



COUNCIL 2020 WORK PLAN INPUT

The City of Hood River sought public input to City Council on project ideas for its 2020 Work Plan meeting. Sixty-three input submissions were received, all in English, and only two via the print form.

Input forms were available online and in print in both English and Spanish (on hand at City Hall and Hood River Fire Station). The online form was published on the City's website on Saturday, November 30 and available for three weeks through Friday, December 20.

A community input article and link was promoted on the City's website homepage Latest News Slider. The link (cityofhoodriver.gov/council-goals-input) was also promoted by local media, Facebook, direct email to city news subscribers, and through community channels such as the Chamber, HRDBA and The Next Door.



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Create opportunities for an inclusive and diverse housing inventory.

- 1 Yes, the city and Hood River county as a whole does need more diverse types of housing. More multi-family and apartment buildings. If I understand the rules correctly, this type of housing could be built in the commercial zones that line Cascade. Much of that real estate is under-utilized. What has been done to incentivize the current (or future) owners to develop their commercial parcels with these types of units in those areas? What options have been explored to put more residential in among industrial or business use (apartments above shops) for mixed use?, so that we may be MOST efficient with our limited spaces? The Yard and downtown, are great examples. Both pose environmental challenges, but with the city wanting to take on challenges with environmental impacts; these would be great to dig into and find new creative solutions to!
- 2 Delighted to hear about possible Rand+Cascade property purchase for affordable housing, but understand the funding challenges. We need to have several projects going on , though, to even begin to meet the need. To do this, we need a more robust and secure funding source like the housing bond being spoken about recently. I encourage the City to pursue a significant housing bond.
- 3 In the past 4 years, there have been 98 houses developed to the west and north of us. Single homes, as well as duplexes, these houses are a mixture of owners and renters. There have also been numerous developments around town in the past decade: townhouses, condos, large homes, small homes. It seems that the city is demanding inventory while simultaneously creating high permit fees, and lengthy permitting processes. Several housing projects have been proposed by various developers who would love to add to the inventory of Hood River. It seems that the City is overly eager to be the ones to “rescue” the housing market, when there are plenty of knowledgeable professionals willing to build in the valley.
- 4 No Response
- 5 “I have worked as a local real estate appraiser for the past 20 years and I am well versed in the complexities of the Hood River housing market. In addition, I have done graduate work in Economics, which adds to my understanding of the housing market, both local and national. The concept that simply increasing the housing supply will create more “affordable” housing is not true and is a vast oversimplification of a thorny problem.

Under this model, developers will continue to build mid-to-upper income housing, because that is how to maximize profit. On the flip side, more housing WILL result in population growth in Hood River, adding pressure to our infrastructure, our open space and overall livability. Increasing the supply of housing via high-density zoning and/or urban sprawl--without significant change in laws and/or tax incentives/disincentives--has not created affordable housing in other cities--why would it magically work in Hood River? I have two broad suggestions: first, bump this goal down the list until a plan for growth and infrastructure is in place. Second, slow down, research and listen to other points of view as to how to tackle this complex issue. For example, I have not heard any discussion re: tax policy, which is one of the most powerful tools in changing outcomes. What about a tax on vacation home owners? Tax incentives/disincentives for builders to build different types of homes? Work with the County to expand ADUs outside City Limits? The list is long.

Nor have I heard discussion about the wage side of this problem. The newest City Council member works for Providence (I believe), and claims she cannot afford a place to live. If I have my facts right, and if large employers, such as Providence and Insitu, are not paying their workers a living wage, why not?

This isn't a local problem, it is a national problem and there is a lot to learn what has worked and failed in other cities.”

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- 6 The first goal of the city should be the health and safety of its residents. Having a mixed and vibrant community is important and that includes diverse housing.
- 7 Consider a more diverse mix of desired “affordable housing.” The focus thus far has been on affordable rental apartments. While this is needed, it does not foster community in the same way that ownership does. I would like to see Hood River explore the creation of a true “employee housing program” where units are created to be sold below market value, are deed restricted in their appreciation and where allocation of the units is handled by the city. This is a model that has been used successfully in resort areas like Aspen and Vail.
- 8 It is not the responsibility of the city to provide housing. The city’s job is to provide the infrastructure for the housing but not build the housing....but.....the obvious choice with the highest return both financially and socially would be to develop the 13 acre City/County Yard. Consolidate and upgrade current offices and build an inclusive, diverse working neighborhood. Relax height restrictions on the south side for apartments, offer both subsidized and non subsidized housing in a mixed zone, working neighborhood. This would also bring property on to the tax rolls for both the city and the cash strapped county and would put families close to schools, parks, the pool and the heights for shopping. It would also be a great new home for a future police station.
- 9 We support the Hood River City Council endeavors and future goals by making public transportation inclusive and accessible.
- 10 No Response
- 11 “Prioritize transportation infrastructure, e.g. intersection realignments and road improvements that will be requirements for desired development.

Create consistency in residential use rules. Current code incentivizes the preservation of C-1 (Office/Residential) and C-2 (Commercial) properties for higher cost housing – STR’s, for example. The HNA had specifically identified C-1 and C-2 properties as necessary to meet affordable housing needs.

Consider that there may be opportunities you don’t know about. The program created by HB 2336, that Hood River qualified for, had no applicants.

Begin the UBA expansion process.

Acknowledge that even as building housing has been a number one goal, the City Building Department has been a neglected resource and that has contributed to low housing starts.

Recognize that affordable housing as a regional issue and support efforts in the county to increase housing availability. Expansion of unincorporated community boundaries is an example.”
- 12 “Our economy cannot survive if we don’t have an adequate inventory of housing affordable to those who work in our factories, offices, schools, hospitals and restaurants. If companies cannot find local employees to sustain moderate growth long term, they will eventually relocate, and our economy will change in fundamental ways.

I believe code changes can have a significant impact on generation of housing suitable for the >80% MFI portion of our population, but we know no amount of tweaking code will help the market generate adequate housing for the <80% MFI portion of our population. That sector needs subsidies. The only proven way to get these projects started is with land donations. The city needs land to donate to land trusts and housing agencies so they can work to create this needed housing.

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In the >20 years the city has identified affordable housing as its highest priority, only one project has undertaken to construct affordable housing in the city— on land donated by Hood River County. During those years, the housing mix has shifted sharply in the other direction.

I understand the city is doing its best to leverage the construction excise tax to acquire some land for affordable housing. This is a good idea, but it's not nearly enough. I propose the city council ask the voters to approve a \$5M housing bond so it can acquire enough land to shift the balance of our housing inventory back in the other direction. \$5M would allow the city to acquire land before it becomes even more expensive, and allow it to work with its partners to undertake at least three significant projects over the next decade.

I am working to create a coalition of residents and businesses to help our community understand their support for this proposal is not an act of charity. Rather, it is the most effective way we can assure our economy continues to develop diverse job opportunities for ourselves and our children, as well as to make sure our residents aren't forced to leave the community when they retire."

- 13 While I don't have any specific suggestions about how to do this, I believe this is extremely important and am supportive of learning what other cities have done to develop an inclusive and diverse housing inventory. Diversity is a strength!
- 14 "Provide incentives to accomplish this goal: reduce SCDs, utility connection fees, permitting fees, reduce permitting times, etc.
-protect the character of neighborhoods which in many cases have a mix of housing
Hood River wanted to become a tourist community 25 years ago; we succeeded and are now facing the impact of that. A renewed focus on traded sector business would bring jobs and incomes that could support the increased housing costs. Most tourism related jobs will never pay enough for those employees to live here.
how will you know this goal has been achieved?"
- 15 No Response
- 16 Continue to fight nimbyism, Council thank you for your efforts on Morrison Park. Maybe try Odell next.
- 17 No one should expect low income housing to be located in the heart of Hood River. The real estate is too expensive. I can't ever afford to live there. When I made less money I commuted into the city to work. That is reality. It's not good or bad, it's just basic economics. There is less expensive housing in the surrounding areas. It's no longer 1985, if you want to live on the cheap it will not be in Hood River. Time to find the next undiscovered gem in the rough.
- 18 "In my opinion one of the only way to assure affordable and stable housing is to have an entity like Mid-Columbia Housing Authority build it. Affordable and Stable housing.
A person renting from a private person lives at the whim of that owner. They may be kicked out in 90 days, or have their rent raised in 90 days.
I sell Real Estate and my investor clients want their investment to make money, period."
- 19 "I'm puzzled by the format of the questionnaire. This format channels the public into narrow feedback on past 2019 decisions, not into input on desired future 2020 priorities. I would hope that's not your intention, but it does highlight a fundamental problem with the ""goal-setting"" process: What you're calling ""goal-setting"" often is actually premature

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decision-making -- de facto decisions are made on important public issues before much, if any, public input or public discussion occurs. The danger is that once Council points itself in a pre-defined direction, there is a tendency to view subsequent public input as an obstacle to progress, not as an aid to responsive and informed decision-making.

The Council's articulation of this very 2019 Goal #1 illustrates this problem. There was considerable public dissent in 2017 and 2018 over the conclusions of the Westside Plan. No public hearings have occurred before Council on the Westside Plan. Yet the 2019 Workplan that resulted from this 2019 Goal #1 assumes that the Westside Plan's recommendations for citywide upzoning and densification have already been officially adopted, although that has never occurred.

The result is that Council is plowing ahead to substantially comply with these recommendations without much if any public input. Council is naturally likely to be resistant to inconvenient input once it does occur, since so much will have been invested at that point. (It's worth mentioning that the same thing happened with the Morrison Park issue.)

This is putting the cart before the horse, and it also deprives Council of the benefits of points of view from the public that may be worth your consideration. The result is a risk of both bad decision-making and public distrust.

One simple way to perhaps mitigate the risk of backdoor decision-making under the guise of goal-setting might be to always use the word "Consider" at the beginning of any articulated goal. So this goal, for example, would be phrased "Consider creating opportunities for an inclusive and diverse housing inventory." This is not a meaningless change. It reminds us all that more formal consideration with public input is necessary before meaningful conclusions can be reached and genuinely official decisions -- carefully "considered" with real public support -- can be made."

- 20 Reduce barriers to smaller and more affordable housing- ADUs, multi-family homes, renovation of large homes into smaller units etc.
- 21 I would add that to the goal of creating opportunities for inclusive and diverse housing that a list of possible ways (and best practices, if there are such reliable assessments) of support offered by other communities be identified and reported followed by a review of what the city has done and what opportunities and challenges confront further support of inclusive and diverse housing. I would assume this would include regulatory matters (including zoning, regulations on purchase and residency of owners of housing for short-term and long-term rentals); tax or direct subsidy for new building; interest free loan or direct subsidy for improvements by resident owners , especially of low cost housing; property tax policies; and coordination of policies and practices with the county.
- 22 No Response
- 23 I would like to know why the city considers this to be #1 and why current inventory is falling short of meeting needs in the City. I see a lot of new construction around me, and am frankly not pleased with the developments nearby. Do we really need more inventory?
- 24 Why is this Goal #1? I don't think this is purely the City's responsibility, and they seem to suck at it anyway. Need to work with whole County, and let business and market drive it. Let go of your control. And quit incentivizing large cheap outside developers.
- 25 Unless you can legislate the selling price, alternative zoning will result in expensive small multi-family housing.

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- 26 “The housing inventory can be greatly increased by encouraging the building of ADU’s similar to how they did in Bend: See article below, they have solved most of the housing problems there with this approach.

https://www.bendbulletin.com/localstate/bend-city-council-loosens-rules-on-adus/article_58b4d9d9-86ec-5624-9dd0-19dd9cb02d9c.html”

- 27 No Response

- 28 “There is a mismatch between the housing stock Hood River needs most and the kind of housing that the City’s zoning code allows. Two-thirds of households in Hood River are small (1 or 2 people) and an increasing percentage are paying unaffordable rents or mortgages (37% of residents are housing cost burdened) yet most of Hood River’s vacant land is zoned for large lot single family homes. We also have a growing senior population who is looking to downsize but still live in our community.

This year the city needs to make progress on the housing strategies from the 2015 Housing Needs Analysis and make more land available for “Missing Middle” housing through zoning code and map changes. People often fear change so it’s important for the city to develop a communication strategy to explain what is proposed and why. Add clear and objective design criteria so that new homes create better, more livable neighborhoods. Some of Hood River’s most beloved established neighborhoods (like the area around May St. School) exemplify that a mix of housing types and sizes can create attractive neighborhoods with a great sense of community.

The City should align permitting processes and incentives with your policy goals. The kind of housing that you want most should be the fastest and easiest to permit. Right now, a conventional subdivision of 3,000 sq. ft. single family homes on 7,000 sq. foot lots that will retail for >\$500,000 has a faster and easier process than a project of 800-1,200 sq. ft. homes on smaller lots. These smaller homes, like the kind that Mike Kitts has specialized in, are market housing, not subsidized housing but they fill a niche that Hood River desperately needs for a wide swath of our population – workforce, young families, small households, retirees. The city should incentivize these types of low-margin homes through fast track permitting and by deferring SDCs until the units sell rather than making the developer come up with the fees before construction.

The City should experiment with using funds from the Construction Excise Tax, property tax abatement and other incentives to encourage developers to include durably affordable units (homes geared to households of <80% AMI) in their projects. Every time a project of 8 or more homes is proposed, Planning staff should propose that affordable units be included and offer incentives to the developer (HB 1533 includes a list of possible incentives). This would be voluntary, not mandatory, inclusionary zoning but the City might be able to come up with a menu of inducements that make it pencil for developers.

