION

1. Road Fund

City CIP Project: N/A

Project Title: Safe Routes to School Infrastructure Improvements

Project Description: Coordinate improvements with the City's 2022 Safe Routes to School Plan, which includes recommendations for the Dutch Brothers and gas station Driveway.

SCOPE

This project will reconfigure and widen the road prism to construct a 12-foot shared use path and 5-foot planting strip along the east side of the roadway.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and

PROJECT PROFILES

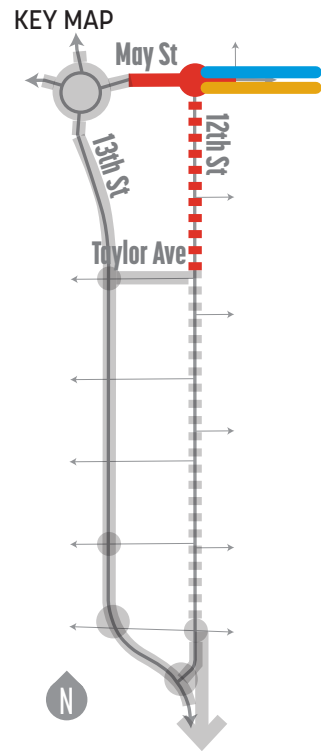
KEY CIRCULATION PROJECTS

May Street Safe Route to School

COMPLEXITY + + + + +
PRIORITY ! ! ! ! !
COST \$4.9M - \$6.3M
GOALS

UTILITY COORDINATION
 Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
 Water Distribution
 Sanitary Sewer



SCOPE

This project will design and construct the following:

- Full street improvements including restriping, adding a two-way cycle track, and protecting or replacing the street trees and planting strip on May Street from the roundabout at 13th Street to the eastern intersection with 12th Street.
- A new traffic signal with bike signals at 12th Street.

- Interim cycle track improvements along 12th Street from May Street to Taylor Avenue.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Considerations for how and where to terminate the two-way cycle track east of 12th Street needs to be determined. The preferred concept plan suggests the two-way cycle track on May Street continues east of 12th Street, however, the City's current TSP shows shared lane markings on May Street east of 12th Street.
- The design of the cycle track at the intersection with 12th Street will need to consider how best to accommodate turning movements for people biking. The preferred concept plan incorporates turning spaces into the cycle track at the intersection.

CIP COORDINATION

1. Sewer Fund

City CIP Project: M-14

Project Title: Clay Pipe Replacement- May St Between Park and 12th

Project Description: A section of sewer pipe that is located at May St and 12th St will need to be

replaced with the same size pipe (8"). This section of pipe was likely installed in the late 1800's or early 1900's and is in poor condition. This project will correspond with the lead jointed water line replacement in the same area. When the two projects are completed all sewer and water pipes in this area of May St. will have been upgraded.

2. Water Fund

City CIP Project: STP-10

Project Title: Heights Improvements: May Park St. -12th St

Project Description: An existing 6-inch lead jointed pipe located on May St between Park St and 12th St needs to be replaced. Additionally, currently deficient fire flows will be remedied by upsizing the 6-inch line to a 10-inch PVC line.

3. Road Fund

City CIP Project: N/A

Project Title: Safe Routes to School Infrastructure Improvements

Project Description: Coordinate improvements with the City's 2022 Safe Routes to School Plan.

PROJECT PROFILES

FILL IN THE BLOCKS

12th Street: Belmont Avenue to May Street

COMPLEXITY ++++

PRIORITY !!!!!

COST

12th Street: Belmont Ave to Taylor Ave \$10.4M - \$13.4M

12th Street: Taylor Ave to May St \$3.4M - \$4.4M

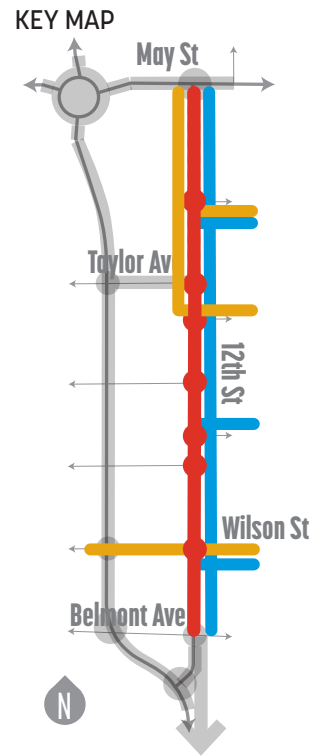
GOALS

UTILITY COORDINATION
Key map shows locations of planned capital improvement projects (CIP)

Utility Legend
Water Distribution
Sanitary Sewer

SCOPE

This project will design and construct street, sidewalk, and intersection improvements along 12th Street.



DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Consider how to transition improvements block-by-block or project-by-project as street improvements are constructed over time.
- Coordinate with adjacent property and business owners to explore opportunities for removing existing driveways to improve safety for people biking by removing conflicts between people biking and driving; see the Access Management (Driveways) section of this plan for more discussion of this topic.
- A future transit stop will need to be coordinated with Columbia Area Transit (CAT). The location shown along 12th Street in the northbound direction at June Street is based on preliminary coordination during the development of the Streetscape Plan (a southbound stop is shown on 13th Street at A Street). A design in this location will need to consider how to incorporate the cycle track through the bus stop area to address operational and safety needs for all users.
- Opportunities for green stormwater infrastructure are shown in the preferred concept plan based on the location of existing storm drain catch basins. Flow paths of stormwater runoff will need to be confirmed in

the field to identify whether locations shown are appropriate.

UTILITY COORDINATION

1. Water Fund

City CIP Project: LJ-7

Project Title: 12th St. May to Belmont Lead Joint Pipe Replacement

Project Description: Existing 6-inch cast iron pipe along 12th St. from May St. to Belmont Ave needs to be replaced. Since the City requires all new water mains to be a minimum of 8-inches, this project will consist of replacing all sections of pipe along this route with 8-inch PVC.

City CIP Projects: STP-9, STP-10, and STP-17

Project Title: Wilson St (9th to 12th), Hull Street (10th to 12th), and June St (10th to 12th)

Project Description: Existing 2- to 8-inch lead pipes need to be replaced. The connections to existing pipes along each street may extend into the intersection of 12th Street and should be considered as intersection improvements are implemented along 12th Street.

2. Sewer Fund

City CIP Project: M-14

Project Title: 12th St - Pine to May, Pine St - 10th to 12th, A St - 12th to 16th, and June St - 10th to 12th

Project Description: Sections of sewer pipe that are located on 12th St from Pine-May, Pine St from 10th-12th, A St from 12th to 16th, and June St from 10th-12th will need to be replaced with the same size pipe.

PROJECT PROFILES

FILL IN THE BLOCKS

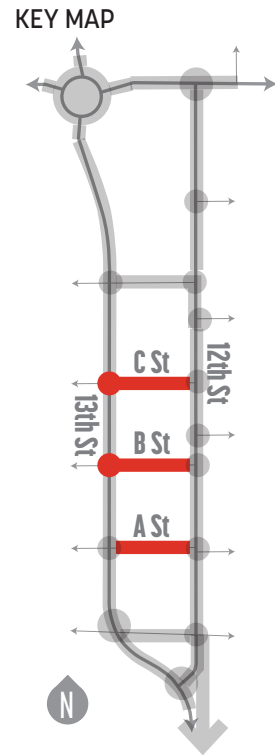
A, B, and C Streets

COMPLEXITY +++++

PRIORITY !!!!!

COST \$2.8M - \$3.6M

GOALS 



- Intersection designs, including the presence and size of curb extensions, should consider how to best support one-way vehicle access to and from 12th and 13th Streets while aligning with the community’s vision for safe intersections that are comfortable for people walking and biking.
- Coordinate with adjacent property and business owners during the design including for the placement of driveways and potential creation of on-street loading zones in the parking lane to support delivery needs.

UTILITY COORDINATION

Except as noted on previous pages no planned capital projects overlap with this project based on information provided by the City's Public Works Department.

SCOPE

This project will design and construct street, sidewalk, and intersection improvements as shown in the implementation plan.

DESIGN CONSIDERATIONS

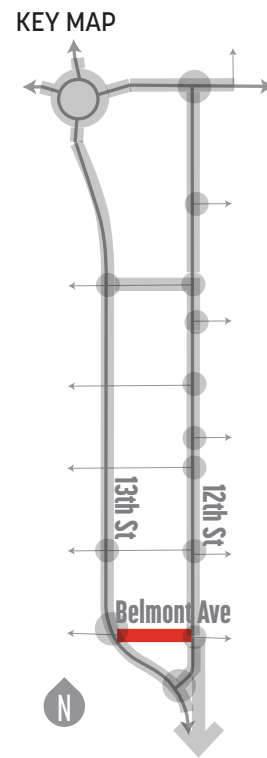
See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

PROJECT PROFILES

FILL IN THE BLOCKS

Belmont Shared Street

- COMPLEXITY** +++++
- PRIORITY** !!!!!
- COST** \$1.9M - \$2.5M
- GOALS**



SCOPE

This project will develop and implement a design for a shared street (or festival street) for the purpose of creating a place for pedestrian-oriented special activities, such as outdoor markets, food trucks, community celebrations, and other events. The street is intended to provide a flexible space for events in the right-of-way that can adapt to community needs while maintaining access to the alley and local businesses.

