

The Westside Urban Renewal Area Plan

DRAFT

City of Hood River
Hood River Urban Renewal Agency



Westside Urban Renewal Area Plan

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

Amendment Number	Type	Description	Date

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I. DEFINITIONS

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

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

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

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

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

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

“County” means Hood River County, Oregon.

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

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

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

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

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

“Planning Commission” means the Hood River Planning Commission.

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

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

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

“UGA” means urban growth area.

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

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

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

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

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

Documents referenced:

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

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

Hood River Affordable Housing Strategy May 2022

Westside Area Concept Plan Report December 2017

II. INTRODUCTION

A. Plan Background

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

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

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

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

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

Table 1. Statutory References

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

B. Public Outreach to Taxing Districts

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

Table 2. Taxing District Consult and Confer

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

C. Formal Public Review

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

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

Table 3. Formal Public Review

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

D. Public Input on Planning Documents

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

(1) Transportation System Plan, amended in 2021

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

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

(2) Hood River Affordable Housing Strategy

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

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

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

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

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

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

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

E. Tax Increment Finance Overview

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

The purpose of tax increment financing is to improve specific areas of a city that are poorly developed or underdeveloped, called blighted areas in ORS 457.010. These areas can have streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. In general, tax increment projects can include construction or improvement of streets, trails, utilities, and other public facilities; assistance for rehabilitation or redevelopment of property; acquisition and re-sale of property (site assembly) from willing sellers; and improvements to public spaces.

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

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

- A description of the physical, social, and economic conditions in the area;

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

III. MAXIMUM INDEBTEDNESS

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

IV. PLAN GOALS

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

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

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

Table 4.

A. Equity Framework¹

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

Objectives:

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

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

B. Transportation²

Goals:

- A balanced transportation system.
- Transportation facilities designed, constructed, and maintained in a manner that enhances Hood River's livability.
- A safe transportation system.
- An efficient transportation system that reduces the number of trips made by single occupancy vehicles and limits congestion.
- Transportation facilities, which are accessible to all members of the community and reduce trip length.
- Transportation facilities, which provide efficient movement of goods.
- Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible transportation financing system.

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

² Hood River Transportation System Plan, Amended 2021

- Protect the function and operation of the I-84 interchanges, interstate highway and local street network consistent with the following interchange functions and their relationship to the community and broader transportation system.
- Provide a sustainable transportation system that meets the needs of present and future generations.

Objectives:

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

C. Affordable Housing³

Goals:

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

Objectives:

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

D. Parks and Recreation⁴

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

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

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

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

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

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

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

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

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

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

Partner Agency Recommendations:

City of Hood River

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

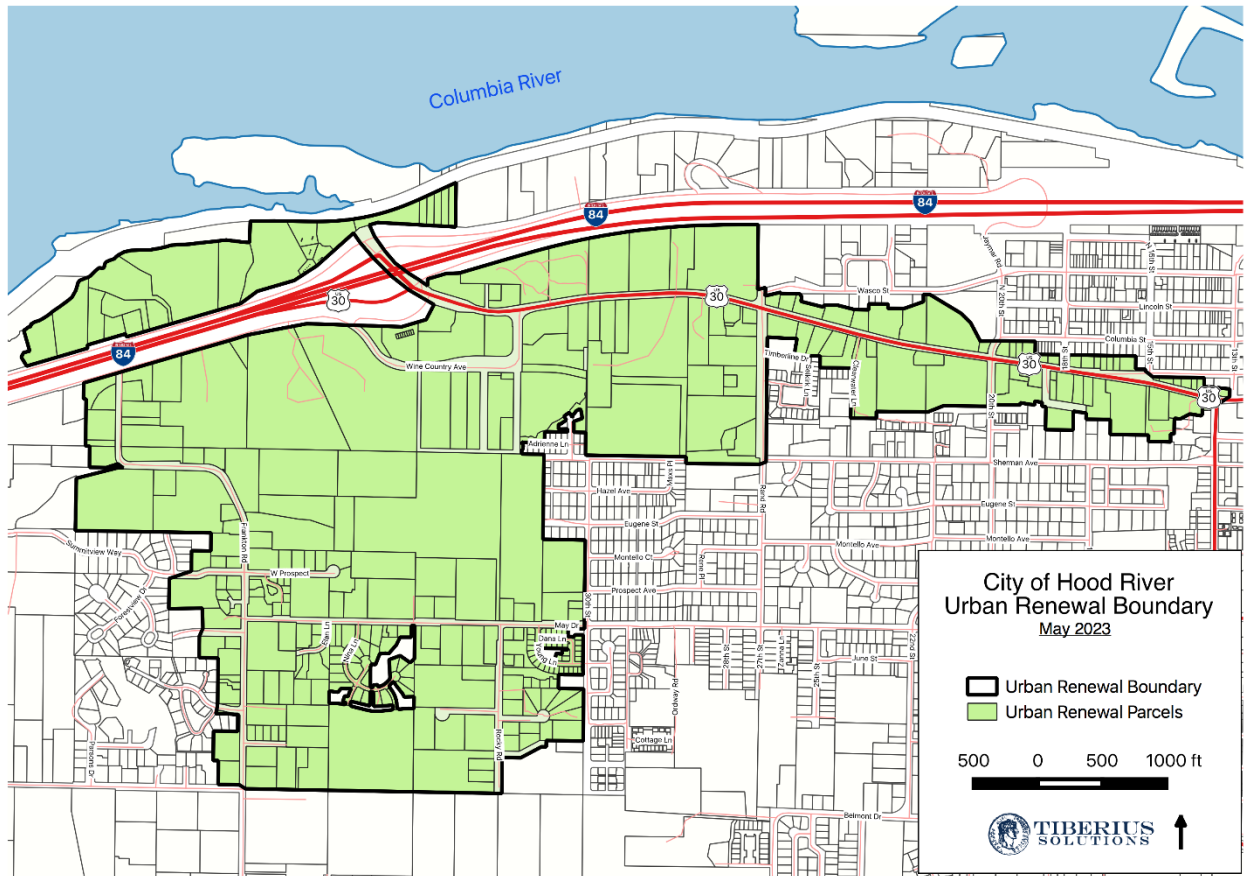
E. Administration

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

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

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

Figure 1. Westside Urban Renewal Area Boundary



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

V. TAX INCREMENT PROJECTS

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

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

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

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

A. Transportation

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

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

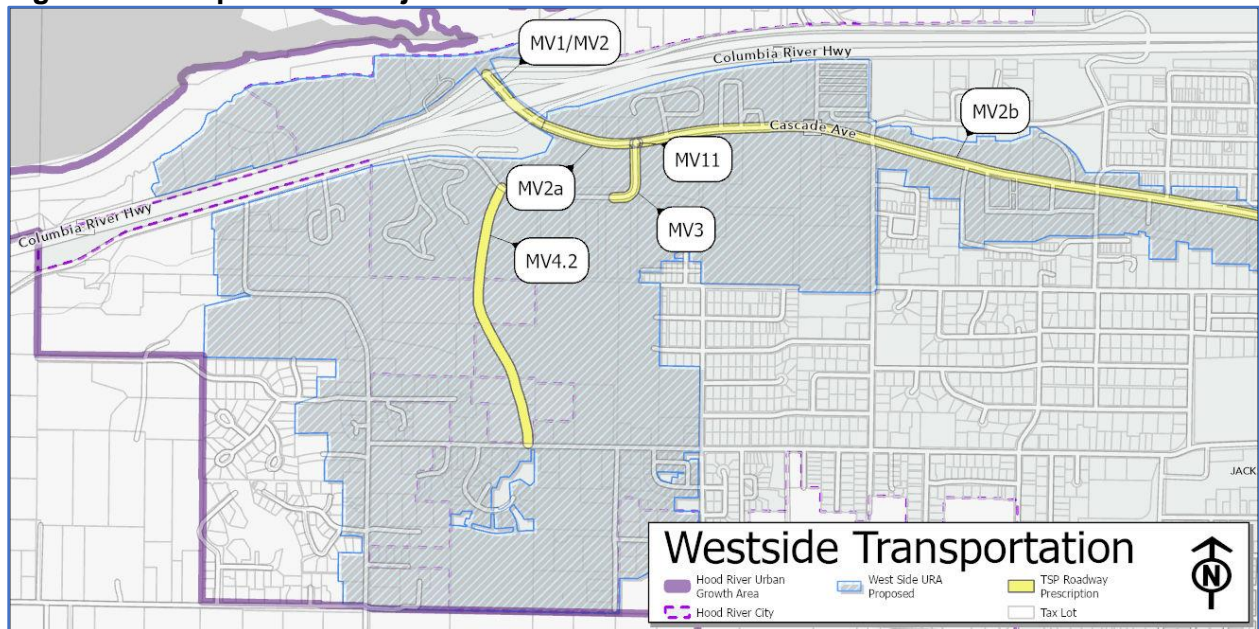
Many of the transportation projects listed below align with the **Hood River I-84 Exit 62 Interchange Management Plan**. Project MV11 (roundabout at Cascade Avenue and Mt. Adams Avenue) is identified as the top transportation project; however, project timing may depend on sequencing with related projects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