Encourage condos as a form of ownership in a variety of housing types. Condos are a great way to reduce the price of home ownership because the underlying land is owned by a HOA. Work with bankers, developers and realtors to popularize this form of ownership in Hood River. Allow internal conversions of larger homes to multiple units in all neighborhoods (for instance a big old Victorian house being converted into three one-bedroom units). These conversions can result in rental or condo units.

Some of the land in the UGA that is theoretically available for development is in fact, very hard to develop because of the barriers to annexation. Many of these barriers were created by the poor decision making of previous councils that allowed “waivers of remonstrance.” The City should take a proactive role in making land available for development in the UGA as

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many developers don't have the capital or capacity to hire lawyers and embark on a 1-2 year annexation process on top of the normal planning and building permits.

Consider a bond measure for affordable housing."

- 29 No Response
- 30 "I am disappointed in the people who caused the vote on city parks and hope that there will not be horribly repercussions. My idea of an ideal housing area includes parks and housing intermingled. I hope that can happen at the Morrison Park area, as I believe it to be extremely underutilized by the public. (Perhaps the people on Wasco use the park, but most of the city has to drive or walk across a busy road to get to it.)
- People who cannot afford the high cost of housing as it is now will benefit from living near a park, rather than near a lot of other apartment complexes."
- 31 Incorporate the UGB into the city. Allow adu's on any property with limits based on size of property and building code. Move the yard near the fire station to the edge of town and use that prime housing location for low income/affordable housing. Do NOT lump low income affordable housing together in undesirable areas like near a freeway. Mixed income levels throughout town creates upward mobility opportunities.
- 32 This community cannot possibly thrive and grow into the future without affordable and easily accessible housing for the working class. There is currently a crisis of labor for many of the fine establishments in Hood River, but who can afford rent or housing here except the upper middle class and the wealthy? People need to be able to live in the community where they work! Get the ridiculous real estate market under control! This is rural Oregon for heavens sake!
- 33 decrease minimum lot sizes. decrease minimum housing sizes so tiny homes can be built (homes 1500 sqft and less). Too many new homes are huge- they are expensive to buy and the utilities are huge. Change zoning requirements so pocket communities can be built (like a small subdivision with private lots and houses and accessory dwelling units, also with common open spaces/buildings). Allow for more accessory dwelling units by easing up on some of the requirements or restrictions. This would all provide more rental spaces for middle and low income people and those who would buy small houses/properties. Lower application fees and streamlined process for approval and reviews. Increase staffing for applications and reviews for the whole process of dividing land and building specific for these projects. Rent control on accessory units. Restrictions on using new constructed ones for STR for 5 years or something (so they get used for year-round rentals).
- 34 My understanding is several developers have tried and pulled projects that would have added housing stock over the last 5 years. The city should consider a discussion with local developers to get their input on what is working well and what isn't. The city also needs to look at the Gorge as a community and how can it best utilize our neighboring cities to assist with transportation and housing. Odell should be involved in this discussion as their economic development over the years has increased as well.
- 35 **DUPLICATE** My understanding is several developers have tried and pulled projects that would have added housing stock over the last 5 years. The city should consider a discussion with local developers to get their input on what is working well and what isn't. The city also needs to look at the Gorge as a community and how can it best utilize our neighboring cities to assist with transportation and housing. Odell should be involved in this discussion as their economic development over the years has increased as well.

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- 36 This is extremely important. Hood River is desperately lacking in affordable housing. It is a matter of justice to ensure that we increase the amount of affordable housing in the area.
- 37 #6 ,I don't believe this should be the City's priority or responsibility. A housing authority with access to funding would be better suited for the long term sustainability of this project. Density within the city limits brings more problems. There are enough short term rentals in our area, they could be used for low income in the off season. And they should be taxed to create a housing authority.
- 38 This is one of the three goals here that I believe should be top priorities for the City, also probably the most difficult to implement.
- 39 This is of high importance to me. My neighborhood (behind Rosaurers) is diverse, with subsidized housing and private housing. We cannot afford to be a community just for the rich. We need for middle-income people--whose services we depend on--to be able to live in our community.
- 40 "Encourage multi-unit housing. Planning requirements to have a smaller footprint per lot size unless there are 2+ units?
Encourage development of a public housing land trust.
Take money from the budget for housing. Right now 30% of the HR budget is spent on policing - which means the infliction of violence and the deprivation of liberty. Turn money into hotel vouchers and transitional housing for those who have been incarcerated. Giving people housing helps the individuals and the quality of life for the whole community."
- 41 No Response
- 42 I think this is a great thing but we do want to keep Hood River clean, safe and nice which is what continues to keep Hood Rivers Charm. There should be restriction on builders to ensure they are investing into the well being of the community and not just slapping up low income or subsidized housing. The issue of where all the cars will go and traffic patterns also needs to be addressed before a huge increase in bulk housing is built. There needs to be giving back to make the community in these areas that are built for low income flow better with our current community. More affordable housing will put already maxed out pressure at the bottom of country club (wine country ave) and Rand.
- 43 STR Regulations were passed as one piece of our housing issue. Unfortunately, in my opinion, these regulations were short sighted and lacked any evidence behind them. Additionally, our city appears to be still approving developments for homes that start at over \$400,000, which, in my opinion, are not considered low income housing, nor are they affordable by most families who already call the Gorge their home. I believe STR regulations need to be revisited especially for those doing Hosted Home Share, since it allows those doing HHS a better ability to stay in the community as costs rise, and since they often hire local skilled workers like plumbers, electricians, etc. I would also add that discussions around stopping development of expensive homes that potentially don't house our local community members should be on the list.
- 44 "It you are low income or high income you either have your own resources or there are great community resources to advocate for you so I feel the city should be focused on the lower middle class. If you are a single person making 35k-\$40K (which many in the service industry are) and your small company does not provide health insurance, you cannot afford to live here and have health insurance. Where are the non income restrictive studio and one

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bedroom apartment units for between \$800 and \$1,200 that these folks can afford? The only ones I know of are Mikey's and it is currently listed for sale and the ones next to 6th Street. I think the city should focus on this segment of our population. Also having affordable units that are non income restrictive will allow those that are lower income to have a pathway out of the system. You can't expect a family to go from paying \$800 to rent a three bedroom unit to \$1,800 for taking a raise or a promotion that give them an extra \$150 a month but disqualifies them from housing and the adults from OHP. There does not seem to be any place to live for a new police person at the starting salary or a new paramedic or a new teacher or even a new hire for an entry level city or county job.

Please also keep in mind that renting an apartment is less expensive than living in a house because of the reduced cost of utilities and even yard upkeep.

We moved my mom to a single wide mobile home in a park a few years ago. I think we have all forgotten that mobile home parks are an very affordable way to live and still have your own ""walls"". Yes there is space rent but your property taxes are lower (in PA the space rent was lower than the property taxes on a 120K house), water, sewer and garbage are included, and you can pay your house off faster. I think a city in Colorado purchased land for a mobile home park.

I would also request that the city keep in mind that as the last marked crash should have taught us not everyone it cut out to own a home. It does not make you any less of a person if you want to rent something rather than own it.

We all advocate for what we see on a daily basis and what I see is the middle class being forced out of Hood River.

Also, if Trump gets 4 more years (which he will if he does not get impeached, which with a senate majority, he will not) I think there is strong possibility that the immigration laws may change making taking any assistance from the federal government, ie low income housing, will disqualify you from getting legal status. My understanding is that now it is only cash assistance that is an issue. So, affordable non subsidized housing it more important than the city seems to think. Also, I know some folks that are on the path to citizenship that would qualify for assistance and do not want to take it because becoming a citizen is that important to him/her so having more non subsidized affordable places to live will keep our city diverse both culturally and economically."

- 45 Keep our historic neighborhoods intact. Some of the smaller Cottage style homes offer affordable options that might get torn down and replaced by expensive town homes.
- 46 I accept that this is a radical (and expensive) idea. Regardless, I think it would make the most rapid improvement in our community. I propose that whenever a residential property, within the City limits, is offered for sale, the City make every effort to purchase it for the purpose of converting the residence into affordable housing. This will create diverse neighborhoods (and avoid creating 'project' style low-income neighborhoods).
Additionally, I advise the City to immediately expand the City Limits to the extent of the current Urban growth boundary and begin aggressively zoning and planning for diverse neighborhoods with mixed affordable (and more affluent) housing together."
- 47 Limit ability of property owners to rent short and mid-term. I was recently looking for long-term housing in the Gorge and most options were 3-6 month leases. Families need stable housing! Landlords should be required to allow a 12-month lease on their rental.
- 48 No Response

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- 49 1) Consider land already owned by the school district. Rather than hold land for decades waiting for school enrollments to grow, consider using some of the land for housing. 2) Create a regional partnership across the river with Bingen, WS, and Lyle. An upgraded bridge with bike lanes could allow for easier commuting, and some parts of Bingen are as close as areas within HR county. Housing doesn't just have to be within HR's very constrained boundaries. 3) Create a team to find ways that multifamily housing can be physically attractive as well as affordable. We don't want the monotonous ugly blocks that some cities have 4) Talk to the developers who actually are producing affordable housing based on the last round of awards. Mid-Columbia couldn't produce affordable housing - other developers had far lower per-unit costs. Find out who does that and how.
- 50 promote apartment-style living above businesses/commercial use. Perhaps by allowing greater density for developers, property tax breaks.
- 51 to be done without compromised existing live ability conditions
- 52 How? Who pays for this?
- 53 Have to get serious about relocating City Public Works for use of that land for subsidized housing in conjunction Housing Agency.

ADU's should have prorated/reduced/eliminated hook up costs. Also remove all other occupancy encumbrances with the exception that ADU's still should not be used for a short term rental.

Allow greater density in a PUD with provision of ADU or small apartment with very specific and enforceable requirements for occupancy for home challenged citizens."
- 54 No Response
- 55 This is now an issue across the country. As such, this issue is now a matter of long term economic viability. The community that is able to attract the next generation residents (i.e. Younger workforce) will be the community that Survives. Wall Street journal published a recent article regarding the economic fate of communities that have cast their lot with ONLY older, wealthier residents, (see: <https://www.wsj.com/articles/ok-boomer-whos-going-to-buy-your-21-million-homes-11574485201?shareToken=stafdf44a812c149038ada41f88991df54>). I contend that this Is currently, and should remain, the COHR's first and primary goal.
- 56
 1. Waive SDC for ADUs
 2. Eliminate parking minimums so 2nd + floors in downtown can be turned into housing
 3. Incentivize car-free developments
 4. Usage based water billing
 5. Long term rentals to register and submit same health and safety standards as short-term housing
 6. Allow housing development at waterfront. Require employers to provide on-site transitional housing for new employees."
- 57 Continue to limit availability of short-term rentals. Perhaps disallow any leases that are shorter than 6 months?

Incentivize developers to build reasonably and densely (the development at Belmont/Big Apple Ln was a good start but we need more!).

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Accelerate plans for Westside Development/Zoning.

We are moving so slowly on some of these issues that we are continuing to lose young families, public educators and diverse ethnic groups to other areas due to inability to access this housing market!"

- 58 Affordable housing is not possible under current building codes, SDCs, and engineering requirements. However, any new housing development does create opportunities for residents to move up or relocate; thereby creating vacancies, which increases overall supply and should help reduce housing shortage and minimize upward pressure on rental rates. The City could significantly improve the housing issue by backing off fees and costly development requirements. If City Planning, Building and Engineering personnel were directed to create a culture designed to assist property owners and developers in finding the most reasonable, efficient and least-expensive ways to address requirements, it would encourage building and help reduce housing shortages that drive up prices and rental rates. The resulting increase in property tax revenue would offset the immediate loss of fees in a very short time and then continue to provide additional revenue for the City in perpetuity.

- 59 Help tell the story of Cascade Development and the MidColumbia Housing Authority. They are very misunderstood and underappreciated.

Help people understand the difference between low-income affordable housing and ""missing middle"" affordable housing --- both are needed badly. And express these differences in terms of both home purchase and home rental. Simultaneously give examples of average earnings for different kinds of working people/families and social security dependency of elders, and also current monthly costs of rentals, mortgages and property taxes. In other words, make the case.

Help put HR growth in context, Those who --consciously or otherwise; explicitly or implicitly -- favor no or little growth are dreaming ... and in a cruel way. Population growth here is inevitable. Young working people and safe, secure immigrants are absolutely essential. Housing options for elders are in everyone's interest for the future.

Finally, I suspect that coordination with the County Commission and its own planners, as well as with relevant nonprofits like Cascade Development/MidColumbia Housing, THRIVE, Livable Hood River, etc. is no adequate or optimal.

I support utterly the idea of a bond to purchase land, and feel that coordination with the County on this goal too could be very useful."

- 60 Diverse housing is necessary. However, the city has been approving too much and too quickly, and without properly evaluating the livability throughout the neighborhoods. The new development at 29th/Talon (Tanner Ranch) is a perfect example. Its going in off of 29th which is not a two way street, has no sidewalks, and has no parking on one side. And yet, there are multiple town homes being built. Where are those people going to park? I live on Cottage lane off 29th. If a vehicle is parked on the west side of 29th (where these townhomes are going in), the garbage trucks refuse to come down our street. Was this discussed?