DESIGN CONSIDERATIONS

See the Preferred Concept Plan section of this report for plan view graphics of planned street improvements, typical street cross sections, and key design features where applicable. Additional considerations for this project include:

- Develop and execute a community engagement plan to engage local business and property owners and the community to solicit public input to inform the design of the shared street.
- Confirm existing utility conditions and needs (i.e. locations, extents, size, and any other requirements for replacing utilities) so that future utility work does not impact the newly constructed shared street.
- Consider how the space accommodates and moves people through the space that are biking on Belmont Avenue to and from the two-way cycle track on 12th Street.
- Include a curbless street design to allow better flexibility as a public space.
- Incorporate paving materials and other street features to delineate vehicular areas to the alley and parking for local businesses and consider how to accommodate periodic closures to vehicle access for events. Materials selected should be durable, maintainable, and allow for needed maintenance access.

- Use paving materials and patterns and vegetation to provide a streetscape with a unique look and feel that also compliments the neighborhood identity.
- The design should consider and respond to the current and envisioned adjacent property uses.
- The design should be inclusive for all users, both in meeting relevant accessibility standards and seeking ways to provide access and an inviting experience for people of all abilities and backgrounds.
- Consider incorporating utility infrastructure to support future events (e.g. electrical infrastructure to power a variety of needs including temporary lights, speakers, vendor needs, and other electrical uses that may be desired during events).
- Explore opportunities for integrating permanent and temporary lighting, including string lighting that could go across the sidewalks and/or roadway.

UTILITY COORDINATION

No planned capital projects overlap with this project based on information provided by the City's Public Works Department.

A planning level opinion of probable project cost has been developed for each project included in the Implementation Plan. Project costs are based on the street improvements shown in the preferred concept plan and include allowances for design, permitting, and management and contingencies for the design and construction phases of future projects. The project costs do not include costs for property acquisition or the replacement of public or private utilities, which will need to be determined on a project-by-project basis. Project costs were developed to help identify the range in cost that may be needed to facilitate the implementation of future projects, see Appendix A for a summary and additional detail of the planning level opinion of probable project costs.

The total cost of street improvements for all of the projects identified in the preferred concept plan is significant and could cost up to two times the cost of the entire, city-wide Financially Constrained Transportation System Plan as amended April 2021.

To support the funding and implementation of future projects a variety of funding sources will be needed. This will likely include existing and new local revenue streams and other outside funding sources (e.g. state and federal programs and grants). This table identifies potential funding sources for each project that may be applicable and appropriate depending on the final scope of each project.

The list of funding sources was compiled based on a review of the potential funding sources identified in the City’s TSP, coordination with city staff, and other current state and federal programs and grants; the City’s TSP includes descriptions for many of the funding sources listed.

Table of Funding Sources

Funding Source		Key East/West Crossings on 13th Street	Taylor Ave Neighborhood Connection	East Sidewalk Along 13th Street	May Street Roundabout	Belmont, 12th, and 13th Intersections	Bike Connection to Pacific Ave	May Street Safe Route to School	12th Street: Belmont Ave to Taylor Ave	12th Street: Taylor Ave to May Street	Belmont Shared Street	A, B and C Streets
ODOT	ODOT Jurisdictional Transfer Funding	•		•	•	•	•	•	•	•		
	ODOT Great Streets Program				•	•	•	•				
	ODOT Safe Routes to School Program	•	•		•	•	•	•	•	•		
	ODOT Funding Partnership				•	•	•	•				
	ODOT Statewide Transportation Improvement Program		•		•	•	•	•	•	•	•	
City/Local	Urban Renewal District Funds	•	•	•	•	•	•	•	•	•	•	•
	City General Fund	•	•	•	•	•	•	•	•	•	•	•
	City Road Fund	•	•	•	•	•	•	•	•	•		•
	City Stormwater Fund	•	•	•	•	•	•	•	•	•	•	•
	City Sewer Fund		•		•	•		•	•	•		
	City Water Fund	•	•		•			•	•	•		
	Business Improvement District		•	•	•	•	•	•	•	•	•	•
	Local Improvement District	•	•	•	•	•	•	•	•	•	•	•
	Street Utility Fee or Transportation System Development Charge	•	•	•	•	•	•	•	•	•		
	Fee-In-Lieu Charge from Redevelopment in the Heights	•	•	•	•	•	•	•	•	•	•	•
Federal	Surface Transportation Block Grant Program				•	•	•	•				
	Transportation Alternatives Program				•	•	•	•				
	Safe Streets and Roads for All Program		•		•	•	•	•	•	•		
Other	Direct appropriations from State				•	•						
	Developer Implemented Street Improvements								•	•		•
	Franchise utility providers		•		•	•	•	•	•	•	•	•
	Hood River Valley Park and Rec						•				•	