Table 5. Transportation Projects

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

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

Figure 2. Transportation Projects



Source: City of Hood River

B. Affordable Housing

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

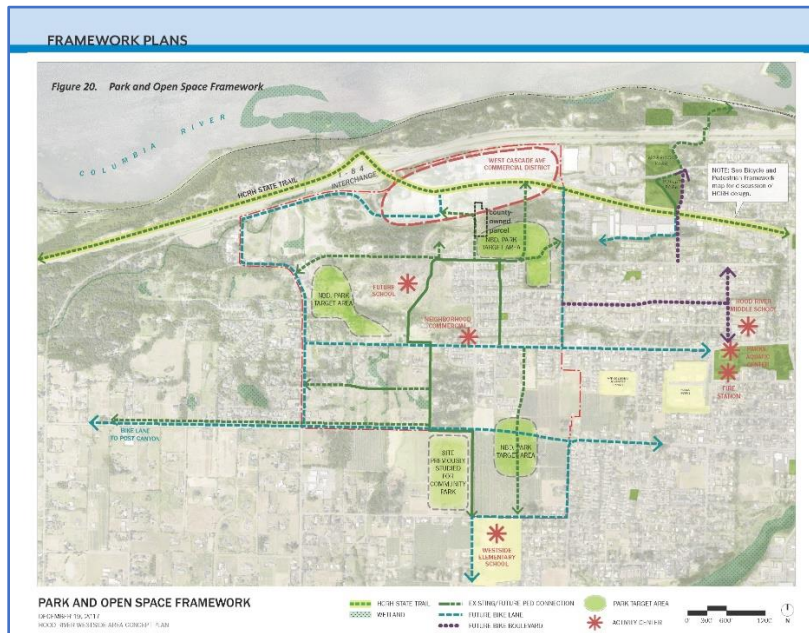
Table 6. Affordable Housing Projects

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

B. Parks

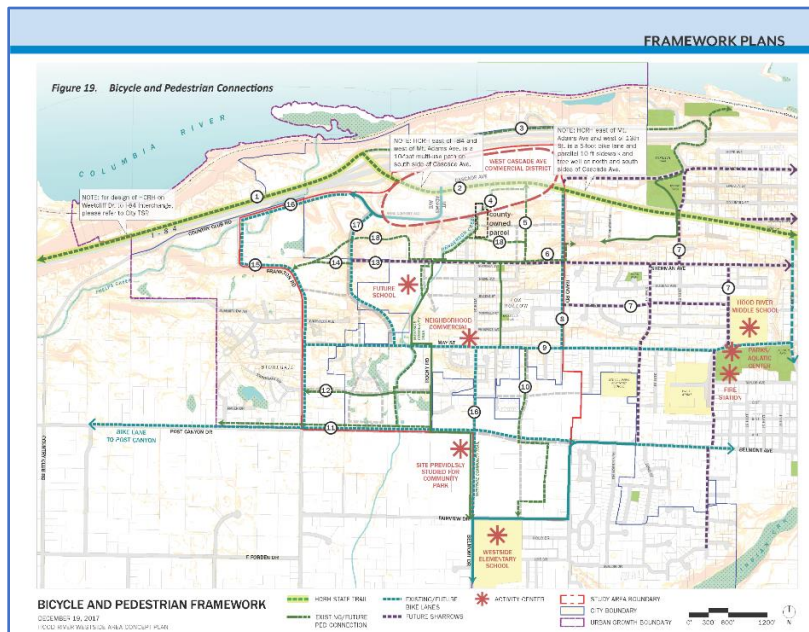
The following figures from the **Westside Area Concept Plan Report** show the how neighborhoods, including those within the Westside Urban Renewal District, can be served with parks (conceptual sizes and locations) to meet the needs of current and future residents, and how those neighborhoods and parks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