- 61 No Response

- 62 Let's start thinking outside of the box! I have had numerous employees who are essentially couch surfing/homeless. I would say looking at tiny homes/apartment opportunities is truly important for the service workforce here in the Gorge. Building very small studio apartments for the young single service population and then very small 2 bedroom apartments for low-income families. I know so many families and singles that just want a stable, safe, affordable

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Create opportunities for an inclusive and diverse housing inventory.

place to call home. They all dream of the tiny home concept for this reason. Why not create it here!?! Let HR be known for innovation and adaptation. The Morrison Park apartments would have cost \$462K each?!? That is a HOUSE! We need to be smarter with our \$\$\$\$. BUY an existing building downtown and convert it to ""tiny"" apartments. BUILD (where one of the existing lots are downtown) a 5-story parking garage to accommodate tiny apartment residents on the 5th floor. Apartment applicants are given priority if they ""live and work downtown"". Also, residents can spend less on rent and more on goods and services.

Also, a modern ""van life"" park would be so good for Hood River! It could be built anywhere zoned for ""mobile home park"". A park-like atmosphere with central laundry and shower/bathroom and hook-ups. The campgrounds are FULL with local service workers. To have something that has monthly, 3-month, and 6-month rental rates would be great. La Ventana does this and it creates a super affordable and awesome community vibe."

- 63 I'm building a co-living project on Taylor Street. I will finish and start renting in 2020. The renters will have their own private quarters and share kitchen, laundry and community living areas. I hope others are encouraged to follow similar models, options to the single-family homes that redominate our community and have become unaffordable and unsustainable for growth.
- 64 New additions to housing inventory — could benefit from strategic planning, e.g., community approach — micro-villaging vs. sterile layout of new home development east of 12th St. extending to banks of Hood River. — More of a vision of W. Valley, Utah sprawl or S. California. Lack of environmental harmony.

GOAL

Inform and engage all segments of our community through transparency and proactive, inclusive and comprehensive outreach.

- 1 Live stream the city council meetings! I typically work a 9-10 hour day. And I travel frequently for work. I generally can't make a city council meeting, but I care very much. It's great that you are doing the audio for the council meetings, but it does take a fair amount of time for it to get uploaded to the website and by then time has passed. It would really be great to be able to follow along real-time with you, or even the next day. The newspaper and minutes only catch a few of the highlights. When folks can be more directly informed like this, the outreach would improve without a doubt.
- 2 No Response
- 3 Transparency in the City of Hood River is lacking - it is sad this is even a goal that we have yet to reach. I have personally emailed City and County counsellors asking for live streaming. A full time working mom with 3 kids, I can't make it to all the meetings..and decisions are being made quickly and without much public input. If The Dalles and Cascade Locks can live stream, there is no reason Hood River is behind the times with this. Former Mayor Paul Blackburn emailed me and said it was a budget issue...facebook live streaming is free. And if the City has a goal of transparency, I would love to see live streaming as a line item in the budget. The City should be doing everything it can to bring the meetings to the people.
- 4 No Response
- 5 Live streaming of City Council meetings; timely posting of minutes of all public meetings, including the Planning Commission meetings (last I checked, 9 months behind). Post City Contracts & Budgets on the website.

Implement a Conflict of Interest Policy and Lobbying Regulation Policy. There should be a formal complaint process for conflict of interest/lobbying concerns. Complaints should be investigated and the results made available to the public.

In my opinion, Developers/Builders/Lobbyists should NOT serve on the Planning Commission because it is a clear conflict of interest.
- 6 The city council should encourage and welcome public participation in all of the business of running the city. Listening to the actual constituents, people who live in the city, is a good place to start.
- 7 No Response
- 8 provide more access to more data.

live stream meetings with high quality video and audio
- 9 As an organization we would like to be a strong partner and major stakeholder in all land use and transportation planning efforts. We encourage city participation in all Hood River County Transportation District planning efforts and public outreach.
- 10 No Response
- 11 Live stream city council meetings and include other meetings (starting with planning commission) when the process is perfected."
- 12 I encourage city council members to devote whatever time you can to help community members understand and appreciate the council's policy initiatives. I think the city council does a good job hammering out solutions to problems, but has significant work to do explaining its actions to the community. Even in a world of social media, I know if no better

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way to accomplish this than numerous one-on-one discussions of substance. You don't need to speak with every resident, but you do need to speak with enough residents that your message spreads far and wide. I know you all devote significant time to this already, but I encourage you to redouble your efforts to defeat the growing cynicism and negativity which threatens your hard work.

- 13 It is so important to have all materials from the city available in Spanish as well as English. I am grateful this form was available in both languages. Continuing to have venues that reach out to and welcome Spanish speakers is extremely important.
- 14 Around 1999 City Council and Planning started talking about live broadcasting of City Council meetings to provide more transparency, this should be revisited.
- 15 No Response
- 16 POC in Parkdale and Odell don't like to come downtown. But they will come to the schools. Use the mid and upper valley schools for settings.
- 17 City council need to stop being so secretive. Stop doing things in executive session. Listen to the people, we shouldn't have to constantly fight our elected representatives to get them to follow our direction. Follow the will of the people regardless of your desire to impose your beliefs on the many.
- 18 Going to boring city council meetings are not on most people's list of things to do. It's only when something is of interest to them or affects them that they feel motivated to go. I do think that because of the lack of enthusiasm from the public to engage, the city becomes disengaged too. Surveys like this one are a good way to reach out and get people to engage.
- 19 This goal expresses a need to be "transparent." There is still an unfortunate tendency for Council to hide the ball behind the screen of the Executive Session process when faced with public viewpoints different from the majority Council view. An obvious example occurred in March 2019, which I've already talked with you about in public comment periods. A more honest effort to keep the public truly advised when it can be anticipated issues of readily-anticipated public interest will be addressed and decided would be desirable.

Although it's understandable that issues can arise at the last minute, the city still sends out its meeting agendas and packets at almost the last legal moment, on late Thursday afternoons for Monday meetings. That leaves effectively two working days for the lay public to research and prepare a comment on issues. Perhaps the city might consider disseminating packets earlier -- even on Wednesdays -- where material is available, with addenda and revisions later if needed. If you are serious about including a more informed public input in your decisions, earlier packet dissemination would be of some help.
- 20 No Response
- 21 No Response
- 22 No Response
- 23 This is a great goal. I don't receive much communication from the City, and would appreciate more. Perhaps now that I'm on the email list that will solve the problem from my side.

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- 24 Transparency? How does that work when the City wants to pass rules (or make/take parks) w/o community input? Or when they let the large developers shape these 'goals' in the myth of 'sustainability'? This shouldn't be a goal anyway; this should just be standard process.
- 25 No Response
- 26 use social media
- 27 No Response
- 28 The City has made good progress in the last year with a new easy-to-navigate website which includes more information, a system to sign up for email notices of upcoming meetings and an increased number of materials available in Spanish.

But formal council meetings and hearings still feel intimidating, incomprehensible and inconvenient to many residents. The City could consider adding Spanish interpretation services to Council meetings. Other cities have added childcare to enable parents to attend city council meetings. Hood River could experiment with this by having an area set aside at the back of the council chamber or in the hallway where kids could quietly entertain themselves with city-supplied coloring books, Legos, and videos on iPads with headphones.

Planning Commission hearing agendas related to the Westside Plan are particularly intimidating as they contain long lists of every code section that will potentially be considered and only at the very end is a sentence inserted that says what the actual topic will be. These agendas could be formatted differently so that the main discussion topic is listed first and in bold with some explanation of what the main issues are followed by the boilerplate of the long list of code sections.
- 29 No Response
- 30 No Response
- 31 Film every city council meeting live and have it the up for review on Hood River's Facebook page or at the very least website.
- 32 No Response
- 33 Put more of the news, activities, and explanations in the newspaper both in print AND online. In English and Spanish. The town meetings might need to be more often and cover the same information if there's not enough space for everyone at once and these sessions need to be more structured. Put fliers in mailboxes of where people can find more information, ask questions, etc. Many in our community are not only over-looked, but also at jeopardy from attending these events due to ICE agents, etc.
- 34 This shouldn't be a goal, this should be happening all of the time. To start, live streaming all public meetings should be done. This allows all citizens access to public meetings and holds our elected officials accountable. The city should work with all citizens to create a vision/mission statement which should guide them in their decisions. This should include a lot of community input regarding "what do we want Hood River to be" as a collective whole (not just a small segment of the population)

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- 35 **DUPLICATE** This shouldn't be a goal, this should be happening all of the time. To start, live streaming all public meetings should be done. This allows all citizens access to public meetings and holds our elected officials accountable. The city should work with all citizens to create a vision/mission statement which should guide them in their decisions. This should include a lot of community input regarding "what do we want Hood River to be" as a collective whole (not just a small segment of the population)
- 36 This is important.
- 37 #5 This should be included in the City's mission statement.
- 38 I agree that this is important, but should just be a standard of operation for the City, not a goal. I have seen improvements in communication from the City over the last couple of years and have appreciated these.
- 39 The city of Hood River can always do a better job of reaching out to segments of the community that are underrepresented on the City Council, civic committees, etc.
- 40 Partner with HS civics classes to involve participation in city/county government.
Offer "'Hood River 101'" classes introducing the different departments, people involved, projects being worked on.
- 41 No Response
- 42 Ensure the builders and developers are held responsible and not just taking advantage of the housing crisis to make a buck. The city and county residents need to know whats going on with tax breaks and incentives for these developers so we can make our educated choices and decision on the expansion of Hood River.
- 43 Ensure access to city minutes, goals, etc.
- 44 Maybe like Tamara's outdoor report, have a report on the radio about upcoming meetings of the city council, the planning commission, etc to get more people involved.
- 45 News paper, town halls, listening with open minds when folks do come to testify. (Sometimes it seems like a goal has already been set so it feels like the testimony is not received with open minds). Morrison Park is an example.
- 46 Forms like this help a lot. Also, the way the Parking Study has been presented has allowed me to feel included. Beyond that, I recommend producing short marketing-style videos that can be published on social media that quickly discusses an important issue, then invite recommendations to solve the problem.
- 47 Engage the youth, service, and retail workers by hosting lunch & learns about civic engagement. Free food might encourage lower-income, more diverse turnout.
- 48 No Response
- 49 1) So easy to start by putting the Planning Commission audio online immediately. Giving citizens transparency into what goes on at some of those meetings would be an eye-opener. 2) Communicate with OpenMedia foundation; budget the \$6K or so to get live streaming. That is INCLUSIVE for everyone in the community, from kids in school to seniors who fear driving at night. It's inexpensive. It can be done quickly. Don't waste time in a multi-year study. Just do it. 3) Once you have Live Streaming, expand its reach. Every committee should use it: Tree Committee meetings, Urban Renewal, Landmark Board, Planning Commission. 4) Digital outreach: Hold digital meetings and announcements about city events.

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- 50 Mass email with links to an active City website. Engage families through students at schools of all ages. Set up student "projects" through the schools that would promote city government understanding and involvement.
- 51 West Side down zoning must be done with the concurrence of current West Side residents
- 52 This needs to be #1
- 53 The \$64,000 question...
- 54 No Response
- 55 I agree that this is an appropriate second goal, and have seen good work in this area in the last year. Keep up the great work.
- 56 "1. Participatory Budgeting process - a small budget is allocated to participatory budgeting so residents, young and old, can submit project ideas and vote on how city spends money.
2. Childcare at public meetings
3. Video taping at public meetings
4. Online calendar to promote public meetings"
- 57 I think this has been a strong suit recently. Continue to build email/online communication.
- 58 Here again, if our elected City council could direct staff in several departments to create a culture that focuses on serving and assisting its residents, property owners, business owners and developers, rather than creating and over-enforcing obstructions, we could all build a stronger community with more opportunities for residents and future generations, as well as stronger revenue streams to maintain City services.
- 59 Well, I soapboxed on this subject under your first question already. I would add that creating even more welcome and avenues for Latinx input and input from low-income people is super important. The City Council should go to meetings frequently of the Community Advisory Council (Medicaid beneficiaries by law are 50%+) of the CCO, work with Next Door Inc. to create focus groups, continue with Spanish-language interpretation and a Latinx Advisory Council, etc. When I've attended planning commission and city council meetings, at times public attendance is made up of comfortably-situated homeowners, and few of them, at that. This clearly illustrates that such meetings are not the appropriate avenue for obtaining community-representative input.
- 60 There is not enough outreach to the community on major changes. The westside project for example, was not known about by many people on the west side. While we shared information from meetings we attended, those around me did not even know about the plans or changes.
- 61 No Response
- 62 No Response
- 63 No Response
- 64 Recognize importance of near WA communities of White Salmon, Bingen and Underwood to HR economy w/ more emphasis on traditional village vs. over popularity of hi-tech development of waterfront creating major competition for restaurant and entertainment.

GOAL

Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

- 1 I really like the idea of Lyft and Uber and don't know why it hasn't arrived here in HR yet. I mention I travel a lot for work, so I have the app installed on my phone. Very convenient to hail an uber and make a payment that way. Would also employ people in HR. I could think of how handy this could be for folks needing a ride all over the valley, not just folks wanting to hail one of our 2 (?) city cabs. I also host customers who visit Hood River and they have commented that it is very difficult (and expensive) to get around via taxi around here, especially if you needed to cross the bridge. So we have to make social engagements fit a radius of their hotels and never in White Salmon. For CAT and commuters it would be great to see more clear signage on public park and ride, bus shelters, and route information.

Parking downtown continues to be an issue, we have recently become ELKs members for a couple of reasons. One being the parking.