IMPLEMENTATION NEXT STEPS

Upon approval of the final Heights Streetscape Plan the City of Hood River and Urban Renewal Agency will need to update existing plans and begin to plan future projects. Key steps include:

1. Updating the City's Transportation System Plan to reflect the Heights Streetscape Plan,
2. Updating the Heights District Urban Renewal Plan, and
3. Coordinating with ODOT to implement future projects and discuss a potential jurisdictional transfer of OR-281 through the Heights.

Jurisdictional Transfer

A jurisdictional transfer is the process of changing authority and responsibility of highway rights-of-way from the State to a local jurisdiction.

BACKGROUND

The function of OR-281 through the Heights has changed as the state highway system, the City of Hood River, and the neighborhood have grown and evolved.

Historically 12th Street provided access through the Heights and a way to and from the City of Hood River from areas to the south for goods movement. This route expanded with the addition of 13th Street through the ravine, improving the connection and access through the Heights, and over time 12th and 13th Streets became a state highway (OR-281).

As a District Highway within the state highway

system OR-281 provides connections between small urban areas, rural centers, and urban areas and serves local access and traffic. As the Interstate and State highway systems were built out to provide more efficient long-distance travel options the function of the existing District Highways was replaced.

Unfortunately, the roadway classification and the physical design of 12th, 13th, and May Streets, which make up OR-281, have not changed to meet the needs of the local community. Today, the primary use of 12th, 13th, and May Streets is intra-city commuters and patrons to the district's businesses and the most efficient routes for goods movement are either OR-35 or rural road connections to US-30, chiefly Frankton Rd., and Country Club Rd.

ODOT AS A PARTNER

ODOT was involved in this study process, reviewing, and providing comments on the preliminary design alternatives and the preferred concept plan. ODOT has also identified potential challenges for obtaining ODOT design approval for the community's vision if 12th, 13th, and May Streets remain a part of the state highway system. These challenges focus on design elements from the preferred concept plan that do not meet ODOT's Highway Design Manual standards.

Transferring OR-281, or a portion of OR-281, from ODOT's jurisdiction to the City's jurisdiction could provide the opportunity for the streets and intersections to be reconstructed and operated

consistent with local design standards and in a more urban and multi-modal way that better responds to the community's vision.

While each Jurisdictional Transfer is location specific, a common framework includes the following steps:

1. Identifying geographic boundaries of the transfer and documenting current jurisdictional authorities and maintenance responsibilities.
2. Preparing research and analyses, including:
 - a. A current conditions assessment that estimates the cost to bring the transfer area to a "state of good repair", commonly referred to as a SOGR Analysis.
 - b. An inventory of the transfer area capital projects and costs in the ODOT Surface Transportation Improvement Plan.
 - c. An estimate of ongoing operations and maintenance expenses at current and desired service levels.
3. Negotiating the Transfer Agreement, including roles and responsibilities for district improvements and ongoing maintenance. This may require securing funding through state or federal appropriations, grants, or other external sources.

ODOT recognizes, and has communicated to the city, that a jurisdictional transfer may be necessary to help the city and community achieve their vision. ODOT supports moving forward with a transfer process and recommends starting the

jurisdiction transfer process prior to beginning the design process for future projects.

RESOURCES

In 2018, Oregon Metro, the agency serving the Portland Metropolitan Area, conducted a Regional Framework for Highway Jurisdictional Transfer Study to support local leaders identify and facilitate successful transfers of roadway ownership. In addition to summarizing "the legal, regulatory, and policy framework for highway jurisdictional transfers" the study identified "best practices based on examples of completed roadway transfers in Oregon. The summary gives decision-makers the overarching policy framework, relevant case studies and best practices needed to identify, analyze, and implement jurisdictional transfers."

As part of this framework the document outlines the legal process for a jurisdictional transfer in Oregon, which can take years of planning and negotiation. This document also references ODOT's Transferring Roads: A handbook for making jurisdictional transfers (2003).

The city has completed a jurisdictional transfer for OR-30 through downtown and has some familiarity with the transfer process. We recommend the city review the Oregon Metro study report, review the process that was completed for the transfer of OR-30, and coordinate with ODOT to develop a Memorandum of Understanding to begin a jurisdictional transfer process.