Have solutions been explored to alleviate parking during high seasons and weekends or festivals. For example, I work at Waucoma center which is a private lot which is only used mon-fri and sits completely empty on the weekends. Could the city work with the owner to use the space for employee parking or during events where other parking is displaced (hops fest)? Seems like a worthwhile conversation to try!

- 2 No Response
- 3 Transportation is a key issue. But the City needs to be diligent in remembering that this is an AGRICULTURAL county, and having the vision of a city that functions with very few cars isn't a reality in a small rural town. The heights is a main thoroughfare for the entire valley, so making sure this road is safe for cars and bikes is important, but needs to be done so responsibly. I would love to see CAT have more stops with a longer running time as well as bus stops that are well lit and safe. Parking downtown is an issue, but we need to stop spending money on surveys that tell us that, and actually come up with solutions.
- 4 I will also be submitting a copy of this letter via email.

ABOUT The Streets Project

We are a group of residents, political appointees and transportation professionals that meet on a quarterly basis to discuss the policies and projects around biking, walking and transit for Hood River and the Columbia Gorge.

MEMBERS

- Taylor Gautier - Hood River resident
- Tina Lassen - Hood River Planning Commissioner, Livable Hood River board
- Megan Ramey - At-large Active Transportation rep for ODOT Region 1 Area Commission on Transportation, Hood River Planning Commissioner
- Peter Cornelison - Friends of the Columbia Gorge, Thrive Hood River Board
- Heather Staten - Executive Director of Thrive Hood River
- Matthew Barman - Hood River Pedicab
- Cindy Walbridge - former Hood River Planning Director

RECOMMENDATION: Emerald Network Master Plan

Hood River has a unique opportunity in 2020 to embrace a mobility vision that galvanizes 1) our community's lifestyle, 2) residents' desire for green space, 3) resident's desire to walk and bike for transportation and 3) fulfills the City's environmental, affordable housing, land use, congestion mitigation and economic goals. That vision is an Emerald Network, 'miles of seamless greenways consisting of tree-lined neighborways, trails and walking and biking highways in Hood River and beyond. When completed, the system will connect every neighborhood to open space, transit and jobs and thereby increase mobility, promote active

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recreation, improve climate change resiliency and enhance our city's livability' (modified vision statement from emeraldnetwork.info). Planning Commission has used this term in their recommendations for the parks portion of the Westside Plan and we feel it should be embraced on a city-wide and county-wide level.

We encourage the city to hire a visionary active transportation and trails planning firm to conduct an Emerald Network master planning process that would coincide with the 2020 Transportation System Plan update. It is important to note that the master plan would include a network of trails and streets, prioritized for transportation by foot, bicycle or other micromobility and be forward looking to accommodate the rapidly rising electric mobility population.

Goals of the master plan should include:

- Network that prioritizes children 0+, seniors and accessibility challenged.
- Network that prioritizes the connection from every home or senior center to (in order): schools, groceries, parks and recreation, retail and long distance trails.
- Network that connects to transit centers.
- Identification of bicycle parking facilities that include charging stations for electric mobility.
- Code recommendations for bicycle parking and tree plantings along network.
- Funding mechanisms for land acquisition and infrastructure.

Example master plans:

- Arcata, California: Bicycle and Pedestrian Master Plan
- Davis, California: Beyond Platinum: Bicycle Action Plan. See attached map.
- Austin, Texas: Regional Active Transportation Plan
- Brookings, South Dakota: Bicycle Master Plan

- 5 No Response
- 6 "This goal is a good one but we all seem to need our cars and as long as we have them we need adequate parking.
Better sidewalks encourage walking."
- 7 No Response
- 8 Build a greenbelt before it is too late and land is developed out of sight. The adoption of e-everything is radically changing the way towns are designed and built. More people moving around the community "not" using their cars the better. A safe greenbelt is one that is away from cars and roads. Cars don't want to be around bikes and bikes don't want to be around cars. There is no rule that says a greenbelt need to follow a road. More bikes and "e-stuff" less cars on the roads, less congestion, easier parking, better health, and a stronger more connected community. There are many funding sources that would be available for this type of infrastructure. The city should consider connected parks part of our critical infrastructure.
- 9 We suggest that The City of Hood River's multi-modal goals include public transit as a mode of transportation in addition to biking and walking.

Bus stops are an important piece of public transit. To encourage the use of bus stops, safe access is needed for those who travel to stops by biking or walking. Additionally, it is important that bus stops are designed to be inclusive and allow ADA riders to be safely loaded or unloaded from buses. Alleviation of traffic and parking congestion can be done by prioritizing transit stops in the most congested areas of the city along routes that access businesses and services.

GOAL

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In this region, access to transportation is consistently reported as a barrier to getting basic needs (Columbia Gorge Community Health Assessment, 2019). Our hope is that as a community we can work together to reduce barriers. When updating the Transportation System Plan we suggest that the City of Hood River:

1. Use a priority system for routes that designates mode priorities (walking, biking, transit, freight, private vehicles). The TSP for the City of Portland is a good example.
2. Engage Hood River County Transportation District and seek the advice of transit experts to include transit stop design options (E.g. in-lane bus stops, bus stop islands).
3. Update the Transportation Demand Management chapter, using the parking strategies from the Downtown Parking Study to provide the carrots and sticks necessary to encourage more residents to use public transit and active transportation modes.

Over 62% of employees who live in Hood River drive less than 10 miles to work(<https://onthemap.ces.census.gov/>). To alleviate downtown congestion, it will help to implement short-term (3-5 years) strategies, such as:

- Identify additional bus stop locations downtown.
- Provide annual transit passes (at CAT low annual rate) to any downtown employee who wants one.
- Allow developers to reduce parking if they put car share vehicles in place and provide transit passes to tenants.
- Create a parking/alternative transportation campaign that promotes transit use in coordination with CAT, Gorge Car Free and Bike Advocates in PDX.

10 No Response

- 11
- Require adequate parking for all new development based on the needs of OUR community, not on urban parking needs models. This will help facilitate improved, safer cycling routes and multi-modal connectivity within the city as the westside develops.
 - Allow ridesharing companies to operate in HR.
 - Incentivize CAT to improve the usefulness of local public transit for locals. Make local service improvements a requirement for improved CAT infrastructure needs provided by the city."

12 Every day I see bike lanes blocked by parked cars and trucks, as well as sidewalks blocked by overgrown vegetation or cars. I hope the city can step up code enforcement to make bike lanes and sidewalks work better. I suggest a code enforcement text number to make it easy for residents to file reports for the city to address.

13 I am grateful for the increased opportunities for people to move from place to place without being dependent on their autos. Also, closing several blocks of Oak Street on first Fridays is valuable. And the one time closure of several streets in the Heights in 2018 provided lots of interaction. I hope that can happen again in 2020.

14 -Seems like this question is only about Oak Street area where visitors are driving to. There are many others parts of town where this is not an issue and visitors are always going to drive their cars. This is an issue that has been studied and discussed over and over with not much change.

-build the parking garage across from Full Sail.

GOAL

Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

- invite Uber and Lyft to Hood River.
- improve bike/ped access from West side by connecting to the PAW at the Hook.
- * how will you know this goal has been achieved?"
- 15 We need more bike lanes! In order to encourage biking around our city people need to feel safe while biking.
- 16 Yes. Good luck.
- 17 Hood River is busting at the seams. We do not need to build homes, until the city is so congested that it is a miserable place to get around in. Please represent the current residents, and not just the new people wanting to move here. Not everyone can live in one city.
- 18 CAT has really done a good job at this over the past 20 years.
Biking and walking routes are pretty good in the city. But most EVERYONE will still drive no matter what. Personally I'm concerned that the people speeding on e-bikes endanger walker and drivers alike. I have almost been hit once by an e-bike while walking through a crosswalk (they didn't stop!!) and I find it disconcerting when I see a bike coming and find I have under estimated the SPEED that they are traveling at, and that they under estimate how hard it is to stop!
- 19 No Response
- 20 Implement programs/ infrastructure that would reduce the number of cars on the road in parking spaces; aim to increase multi modal transit.
Explore programs that make it easier to bike or take transit.
In lieu fees should go towards projects that expand capacity- not just to make more parking.
Continue to work on the urban design of the Heights to ensure walkability.
- 21 No Response
- 22 No Response
- 23 Absolutely - great goal. The existing walking paths are great; I would love to see more connectivity between walking paths so that pedestrians can safely walk greater distances without needing to travel on main vehicle trafficked roads. Bike lanes/options, yes please!
- 24 Good luck! Yes, keep promoting it, but again, let go of control; people will drive (in the rain, up the hills,). Get contiguous sidewalks and bike lanes in place instead of piecemealing them through construction mandates (another boon for the large developers because they are the only ones that can afford to do that).
- 25 1. Create bike lanes.
2. Allow for Uber and Lyft"
- 26 the CAT is a good start. More bike paths connecting neighborhoods and downtown. We will probably need a multilevel parking structure and shuttle buses to handle the increasing tourist traffic in the summertime. Like it or not, we are a resort town! Look at other resort towns to see how they have solved this problem
- 27 No Response

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Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

- 28
- Update the current TSP using the street sections recommended in the Westside Plan streets framework. We are especially supportive of the new arterial designs that separate bike lanes from the roadway with planter strips and of new local residential street sections that require planting strips between sidewalk and curb rather than allowing sidewalks connected to the curb. This encourages tree lined neighborhood streets and puts additional protection between pedestrians and cars leading to a much more pleasant walking experience.
 - Acquire rights of way and construct the two new off-road trails (Henderson Creek and Ridgeline Trail) proposed in Westside Area Plan. These will be highly used.
 - When implementing elements from the Downtown Parking Study, things that increase multi-modal use are among the cheapest and fastest to implement. The polling from the study showed that more than 50% of employees who live less than a mile from downtown drive their car to work. This number could be reduced, and parking freed up for customers, with enhancements to make walking, biking or transit easier. In lieu fees should be allowed to be used for any project that increases capacity, not just for a parking structure (for instance, removing a parking space to add additional bike parking).
 - E-bikes are a game changer for our hilly town. The City should pilot an electric bike sharing program this year.
 - Create a permitting process for bus stops. CAT has grown by leaps and bounds in recent years and we are on the verge of having a real, viable transit network but that network is being stymied because there is no specific legal process to get bus stops permitted in public right of way.
 - Continue to work on an urban design for the Heights and invest Urban Renewal Agency funding to make 12th and 13th Streets more walkable, bikeable, and conducive to shopping.
 - Encourage “tactical urbanism” as a way to test projects before investing and to bring the community into the planning process. The city should be open to community led and city led demonstration projects in public rights of way to increase safety, efficiency and a sense of community. These would include projects like curb bump outs, mini-circles, pedestrian islands, temporary bike lanes and pop-up parks. These projects are quick, cheap to install, and quick and cheap to take down if they don’t work.”
- 29
- The city has admirable plans for future multi-modal improvements. But we can accomplish an important “quick win” in 2020: Eliminate vehicle parking within 20 feet of crosswalks (marked and un-marked), per Oregon statute 811.550 (17). Currently in Hood River—particularly with the tall vans and trucks common here—a person on foot or in a wheelchair essentially has to be IN the lane of traffic to see oncoming vehicles. It’s a tragic accident waiting to happen. Enforcing the existing state statute is an easy and economical way to greatly improve safety by improving sight lines for pedestrians and motorists. All that is required is curb paint! Yes, it will take away some parking spaces. But as city leaders, I urge you to think about what deserves priority: Human safety or convenient parking?
- 30
- CAT is doing a good job at furthering this goal. I just recently learned that there is a designated area for parking for users of the system, though I am unaware of the location.
- Related to bike and pedestrian travel, I hope the planners and city council can avoid allowing the parking dilemma that exists on the north side of May Street between Rand and 30th. The houses were built on small lots, with garages in many cases, which makes them more affordable. However, their location on a street that is heavily traveled (and will be more heavily traveled as time goes on) is problematic.

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- 31 Connected trail system that circumnavigates town connecting existing trails to make a full loop with parks along the way. More bike lanes. CAT bus continued expansion with more regular routes.
- 32 No Response
- 33 There needs to be less reliance on street parking when it comes to new developments. There's a recently constructed project on my street where the "single-family" homes have 5 bedrooms and 5 bathrooms and are actually intended to be used by local businesses for employee housing. This means the each bedroom is actually housing an adult who likely has a car they need to park somewhere and there's not enough street parking to accommodate. Street parking also blocks the view from cars at intersections making it difficult to see other cars and especially bikes. We need bike lanes that are protected from car lanes via a bumper of some sort. More signs for public awareness that bikes are on the road. If we had a bike share or scooter share program like in portland, that might be useful for those who can't afford to buy them. More bike racks to lock up bikes, scooters, etc. Bike racks that are protected from weather like in parking garages or other lean-to type shelters. A trail that connects west-side down to the Hook, so you don't have to use the RR tracks or go through downtown. The various bus routes/stops need more visibility as far as stop locations, maps, time tables, etc. An app that tracks the buses would be amazing... one that did Mt Adam and Hood River and even Meadows buses. Some of the parking areas downtown seem like they could be garages that extend underground for a level. Building up is unattractive. Multi-modal safety programs for the public either through clinics or billboards, etc. Currently, the speed limit on Wasco isn't followed so it's safe for adults much less children and pets. There aren't enough side walks and some of the new side-walks are built at such extreme slopes that no one can practically use them. We need better ways to reduce speeds in neighborhoods like this (like 3D painted crosswalks, more stop signs, or something. Multi-modal also includes the handicapped. Our city is not wheelchair friendly even downtown. Roads and sidewalks aren't adequately maintained for regular pedestrians much less wheelchair access. It's hard enough that we have steeper streets. Perhaps there are other towns who have ideas we can replicate to make the steeper streets easier for wheelchairs, scooters, and bikes (since not everyone here is an athlete).
- 34 The city and CAT should focus on moving our own citizens safely within the city, the county and the gorge. Focusing routes for tourists should only happen once transportation for teens, seniors and others wanting to utilize public transportation is accessible and reliable to all within our county and the gorge. We also need UBER and LYFT as transportation options for citizens without cars, tourists, and citizens that do not want to drive. These would allow local citizens to earn extra income when they wanted and would help to keep our tourists and citizens safe. It is my understanding UBER reached out to the city several years ago and did not receive a response. The current taxi system cannot handle county-wide (gorge-wide) transportation needs.

GOAL

Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

- 35 **DUPLICATE** The city and CAT should focus on moving our own citizens safely within the city, the county and the gorge. Focusing routes for tourists should only happen once transportation for teens, seniors and others wanting to utilize public transportation is accessible and reliable to all within our county and the gorge. We also need UBER and LYFT as transportation options for citizens without cars, tourists, and citizens that do not want to drive. These would allow local citizens to earn extra income when they wanted and would help to keep our tourists and citizens safe. It is my understanding UBER reached out to the city several years ago and did not receive a response. The current taxi system cannot handle county-wide (gorge-wide) transportation needs.
- 36 This is also really important. I wonder if having a European-style pedestrian-only zone downtown could help?
- 37 #1 This should be one of the top priorities. How many parking studies have been done over the past decades? Build a parking structure, shuttle from the waterfront, anything is better than adding meters to deter parking. Sidewalks and bike paths/lanes to connect the town. Bike lane to the high school, and a safe bike lane from downtown to the heights would help. Flashing crosswalks on 13th, would reduce accidents between pedestrians and vehicles.
- 38 I think this should be a top priority for the City. This also ties into goal 5 in my mind. Goal 3 will support a vibrant business community in the City.
- 39 No Response⁴⁰ "Work with CAT to continue to expand routes and schedules. Make a route to serve Westside. Make fixed route rides free in HR (as opposed to PDX and back). Put route maps and schedules on bus stop signs.
Make Oak St pedestrian only on summer weekend days. Encourage movable street seating."
- 41 Work with CAT to identify and install appropriate bus shelters or signs to make it easier, safer and more comfortable for residents to take public transit.
Expand the boundaries of the Parking Study to identify and to include surface parking lots that could be served by public transit to reduce parking congestion downtown.
- 42 Put the parking and traffic patterns in place that the City has hired an outside company to conduct. Something needs to be done different! Put the parking and traffic plan in place!!!!
- 43 Discuss a network of existing roads in town that are converted to "Bike and Pedestrian Only" roads, enough to criss cross through town East West and North South.
- 44 Thank you again for the stop sign and 8th and Cascade. It has made a massive difference in safety. I know stop signs are not the answer for all locations but it was for that one.
Please look into the "'20 in Plenty'" movement.
Please do something to regulate E Bikes. I ride a pedal bike, a dirt bike, a scooter so I am used to two wheel transportation but a bike doing the speed limit should be in the middle of the road like a scooter or motorcycle not passing me on the right while I am in my car or making it difficult for me to judge the speed so I don't pull out in front of it thinking, "'oh, it is a bike, on the side of the road, going up a slight incline so I have time to pull out, oh crap!, it is an e bike that is going 25mph that I almost hit.'" Yes, I know that the speed is limited to 20mph on e bikes but two minutes on u tube and anyone can override that.
And helmets, too many people riding without one, how about an ordinance requiring everyone to wear one in the city. Make it a \$500 fine that can be reduced to \$100 if you purchase two helmets for the police to give to kids.

GOAL

Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

- 45 That is a good goal, but we also have to keep in mind it will only work for a limited number of our citizens and during good weather conditions. Walkable sidewalks would be a great addition in many parts of town. Bike paths are great but the current systems starts and stops without consistency. Families and middle age folks will always prefer their cars.
- 46 Implement a 'Vision Zero' strategy for all street and planning decisions. This will require a paradigm shift away from car-centric decision making (focusing on 'parking' rather than 'human movement' for example). I advise all councilors and planning commissioners to always ask whether a proposed change will impede the movement of pedestrians/cyclists more than motorists? Also, please consider the mountains of dollars that have been spent to ensure that cars race through our neighborhoods as fast as possible (car-centric thinking). Focus on livability over rapid transportability when making decisions.

Also, multi-modal transportation will only occur in mass when it becomes more convenient than driving. You will have to make driving inconvenient if you want people to use multi-modal transportation.
- 47 Add bike infrastructure on State St so people can safely bike in downtown. Remove parking spots adjacent to Oak St crosswalks to increase visibility, add crosswalk lighting. Bike share pilot. PR campaign. Encourage the grocery stores to install bike racks!! How am I supposed to bike to the grocery store if I can't safely and legally lock my bike?! Encourage the MRATS to participate in bikes-as-transportation. There is so much social capital in the cycling and mountain biking community that NEEDS to be harnessed to shift our local transportation culture.
- 48 The group that was organizing the Streets Alive posted a very interesting factual study on adding bike lanes in communities. Here is the link: https://cheddar.com/media/how-expanding-bike-lanes-can-actually-decrease-traffic?fbclid=IwAR2s1PSizz0FwYkMNYbjzAzaXw2m_O9N-dt3DfjFtStFobxIRYzvZKQYIDo
- 49 1) Recognize that cars aren't going away in the next 10 years or more, particularly in rural US. Create bike lanes on less-traveled but parallel streets. 2) See Kelowna BC: In new construction areas, consider having sidewalks on ONE SIDE of the street only, with the other side being a bike lane. No need for sidewalks on both sides ... peds can cross over to walk on one side; bikes use the other. Efficient and probably more cost and space effective.
- 50 Encourage a park and ride by having a continuously running "tram" type electric vehicles with wait times under 15 minutes at little or no cost.
- 51 Plan for downtown parking????
- 52 See my note under Goal #4

Create roundabouts at busy intersections. Get ODOT involved.
- 53 * Update the current TSP after Westside Plan has been incorporated, to redesign Street standards to include protected bike lanes on all arterial and collectors.

* Rethink lane widths on existing arterial and collectors to provide protected bike lanes.

* Continue to require sidewalks with development as outlined in HRMC, and don't excuse any sidewalk construction requirement because it does not connect to another sidewalk or appears to be topographically challenged- they will all connect eventually.

GOAL

Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

* Find a satellite lot and require downtown employees to park there and walk, bike, or shuttle into the CBD. With the increase of offices (real estate, insurance, etc) as opposed to retail I see employees clogging Meyers in front of retail businesses who depend on turnover of spaces.

* Increase viable bike parking downtown and in The Heights. Remove a parking space or two and convert to bike parking.

54 No Response

55 Agreed. Given the new transportation concepts of the coming years, it is possible now, to have a multi-modal transportation system within a Rural communities ability to fund. We should continue to work on this, and in this direction, to the extent that it is within balance of its ability to be long term funded by the community.

56 "1. Emerald Network master plan - children accessing school, recreation and open space by bike and foot on a safe and convenient network

2. Ebike charging / parking spaces downtown

3. On-street bike corral / business

4. Car-free Oak Street

5. Car-free housing

6. Grocery store downtown

7. Transit-priority streets"

57 We have some unique geographical challenges that will always make this difficult.

- The intersections at 2nd & Oak, Cascade are major bottleneck areas...I suppose a roundabout could help but I think that access point to the waterfront is just too overloaded. Is there some way to redirect waterfront access to the east? Could a dedicated on/off ramp lane be created for I-84 access?

- A multi-level parking garage at the old ""Kayak Shed"" site on Oak St. seems like a strong option.

- I honestly do not see how bike/ped transportation will ever become a viable alternative for this community.

58 While this sounds like a worthy cause, don't knock yourselves out on this one - there has been a solid plan in place for years to develop a parking structure across from Full Sail. You could waste a great deal of time and money trying to change a society that will not ever give up their cars. Better to focus on creating more parking and bike lanes/racks that do not inhibit vehicle or pedestrian traffic. A tax on bicycles would also help fund such facilities.

59 Yes! please do that. And PLEASE remember parking for elders who still drive and are going to continue to do so, at least until county-wide transportation dramatically improves. The worst example is parking for the library. I'm fit and reasonably strong but when I try to push my driver's door open against gravity in those parking places on that slope, I risk the door closing on my hand or leg. Really mistaken planning, esp. for elders!

Bike, e-bike and pedestrian options are great, and more sidewalks are needed (eg. on the lettered streets on the Heights). But never forget that some people can't walk well, much less bicycle safely.

GOAL

Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

Ride sharing, more and more frequent fixed routes for CAT, etc. are all to be praised. I'm very pleased by the improvements at CAT so far over the past 2 years.

Parking discount cards should be explored for low-income residents.

Support the County ID program by offering parking discounts to those with that card, too.

Make sure there are comfortable and rain-proof shelters for public transportation users.!

60 N/A

61 More bike lanes!!!!

62 Create ebike parking downtown. Ebikes dont fit in most of the bike racks downtown. In such a hilly community, Ebikes are such a great way to reduce congestion and parking problems. Maybe take the corner parking spots that were eliminated a couple years ago and put some bike rounds (circles) that allow for all kinds of bikes to lock up to them. Create more bike to school routes. Create more bike lanes downtown. BUILD a 5-story parking garage where one of the existing lots are downtown with FREE bike and Ebike parking on the first floor.

63 Educate and Enforce on the legal and safe use of crosswalks, pedestrian crossings and bike/ped/traffic interfaces on our public street systems. Encourage/work with the URAC to create and distribute education materials throughout our community. Drivers need to be reminded that all crosswalks are legal and pedestrians have the right-of-way whether they are marked or not. Use Enforcement to support the education in the Heights specifically and any other parts of town where current infrastructure is marginal for pedestrians and bicyclists.

64 E-bikes are becoming highly competitive with autos but not allowed on the H.R. bridge. In 30 years residence the bicycle traffic E & W on SR 14 can and often surpasses that of I-84. Entire families cruising the Gorge restricted to I-84.

GOAL

Create a more environmentally sustainable community.

- 1 For this goal, I believe we have to start small and understand that it will make a big impact in the end. For me I see a lot of value in reducing our waste and am very happy with the plastic bag ban. Would be great to see more measures put in place for terra cycling and more aggressive recycling. I think we all need to consume less overall and be very mindful especially of the plastics that we think we need (we don't).

I am concerned that if we make large sweeping goals in short time frames, although well intentioned, it may have large financial impact on many who need to retrofit homes who already prescribe to one energy source or another.
- 2 No Response
- 3 I think the City needs to slow their roll on the pressure for a zero carbon footprint. I have yet to see any data on what our actual carbon footprint is, so creating a crisis with no baseline is exhausting. Rather than pressure citizens to give up natural gas or ditch their diesel trucks, perhaps a recycling program that is more robust. Or providing an easier way to compost. Or creating a more dynamic CAT system that allows people to travel without cars on 24 hour basis. Sustainability is important, but it should not be above Goal #5.
- 4 No Response
- 5 More open space and more trees. As in all cities, there is a dearth of trees in our lower-income neighborhoods, such as Wasco St. Implement and enforce a Tree Ordinance for private property owners, like many cities in Oregon. Create more wild parks, such as Morrison Park, not just 'tourist parks.'
- 6 This will happen if we make the right choices.

A large part of this is educational.....informing our citizens about what they can do on a daily basis.
- 7 No Response
- 8
 1. The City / Country yard has to be a environmental catastrophe. It is time to redevelop the 13 acre site into a model environmentally sustainable working neighborhood with upgraded energy efficient buildings.
 2. Build a greenbelt
 3. Dark Sky lighting, as much lighting as possible should be facing the ground and many areas should be using instant on lighting not all night lighting. Motion lights are safer than on all the time lights.
 4. Connect our parks....the connections are more important to our future than any facility on them. We can always get around to building a facility, what we lose is the land.
 5. As we continue to increase in density and population we will need more parks not less. Parks are an important part of our environmentally sustainable community.
- 9 We support the Hood River County Energy Plan's and believe the below statement from page 46 is important to keep in mind as plans within the county are created:

When we make transportation more efficient, we reduce air pollution, reduce our dependency on external energy sources and improve the resiliency of our institutions. To optimize transportation system efficiency, the recommendations in this focus area include: changing Hood River County land use planning orientation to focus on people friendly, instead of car-friendly neighborhoods; prioritizing connectivity as a basis for land use

GOAL

Create a more environmentally sustainable community.

decisions; making government transportation fleets more energy efficient and improving active transportation options, including bike, pedestrian and public transportation options for residents and visitors.”

- 10 Any way to increase recyclable plastic items?
- 11
 - HR is a place full of environmentally conscious people. Continue to encourage our good behavior, but not the expense of basic needs including attainable housing.
 - Ensure that raw sewage spillages are eliminated and prioritize stewardship of water resources through maintenance of infrastructure.
 - Do basic services well. Sustainability should be considered in new capital projects, but functional, affordable infrastructure should take priority over inefficient experiments.
 - Calculate the impact that well-intended initiatives have on the creation of affordable housing.
- 12 No Response
- 13 Continuing to develop higher environmental standards for new buildings is very important.
- 14
 - Social engineering is not the City's job, but....
 - reduce City fees for sustainable building methods
 - encourage people to plant and retain trees with tax breaks
 - Partner with Energy trust to help citizens improve the efficiency of their buildings
 - LED instant on street lighting
 - work with the school district to get some electric school buses
 - ****with all this, when would this goal be achieved? “More” is VERY vague
- 15 Is there any way we can upgrade our recycling system? We throw away far too much.
- 16 No Response
- 17 Stop trying to build on every park and green space. Require coded parking should not be waived for downtown developers. You are just making the parking situation worse.
- 18 This is a good goal. But what is that plan? And how would it impact low income people? For some wood is the only free source of heat.
- 19 No Response
- 20

Thank you for passing the recent climate resolution!

Continue to support the farmers market and our local food system. This helps to: ensure healthy, locally grown food is accessible to all; reduce greenhouse gas emissions by supporting small, diversified, organic farmers and ensuring food travels less distance from farm to fork; holistically manage and preserve farmland around us.
- 21 No Response
- 22 No Response
- 23 Purified water bottle filling stations, please! A ban on single use plastic, better public transportation options, more walking paths, recycling/compost bins downtown (not just garbage).

GOAL

Create a more environmentally sustainable community.

- 24 The City can't 'create' this. Keep promoting it though. The City should be an example of this, but again do not try to control everybody.
- 25 No Response
- 26 See my answer to goal #5. ZERO growth is the most environmentally sustainable solution we can have.
- 27 No Response
- 28 We commend the Council for passing its recent Climate Resolution and commitment to completing projects from the Clean Energy plan. We are excited that you are now hiring an analyst to help identify further action the City can take in support of its commitment to becoming net-zero in municipal operation by 2035. The City is making impressive moves in its own operations, the next step is finding ways to encourage conservation and green energy production by residents and businesses. The City's building and zoning code can be powerful tools.
- 29 View transportation as moving people, not vehicles. Prioritize sidewalks, dedicated bike lanes and transit infrastructure so residents have SAFE alternatives for moving around their city. If vehicles remain the most viable transportation option in Hood River, we're only going to get more vehicles, more pollution, more traffic and more parking problems as our city grows.
- 30 I am shocked and disgusted by the actions of the owner of the huge acreage between Sherman Court and Cascade. It was an irreversible act that has hurt the habitat/ environment, the quality of life of the people in the neighborhood, and most likely the resale value of houses that face that disaster area.

I see almost all of the land adjacent to Sherman Court from the bedroom, office, dining and living areas of my house.... if I look out the huge windows. My home was one of the least expensive available when I bought my house and the view of the Washington hills and the mountain is not easily seen without also seeing the stumps and dead trees lying on the acreage. (It is much worse from Hazel than it is from Sherman, and I welcome anyone to my home to see a new perspective.)

Although I have doubts about the need to require a permit for cutting an individual tree on private city lots, I feel that there does need to be a reasonable permit system for folks whose land affects the community.
- 31 Save green spaces, aquifers, forests, parks, wetlands and fauna/flora whenever possible! Ban any single use containers that are not compostable. Encourage people to practice good habits like reducing there single use consumption. Limit how many trees can be cut from a private residence or property. Recycle our own plastic and use it in molds like preciousplastics.com. Provide more recycling receptacles around town.
- 32 Fix the recycling problems—think global, act local.
- 33 Solar panels over the parking lots... these will provide shade and electricity. I'm thinking city areas like downtown and the waterfront, but also places like Roseaurs area, the community college, etc. If you need a picture or clarification, email me and I'll dig one up and send it over. A lot of the above suggestions will for multi-modal transport will help. If more places were dog-friendly I would walk to more places instead of drive and leave the dog in the car. It's not safe for dogs to be tied up outside of shops. Or, I might go out more in general and support local business instead of staying in all the time.

GOAL

Create a more environmentally sustainable community.

- 34 The city should encourage best practices when looking at their future needs for environmentally sound solutions. Local businesses are all doing their best to implement better environmentally friendly practices when it is cost effective. The city needs to keep in mind that forcing a lot of these things may not be in the best interest of the small businesses that are struggling to keep costs down. Requiring too strict of building practices force costs to go up as well. Listening to the stakeholders will continue to be important.
- 35 **DUPLICATE** The city should encourage best practices when looking at their future needs for environmentally sound solutions. Local businesses are all doing their best to implement better environmentally friendly practices when it is cost effective. The city needs to keep in mind that forcing a lot of these things may not be in the best interest of the small businesses that are struggling to keep costs down. Requiring too strict of building practices force costs to go up as well. Listening to the stakeholders will continue to be important.
- 36 This is important for every person and institution.
- 37 #4 Expand public transport, and invest in solar when viable. A more inclusive public transport would solve your housing crisis and help with parking. Where are the recycling bins in our city? There should be options at every waste basket.
- 38 I think the City is doing a good job on this front. I would like to see the planning efforts in Goal 5 such as master plans and capital projects consider sustainability and climate change, but don't think this needs to be a separately focused effort.
- 39 No Response
- 40 Educate people on impacts climate change is having/will have on Hood River.
Pay the Confederated Tribes of Warm Springs for our continued occupation of, and damage to, their ancestral home.
- 41 I'd love to see a Hood River carbon tax but realize that is probably outside of your scope. Maybe provide an incentive for carbon capture - ie plant trees.
- 42 Crack down on the offenders of the single use plastic ban. We must figure out how to manage our recyclables instead of just putting them in the tri-county garbage! Encourage our community to reduce non recyclable or compostable waste!
- 43 Encourage our populace to eat more plants, steer away from animal products, encourage and incentivize gardening at home. Make bikes the idea path through town by ideas that allow them to safely travel.
- 44 I think we do pretty good at this.
- 45 Bring back recycling. Increase City owned Park space, trails and natural green spaces. Trees reduce greenhouse gases so create stricter rules for chopping down trees on both developed and undeveloped privates properties.
- 46 Install a new sewage treatment plant and expand sewer system coverage to the full extent of the urban growth boundary. The plant must be sized adequately to take ALL of the existing flows from all of the communities in Hood River County (except Cascade Locks). I propose that we double the capacity of our wastewater treatment now in anticipation of future population growth. This will create redundant capacity now, but, will improve environmental protection, and make future business and residential expansion possible.

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Create a more environmentally sustainable community.

Additionally, this will resolve chronic public health problems with failing septic systems on the periphery of the existing City municipal boundary.

- 47 Prioritize multi-modal transportation. Get cars off the road by adding bike infrastructure, increasing pedestrian safety, and improving CAT service. This will reduce our emissions, improve our air quality, reduce traffic collisions, fix the parking issue, encourage healthy movement habits, increase transportation equity, etc.! This should be the city's highest priority!!! Cars are not the future.
- 48 Look at city code for driveway options. Permeable pavers (or even gravel) allow for natural habitat, cooling of the area via plants, and drainage.

Support an immediate plastic bag ban for grocery, including Walmart. There are plenty of reusable bags, even free ones at Rosauers, that people can use. It's a lazy excuse not to bring your own containers.
- 49 1) Evaluate the use of pesticides throughout the orchards in all farm area and their effect on human health, wildlife, and water health. 2) Support evaluation of the need for the dams now stemming the free flow of the Columbia River, impacting fish, creating heat through slow flowing water, etc. 3) Consider an electric vehicle shuttle service to help farmworkers who may be without transport (see Huron CA). 4) Bring in Uber or Lyft for people who may want to drive part-time, thus helping seniors and those without cars get around more easily (and potentially alleviating drunk driving as well as congestion in parking) 5) Provide incentives to maintain existing trees or to plant new native trees on property
- 50 See Goal #3
- 51 Too late. Now just try and salvage something with what used to be a downtown for anything but tourism
- 52 Recycling - HR Garbage needs to make it clearer and easier on what and how we are supposed to be recycling. Currently, recycling materials are just going onto the dump because of contaminating materials.

Bicycles- Although it would seem using bikes is a solution to pollution, the current trend towards E-bikes is just trading one form of pollution for another. The mining for materials used in the batteries pollutes as does the disposal of them. They are not the solution.
- 53 Continue to follow the adopted Energy Plan and choose specific goals from that plan along with specific action items to ensure it gets done.
- 54 No Response
- 55 I find that the work here is ongoing, and substantial. I think that were I to change one thing, it would be to switch this goal with Goal 5.
- 56 1. Incentivize biking, walking and transit. Add barriers to driving.
2. Price behavior: free for desired behavior, costly for undesirable behavior. Increase gas tax and parking costs to pay for free transit system and biking and walking network.
3. Community solar for new development
4. Eliminate yards in new development in exchange for shared common space to be used for community gardens and park space

GOAL

Create a more environmentally sustainable community.

5. Increase trash collection fees, compost and recycling are free
 6. Rain barrel program
 7. SDC development \$ is based on square footage/footprint of house
- 57 - Greatly expand and enhance our recycling options as a community. Increase ease and access to these recycling options.
- Incentivize residential and commercial spaces to use more solar energy to further reduce grid reliance.”
- 58 We are a very environment-friendly community and should continue to inform residents and businesses of new ways and incentives to improve our environment - voluntarily. Always use a cost/benefit analysis to avoid mandatory regulations, fees and taxes that primarily go to support more bureaucracy (and often litigation), rather than real environmental improvements; such (mandatory) programs often do more to erode support for the environmental movement.
- 59 Work with all the remaining restaurants and eateries that haven't shifted away from plastic straws, plastic take-out containers and bags, styrofoam plates, plastic flatware.
- Reduce use of bottled water by finding funding to install many more water fountains with bottle-filling capability in many sites. Ironically low-income people spend money on bottled water, esp. if they are from Mexico where for decades that's been the safest thing to do. Conduct an educational campaign when poised better to support drinking tap and fountain water.
- Encourage pedestrian and biking use of the Heights by eliminating the 1-way streets and creating community-friendly benches, alcoves, etc.
- Plant trees everywhere possible!
- 60 There are so many businesses throughout the gorge that could benefit from “waste” from other businesses. Spent grains, fruits, etc. Working together would be amazing.
- 61 better mass transportation options, CAT bus needs to be cheaper and more often
- 62 Create Ebike parking everywhere but esp downtown by installing bike parking Circles throughout. Bike lanes. BUILD a 5-story parking garage where one of the existing lots are downtown with FREE bike and Ebike parking on the first floor.
- 63 Finish the Low Impact Development (LID) Guidelines for stormwater management within the City and make available to the development community. This is the key to long-term self-sustaining and viable growth of people within the natural environment.
- 64 I'm not aware of any public composting facility in the area. Rubbish disposal is a costly proposition often blending compostible with other trash leading to combining environmentally indestructible elements.

GOAL

Maintain existing infrastructure and prepare for growth.

- 1 I would think this should be goal 1. I live in the UGA. I don't have city sewer or storm water, so this to me is a huge concern and will have big impact as the area around me is ready-ing itself for big time growth!
- 2 No Response
- 3 How is this not the City's first goal? The City has been crying that we have a housing crisis, the school district has shuffled kids up the valley, people are working in Hood River and commuting from neighboring towns...we should be a step ahead of growth. The City, the County, the School District and the special services groups (waste water, Port, etc) should be having joint meetings to make some plans.
- 4 No Response
- 5 No Response
- 6 Infrastructure should be the second goal of city council.
In anticipation of growth it is simply not enough to maintain existing infrastructure. We have been neglecting our infrastructure like most American cities. At present our infrastructure is in rough shape and we need to improve what we have before planning for growth. Our streets, sidewalks and storm water are in bad shape and/or nonexistent and we need a city-wide improvement plan with a realistic budget to get on top of this. It will be expensive but it is very necessary to keep ""our ship"" in better shape.
- 7 No Response
- 8 The city's primary function is to provide infrastructure. This should be the city's number one goal. The city shouldn't be maintaining existing infrastructure, the city should be improving it.
- 9 Address existing gaps and needs for transit amenities like bus stops. Address existing gaps in walking and biking infrastructure so that people can access bus stops safely.
- 10 So important to have the infrastructure updated and ready to support the coming growth.
- 11 • Number 5? That this is Number 5 may be the reason for the persistent failure of Number 1.
- 12 No Response
- 13 No Response
- 14 -Should be top goal!!!!
-There has been a lot of discussion about housing growth, what about business growth? Where is the 20 year supply of industrial land going to be located?
- 15 No Response
- 16 Keep moving forward with the WAC you are right.
- 17 The residents of Hood River moved here to escape the city and all its congestion and problems. Stop trying to recreate all those negatives by trying to turn Hood River into a miniature New York City.
- 18 No Response

GOAL

Maintain existing infrastructure and prepare for growth.

- 19 This is THE critical city issue, and I'm dismayed that it comes in as virtually the last goal -- with the exception of parks, which in equally dismaying fashion, came in last. And what's equally dismaying is that the 2019 Work Plan strategies were narrowly fixated on "infrastructure" in very narrow terms and ignored the larger picture entirely of how a small town on a steep valley hillside can possibly accommodate growth compatible with quality of life.
- 20 No Response
- 21 Either specifically in terms of infrastructure in support of growth or as a separate goal, I would propose as a goal of high priority (within the top three goals) an account and assessment of pre-school childcare. This would include an account of available opportunities, facility descriptions, qualifications of teachers and assistant, families served, cost, and available assistance. Pre-school care is basic to community well-being and healthy growth, especially given the number of young persons needed and living in Hood River. Here again, I would hope opportunities and challenges could be identified along with best practices for support by cities, what the city has done, and what are priorities for proceeding to support pre-school childcare.
- 22 No Response
- 23 Can this please be goal #1 ahead of more housing developments?
- 24 Don't just prepare for growth, take care of it now! Our infrastructure is already behind, hence the problems with traffic, parking, spaces to live and play, sewers, ...
- 25 The city is already overcrowded (schools, traffic, shopping). This should be priority #1.
- 26 We shouldn't grow. There's not enough room for the traffic the way our topography is and the infrastructure can't handle any more growth. Why not just sustain and improve on what we already have? Why is it in human nature to always want more? This is what is killing our planet.
- 27 No Response
- 28 We commend the Council for passing its recent Climate Resolution and commitment to completing projects from the Clean Energy plan. We are excited that you are now hiring an analyst to help identify further action the City can take in support of its commitment to becoming net-zero in municipal operation by 2035. The City is making impressive moves in its own operations, the next step is finding ways to encourage conservation and green energy production by residents and businesses. The City's building and zoning code can be powerful tools.

GOAL #5: Maintain existing infrastructure and prepare for growth.
 - Currently, the City has a fiscally sensible approach which requires developers to pay for their share of new infrastructure. This is prudent for the health of city finances.
 - We encourage the city to adopt the stormwater plan and to use green infrastructure wherever possible. The long term maintenance costs of green infrastructure are less than traditional pipes and cement.
 - Plant more and better street trees.
- 29 See #4. Improving multi-modal transportation is a win-win!
- 30 No Response

GOAL

Maintain existing infrastructure and prepare for growth.

- 31 Lets put our infrastucture first and foremost before any large development. Roads, sewer, pathways, bike lanes, new yard location, protect parks, round abouts etc.
- 32 Enact a program for reliable, affordable community daycare, sliding income scale. If we expect the community to grow and thrive into the future, we must enable parents of young children to make a good living here.
- Intensify the lobbying of state and fed officials for a new bridge across the Columbia to be constructed asap. The current bridge is a disgrace!
- 33 Get an accurate map the location, depth, sizes, and other attributes for utilities- especially sewer and storm. A GIS system that city employees can use in the field to update with issues, new data, etc. With all the new development and subdividing of existing lots, there hasn't been any indication that the city is taking the additional input on the system into account. I'm a land surveyor, call me, I can help with this.
- 34 This should be GOAL #1. Looking at our Master Plans for Water, Waste Water, Storm Water (not complete) and seeing what capital improvements have NOT been completed should be a priority. The city should also look closely at the impact of HB 2099 which we did not advocate for keeping section 6 wording to exempt Hood River from. See attached links:
- HB wording from the House as passed...
<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2099/A-Engrossed>
HB wording from the Senate that became law...
<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2099/Enrolled>
- 35 **DUPLICATE** This should be GOAL #1. Looking at our Master Plans for Water, Waste Water, Storm Water (not complete) and seeing what capital improvements have NOT been completed should be a priority. The city should also look closely at the impact of HB 2099 which we did not advocate for keeping section 6 wording to exempt Hood River from. See attached links:
- HB wording from the House as passed...
<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2099/A-Engrossed>
HB wording from the Senate that became law...
<https://olis.leg.state.or.us/liz/2017R1/Downloads/MeasureDocument/HB2099/Enrolled> 36
Hood River definitely needs to grow. Housing is a key concern in this area.
- 37 #2 Planning over the years has not been consistent. Infrastructure is sound, find a way to have better cohesiveness between city, port, county parks and rec. in projects that could benefit the greater population. Preparing for growth is important that it allows improvements to existing problem areas, ie. intersections, bike paths, crosswalks, walkways and of course, parking.
- 38 I think this should be a top priority for the City. Proactive infrastructure maintenance and planning allows the City to minimize cost of needed improvements to ratepayers. I support comprehensive planning efforts such as the West Side Plan and think this type of proactive planning is needed to maintain an affordable housing inventory.
- 39 No Response
- 40 No Response

GOAL

Maintain existing infrastructure and prepare for growth.

- 41 No Response
- 42 Fix the traffic issues and flow at the bottom of Country Club and Rand. If we don't do something and prepare for all this growth Hood River will become grossly unlivable and will lose its charm.
- 43 Fix the bumpy roads.
- 44 If these goals are in any type of order, this should be number 1. We are so far behind the 8 ball. Everything is reactionary not precautionary.
- 45 Maintain and add roads, bike lanes and sidewalks to both the new and old neighborhoods. Require ample parking for new development to allow better safety and visibility in the streets. Purchase parkland for future population growth green spaces.
- 46 No Response
- 47 Invest in multi-modal transportation infrastructure. It is the smartest investment we can make. If our community is not prepared for a mode-shift, we will only see more economic disparity as fossil fuel scarcity increases.
- 48 No Response
- 49 1) Work with the school district to ensure that no kid is graduating from high school who isn't prepared to work in the 21st century with appropriate skills - that's our best preparation for growth. 2) Challenge the retention of farmland - particularly small parcels - and consider using some of that land for housing or parks. Farmland is hardly a "natural" element. It's often heavily dependent on pesticides and artificial fertilizers, both of which affect water quality. The employment offered is very low-paid and requires subsidies so that the farmworkers can get substandard housing; many of those workers also require community assistance for food as well. We should invest in land use and education that produces a highly-talented/educated workforce that can address these issues.
- 50 Improve existing infrastructure and promote greater density in new areas and downtown. Keep waterfront housing free while promoting recreation/commercial/manufacturing in the waterfront area. Consider sports fields on top of parking structures. Set aside more areas for parks with higher density housing surrounding the parks.
- 51 Do not re zone without tying it to firmly funded infrastructure
- 52 A little behind the curve on preparing for growth.
- 53 * Adopt the storm water plan
* update sewer and water plans as needed, and continue to require developers to pay their share of development (with exception for specifically defined affordable, subsidized, and low income) housing.
- 54 No Response
- 55 See above..... I might even on a good day suggest this be #3? but I am not wedded to that idea. I do believe that whatever it takes, we should finish the West Side plan so that the community can have a trajectory towards appropriate growth for all our citizens. We don't need to expand our UGB, we need to use our available lands effectively.

GOAL

Maintain existing infrastructure and prepare for growth.

- 56 1. increase gas taxes and parking fees to fund biking, walking and transit
2. mandate solar for new residential and commercial development or business licenses
3. Hood River - Parkdale trolley and bike trail
- 57 This is such a complex and controversial topic. My personal opinion is that we need to continue to encourage businesses to start and stay in the area but not use tax cuts/deferrals as part of the incentive package...that's just borrowing from the future inappropriately. We need a healthier tax base for public services but the state is just not structured to capture enough of the potential out there - sales tax is needed but I doubt it will ever happen in my lifetime. Perhaps Hood River can find a way to make it work without harming our local, small businesses?
- 58 This is the City's primary responsibility and should be Goal #1. However, trying to do so with higher fees and system development charges actually stifles the development necessary to create more housing and the business opportunities that are certain to create more jobs and a more reliable long-term revenue stream to support such infrastructure bonds and maintenance.
- 59 I've addressed what I can above. Preparing for growth is mostly about housing, transportation, neighborhood development, traffic, parking, schools....I won't add more just now.
- 60 Growth is going to happen no matter what. Whats currently happening is that the city is approving too much and too quickly. Take the new development on 29th/Talon as an example. Multiple townhouses are going in on streets that are not two way streets as it is. They do not have parking on both sides. Access to Cottage lane is compromised if cars park on the west side of 29th. Garbage trucks refuse to come down our street if someone is parked on 29th, and yet there are now multiple townhouses. Where are people going to park?
- 61 No Response
- 62 See answers above. BUILD a 5-story parking garage where one of the existing lots are downtown with FREE bike and Ebike parking on the first floor.
- 63 The LID Guidelines will expand the toolbox for infrastructure solutions, will encourage more creative housing layouts that fit in and work with the environment instead of the old approach of gather and pipe away. The old approach has created the backlog of infrastructure improvements for stormwater that appear insurmountable. We can do it better. It will take time and teamwork, and one piece at a time. We have the technical knowledge of many folks within our community that can help us make this happen. We're ready. Let's do this.
- 64 Especially important to address Historic Preservation whether existing or unoccupied space in Historic Buildings is developed or restored to private permanent, visitor/transient, or retail/office space. It can only enhance growth inasmuch as part of it improves the existing infrastructure.

GOAL

Address community needs for parks and open space.

- 1 The community is lacking for parks, but I do enjoy the open space we have organically right now on the west side. The trails to the south from Rocky Rd up to Westside, from the West of us over toward Post Canyon, and to the North of us. The trails that run North to the schools vacant land is a pretty special spot for dogs to run and to roam among some old growth orchards. An unofficial ""dog park"" if you will. I hope that when this does get developed that planning commission is able to find some E/W corridors that people can navigate along.
I would like to see more parks! Would be really great to see you rezone Morrison Park back to OS, that's a place we enjoy playing disc golf and going to skate park, would be a shame to see it not there some day.
- 2 No Response
- 3 Measure 14-76 should speak loud and clear to this Goal.
- 4 No Response
- 5 This should not be Goal #6, but goal #1, given the Crisis Climate. Trees and Green Space are our best chance to abate climate change today. Open space, wild parks will benefit the whole community by providing shade, noise abatement, cooler temperatures (Forest Park in Portland). Plus they require almost no maintenance costs. While specialized parks should not be ignored, those with significant hardscape (swimming pool, climbing walls, concert stages) are expensive to maintain and benefit only select members of our community. Given the budget restraints and the apparent lack of the City's commitment to parks (given that Children's Park was largely rebuilt through volunteer effort, the City's strong opposition to Protect our Parks, and the fact that Morrison Park was blithely given away for high density housing despite public outcry), I believe it is wise to concentrate on keeping and adding low cost parks that benefit the entire community.
- 6 There should be no city zoning changes for densification without requirements for green spaces and parks. Livability has been a number one value for the citizens of Hood River for years and that includes adequate and usable green spaces. The vote on the recent initiative demonstrated huge support for parks.
- 7 No Response
- 8 Hood River will continue to grow in both population and density. We need more parks and in particular, more "connected" parks not less. We need to build the connections now before it is too late. Many of the issues before the city would be positively impacted by a greenbelt. The results from the Protect Our Parks measure show that city residents want the city to protect parks and open space not only for current residents but for future generations.
- 9 We are fortunate to have many parks and open spaces in the City of Hood River. All residents should have equal access to these resources through transportation options like walking, biking, and transit.
- 10 No Response
- 11
 - If this is really a priority, be serious and specific about your plans to fund it. The word "address" does not inspire confidence that you intend for parks and open space needs to be met.
 - If you don't believe we need parks and open space, drop it from the list."
- 12 No Response

GOAL

Address community needs for parks and open space.

- 13 No Response
- 14 -adopt a parks plan
-follow the lead of other cities and build more and connected parks in Hood River (look at Tualatin Hills parks plan)
-neighborhood parks are very important-protect them!
- 15 We need parks within walking distance of houses. Myself and my neighbors would absolutely love to see a park structure at Barrett Park. We have no park structures (swing sets) within walking distance of our house.
- 16 The city and parks district should continue to build a strong working relationship and cooperate toward shared park and trail goals. Don't let special interests change this.
- 17 Can never have enough parks. Please stop overdevelopment in Hood River. Its just not a financial reality to think Hood River will ever have inexpensive housing again. People may not like it, but it's true. The current residents are not bad people because we want the town to grow responsibly.
- 18 Something like 75% of the Hood River County is open space of some sort. County Tree Farm, National Forest, State Forest, National Scenic Area, State Parks and the all the designated forest land that has building restrictions and ag land with restrictions. In the City of Hood River we have 19 parks/open spaces total over 73.22 acres, with 23.31 maintained acres.
- 19 It's disturbing that parks are always last on the list of priorities, even though they add as much as any other single factor to the desirability of living in our town. Parks are intended to make the increased density of city living more palatable and healthy for all citizens.

Despite the important role in community planning parks have, the 2019 Workplan for this parks Goal #6 essentially punted any action to the Parks & Rec Master Plan process. Council appears to be washing its hands of it, at least for the time being.

I've been trying to closely follow that Parks & Rec Master Plan process. Although they have somewhat improved the current draft plan, it is explicitly intended to be aspirational only, and probably will require the city to do nothing at all to assure development of new parks as the city grows.

The city will not have many more chances to assure development of parks, since the vacant acres we have left are rapidly -- and very densely -- developing. If Council keeps abdicating responsibility for this important role, it will leave a poor legacy behind.
- 20 No Response
- 21 No Response
- 22 No Response
- 23 Can this please be goal #2 ahead of housing developments? Our parks and open spaces are huge parts of what has made Hood River so beautiful and desirable a place to live. Why would we compromise that in favor of creating more revenue for builders/developers?
- 24 This has been addressed to death. That's all you ever want to do; address them and then do whatever is easiest for the developers? Maybe we wouldn't need more parks and open spaces if there weren't 50 homes and 100 vehicles crammed into every acre. We are geographically limited; this needs to be 'addressed' at the County level.

GOAL

Address community needs for parks and open space.

- 25 No Response
- 26 Preserve open space at all costs! See my answer to Goal #5
- 27 Still waiting for a dog park. Much needed.
- 28
- Parks are a hot topic in Hood River and a source of mistrust with residents who believe that promises of ample parkland are aspirational window dressing for housing proposals but not likely to be delivered. Put these fears to rest by developing a feasible and time-sensitive park acquisition plan that includes a description of viable funding sources.
 - Re-assess the City's relationship with Hood River Valley Parks and Recreation District (HRVPRD). The City has collected SDCs on behalf of HRVPRD for the last 20 years. Most cities collect parks SDCs on their own behalf. It's worth analyzing whether city residents would be better served if the City collected and spent parks SDCs on its own to create and develop parks in the urban area rather than relying on HRVPRD to do it. Given that several million dollars has been collected in the City from Parks SDCs, it's disappointing that HRVPRD has not used that money to acquire park land to serve city residents. Cities often work to support multiple community goals at the same time, for instance acquiring parkland in areas where new housing is being created to create a livable, amenity rich neighborhood. Whether by taking over Parks SDCs or by negotiating a more robust agreement with HRVPRD, the City should have a bigger role in ensuring that needed parks are created.
 - The 20-acre property on Fairview that was previously studied for a community park continues to be the last best hope for a large scale park to serve urban residents. It's available now but won't be forever. Don't miss this opportunity to create a legacy park for future generations. Work with HRVPRD and community members to acquire the property.
- 29 No Response
- 30 I believe that any developer of a reasonably large-sized area should be required to create green space, a park, and/or a pedestrian friendly area. I've been told that developers pay money to the Parks district but that Parks can use that money at their discretion, not necessarily to improve quality of life in congested parts of town.
- We need more parks and we need to keep our forests unpopulated. I support land use planning and am glad for the environmental protections that brought me to this state 40 years ago.
- 31 Please do this and listen! The people have spoken and they value all of their parks with the utmost importance. We need more parks not less, especially as we grow. Morrison Park for example is a very nice park but with a little care it could be a true gem of Hood River, it is one of our few wooded park areas in town and not a good location to build anything especially affordable housing as I gave example of earlier with lumping and placing near the freeway.
- 32 Don't eliminate any city parks and existing open spaces. Once gone, these spaces can never be reclaimed. The neighborhood parks in Hood River are a jewel. Expand outward, perhaps develop/improve areas on the south side. Currently there's a lot of light industrial, dumpy properties out that direction but it all doesn't have to be that way. Work with the county on this.
- 33 Do not get rid of any existing parks. Period. Not all the parks are shown on city maps and they are maintained by so many various entities. It all needs to be consolidated under one roof in some fashion.
- Make better use of existing parks by adding picnic tables etc. Tsuruta park never has anyone in it.

GOAL

Address community needs for parks and open space.

Subdivisions should have mandatory parks/ open space. See City of Sandy for example.

Newer developments need to keep more tree protections for mature trees. They just cut everything down and then people want more parks where they can be in the trees.

Parks need to advertise the various intended uses... picnicking, children, dogs, disc golf, skateboarding, tennis, etc.

- 34 Our community obviously enjoys parks and open space as clearly evident from the recent Parks Measure that passed. The city needs to ensure they have teeth in park implementation. The Parks Master Plan is stated to be a guide and have no requirements in it for the governing entities so the city needs to do their part in ensuring parks space isn't lost like it was in their last large development of Sieverkroop.
- 35 Our community obviously enjoys parks and open space as clearly evident from the recent Parks Measure that passed. The city needs to ensure they have teeth in park implementation. The Parks Master Plan is stated to be a guide and have no requirements in it for the governing entities so the city needs to do their part in ensuring parks space isn't lost like it was in their last large development of Sieverkroop.
- 36 Address community needs for parks and open space.
- 37 #3 The community needs recreational parks such as playing fields, and trails to connect those parks.
- 38 Given the recently passed bill, big improvements at some parks like Children's Park in the last couple of years and limited available space I feel like the City is doing a good job on this front. I would like to see the City consider connection of trails and open space to support Goal 3.
- 39 We need and love our parks, but what happened in the Morrison Park issue was a travesty. Surely Morrison Park could have remained partly a park and partly a venue for affordable housing.
- 40 Since so many people cared to "save" Morrison Park - is there a way to connect via a bike/ walking path to the waterfront? Make a loop that connects the waterfront and downtown?
- 41 Reexamine the Westside Park plan developed by Hood River Residents Committee (Thrive) which had significant community involvement.
- 42 Ensure that the developers that are increasing building give back to the community with parks, trails and open space. We need to ensure we have space to enjoy what we love about Hood River and what brings people from out of Hood River to our town! We must invest in our park and rec department so we can continue to draw people from out of town and show them how amazing Hood River is! If we limit these activities we will lose our shine and tourists that come and support our local businesses!
- 43 No Response
- 44 I am glad this is still a goal. I fear that in the frenzy of focusing on the housing issues, that in 20 years we will then have a parks crisis (again reactionary and not precautionary). I have only lived here since 1997 and the amount of green spaces has dwindled dramatically. The city can't expect private people to keep green space so for future generations, it is important for the city to not lose any green space and try to acquire some more.

GOAL

Address community needs for parks and open space.

- 45 Purchase, trade or negotiate with developers to add parks and green space to the City's future inventory.
- 46 Annexing the surrounding County lands within the Urban Growth boundary should include comprehensive park and open space planning. Seeking funding for property acquisition would also be advantageous (I understand this is easier said than done).

I also recognize that given our access to surrounding forest lands, this is less important here than in larger urban areas. I welcome the City to focus on neighborhood parks (especially very small playgrounds and pocket parks) for young children to access without having to cross busy streets. Early age independence is very important to child development.
- 47 Encourage people to leave the UGB to get to parks and open space. It is possible to bike from the central UGB to open space in 20 minutes (Hatfield trailhead). It is possible to drive there in 5 minutes. We do not need poison oak lots in our UGB; we need affordable housing.
- 48 No Response
- 49 1) Budget to acquire park land now. It won't be getting cheaper. 2) Acquire farmland immediately adjacent to the city for park use. Challenge farmland exemptions as needed. 3) Get the state to move some of their properties off Cascade and other prime city areas. Some can be used for both housing and parks. 4) Don't take 2 years to slowly work through plans - use Google Sprint and other effective ways to speed decision-making (while making those decisions more transparent). 5) Fund a rejuvenation of Morrison Park to make it an attractive and more useable "wild" park. 6) Support creation of a citizen's' group to help fund the purchase of land for parks 7) Support creation of a citizens' group to help fund equipment and amenities at parks.
- 50 Develop a central recreation area with 1. a first-class pool (lap swim and slides), 2 Covered Tennis Courts for winter use, 3. "Clubhouse", 4. Community park all in the general area where these are located now. Perhaps a larger parking lot with a "green" soccer field above.
- 51 Need a multi agency backed parks plan which addresses needs, existing parks and funding for development and maintenance
- 52 Public open space is critical for the community's wellbeing.
- 53 Work with the Parks and Rec Department to finalize a Parks Master plan that addresses the Statewide Goal 8 - Recreation requirements, is city specific, and is adopted as an update to the Comprehensive. This should be of high importance.

* As part of the Goal 8 plan update figure out who is going to build parks - City or District. The City has been collecting SDC's as a pass through charge for the Parks District for over 20 years and no land has been acquired in the City/UGA for future parks, as required. If the Parks District is not able to follow through with this agreement with the City a renegotiation of the agreement is required or have a serious talk Council to Parks Board with that agreement in hand.
- 54 I think our community needs a splash pad to enjoy during the summer months and warmer weather. The Dalles has one for bigger children but I think a low key splash pad is a good option and would benefit more ages

GOAL

Address community needs for parks and open space.

- 55 I would like to see data on this topic, and have a clear understanding of how Parks and Rec plans to be a player alongside the city and county on this front. It is not clear to me how parks and open space accomplishes a community need to have housing for all residents, of varying income levels, and stages of life.
- 56 Ballot measure to increase property tax rate for land acquisition
- 57 The most obvious and realistic option is to thoughtfully design the Westside Development Zone to include a generous counterpart to the waterfront. But can we do this without unfairly restricting the housing development that will occur there?
- 58 Our community is blessed with many great parks, well supported by citizens and community organizations. We are situated in the center of the country's largest national scenic area to protect our open spaces far beyond that of most communities. City's West Side Plan is a thoughtful and forward-thinking concept that should certainly consider adequate park space for generations to come, without going overboard to create more under-utilized park space and long-term maintenance costs and liabilities for taxpayers. Maybe some parks could be adopted by civic and community groups to reduce City's parks costs. Avoid system development charges that ultimately increase development and housing costs and stifle the generation of sustainable property tax revenues. When calculating the cost/benefit of new parks, be sure to include the long-term cost of lost tax revenue on public property vs. if it were developed; sometimes it might be better to use a portion of that additional property tax revenue to enhance existing parks.
- 59 I am very disappointed that the Westside Park project fizzled and I hope it can be revived. I love parks and appreciate protectiveness around park land, but it's time to move on and make neighborhoods more exercise-friendly (sidewalks, bike paths, benches) before developing more parks, except Westside.
Explore creating more shuttle services to existing parks and trails.
- 60 Hood River needs a dog park. The one planned for the waterfront is not enough and not a "locals" spot to go.
- 61 need a Waterpark @ Waterfront?
- 62 BUILD a 5-story parking garage where one of the existing lots are downtown with FREE bike and Ebike parking on the first floor and downtown resident and employee parking on the 5th floor.
- 63 Our public street system using LID for stormwater management will be a pedestrian-friendly linear park throughout our City. Trees make us happy. That's why we live here. Let's bring them back into the parts of our City where they are missing. The LID approach will encourage this by recognizing the trees for their many benefits to us. There is a reason we enjoy driving and walking streets filled with tree canopies. They remind us of the wonder of this world.
- 64 The waterfront especially the Event Site, poses an everpresent threat for accidental drownings. No lifeguards for kids trekking offshore too far for rescue if they step off the Northern perimeter. The responsibility that should be shared shuns volunteers! County Sheriff, HR Police, Port Authority, all claim it's a parental responsibility.



2020 Council Goals and Strategies -- Community Input

November 2019

City Council will participate in a 2020 strategic planning work session this January as in years past. In preparation for the work session, the City of Hood River is interested in community input and ideas on projects and strategies to advance current goals.

Goal-setting and strategic planning are generally long-term approaches to working towards a vision, and goal priorities inform the administration and operations work plan. In preparation for the 2020 strategic planning work session, please provide your input and ideas by December 20 on furthering the Council's current goals listed below.

Only forms with complete contact information will be accepted.

Name

Address

Email

I would like to subscribe to the City's email communications:

Yes

☐

No

☐

2020 Council Goals and Strategies

GOAL #1: Create opportunities for an inclusive and diverse housing inventory.

Input and ideas on projects to advance this goal:

GOAL #2: Inform and engage all segments of our community through transparency and proactive, inclusive and comprehensive outreach.

Input and ideas on projects to advance this goal:

GOAL #3: Promote an efficient, safe multi-modal transportation system that alleviates traffic and parking congestion and encourages bike/ped transportation.

Input and ideas on projects to advance this goal:

GOAL #4: Create a more environmentally sustainable community.

Input and ideas on projects to advance this goal:

GOAL #5: Maintain existing infrastructure and prepare for growth.

Input and ideas on projects to advance this goal:

GOAL #6: Address community needs for parks and open space.

Input and ideas on projects to advance this goal:

Thank you for your input!

For questions, please email or
call City Manager Rachael Fuller
R.Fuller@cityofhoodriver.gov • 541-387-5252



2020 Metas y Estrategias del Ayuntamiento – Aporte de la comunidad

Noviembre 2019

El Ayuntamiento participara en una sesión de trabajo de planificación estratégica este Enero como en años pasados. En preparación para la sesión de trabajo, la ciudad de Hood River está interesado en los aportes e ideas de la comunidad sobre proyectos y estrategias para ayudar a lograrlos.

El establecimiento de metas y la planificación estratégica son generalmente enfoques a largo plazo para trabajar hacia una visión, y las prioridades de metas informan al plan de trabajo de administración y operaciones. En preparación para la sesión de metas para el próximo año, por favor de proporcione su opinión e ideas antes del 20 de Diciembre para avanzar en las metas actuales del Ayuntamiento que se enumeran a continuación.

Solo se aceptarán formularios con información de contacto completa.

Nombre:

Dirección:

Correo electrónico:

Me gustaría suscribirme a las comunicaciones
por correo electrónico de la Ciudad :

Si

☐

No

☐

2020 Metas y Estrategias del Ayuntamiento

META #1: Crear oportunidades para un inventario de vivienda inclusivo y diverso.

Aportaciones e ideas sobre proyectos para avanzar en esta meta.

META #2: Informar y captar todos los segmentos de nuestra comunidad a través de la transparencia y el alcance proactivo, inclusivo e integral.

Aportaciones e ideas sobre proyectos para avanzar en esta meta.

META #3: Promover un sistema de transporte multimodal eficiente y seguro que mejore el tráfico y la congestión en el estacionamiento e incentivar el transporte de bicicletas / peatones.

Aportaciones e ideas sobre proyectos para avanzar en esta meta.

META #4: Create a more environmentally sustainable community.

Aportaciones e ideas sobre proyectos para avanzar en esta meta.

META #5: Maintain existing infrastructure and prepare for growth.

Aportaciones e ideas sobre proyectos para avanzar en esta meta.

META #6: Abordar las necesidades de la comunidad para parques y espacios abiertos.

Input and ideas on projects to advance this goal:

¡Gracias por su aporte!

Si tiene preguntas, envíe un correo electrónico o llame al administrador de la ciudad Rachael Fuller
R.Fuller@cityofhoodriver.gov • 541-387-5252