Figure 3. Park and Open Space Framework



Source: City of Hood River Westside Area Concept Plan Report

Figure 4. Bicycle and Pedestrian Connections



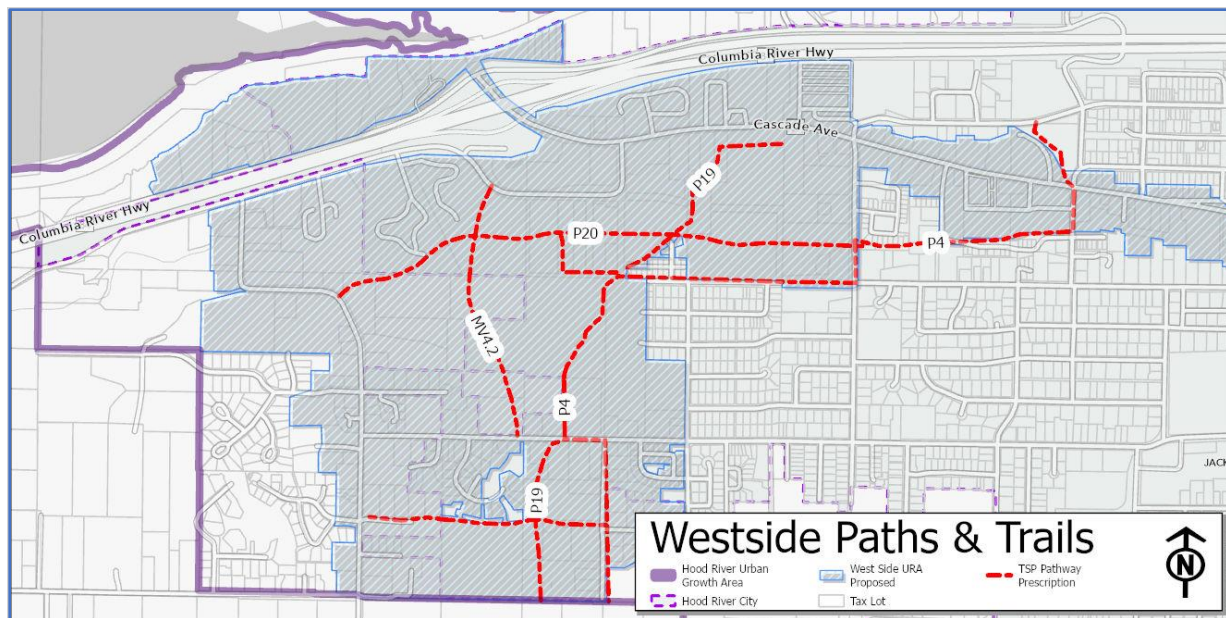
Source: City of Hood River Westside Area Concept Plan Report

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

Table 7. Trails and Parks Projects

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

Figure 5. Trail and Park Projects



C. Administration

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

VI. AMENDMENTS TO PLAN

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

A. Substantial Amendments

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan, under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Agency, the Planning Commission, the County and adoption by the City Council by non-emergency ordinance after a hearing. If there is still unincorporated property within the boundary at the time of a substantial amendment, the County Board of Commissioners will also need to approve the substantial amendment via approval of a resolution. If there is no longer unincorporated property in the Area at the time of a substantial amendment, the City Council itself may approve a substantial amendment.

Notice of such hearing shall be provided to individuals or households within the City of Hood River, as required by ORS 457.120.

Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

Substantial Amendments are amendments that:

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

B. Minor Amendments

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

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

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

VII. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use. If property is acquired it will be identified in the Plan through a Minor Amendment, as described in Section VI – Amendment to Plan. Identification of property to be acquired and its anticipated disposition is required by ORS 457.085(g). If property acquisition includes a public building, how that public building serves and benefits the Area must be identified per ORS 457.085(2)(j).

A. Property acquisition for public improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means.

B. Property acquisition from willing sellers

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

C. Land disposition

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

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

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

D. Properties to be acquired

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

VIII. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance. The Agency will comply with all applicable state law in providing these potential benefits.

IX. TAX INCREMENT FINANCING OF PLAN

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

Tax increment revenues equal most of the annual property taxes imposed on the cumulative increase in assessed value within a tax increment area over the frozen base value (i.e., total assessed value at the time a tax increment plan is adopted). The property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.

A. General description of the proposed financing methods

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

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

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

B. Tax increment financing

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

X. VALIDITY

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

XI. ANNUAL REPORT AND FINANCIAL REVIEW

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

XII. RELATIONSHIP TO LOCAL OBJECTIVES

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

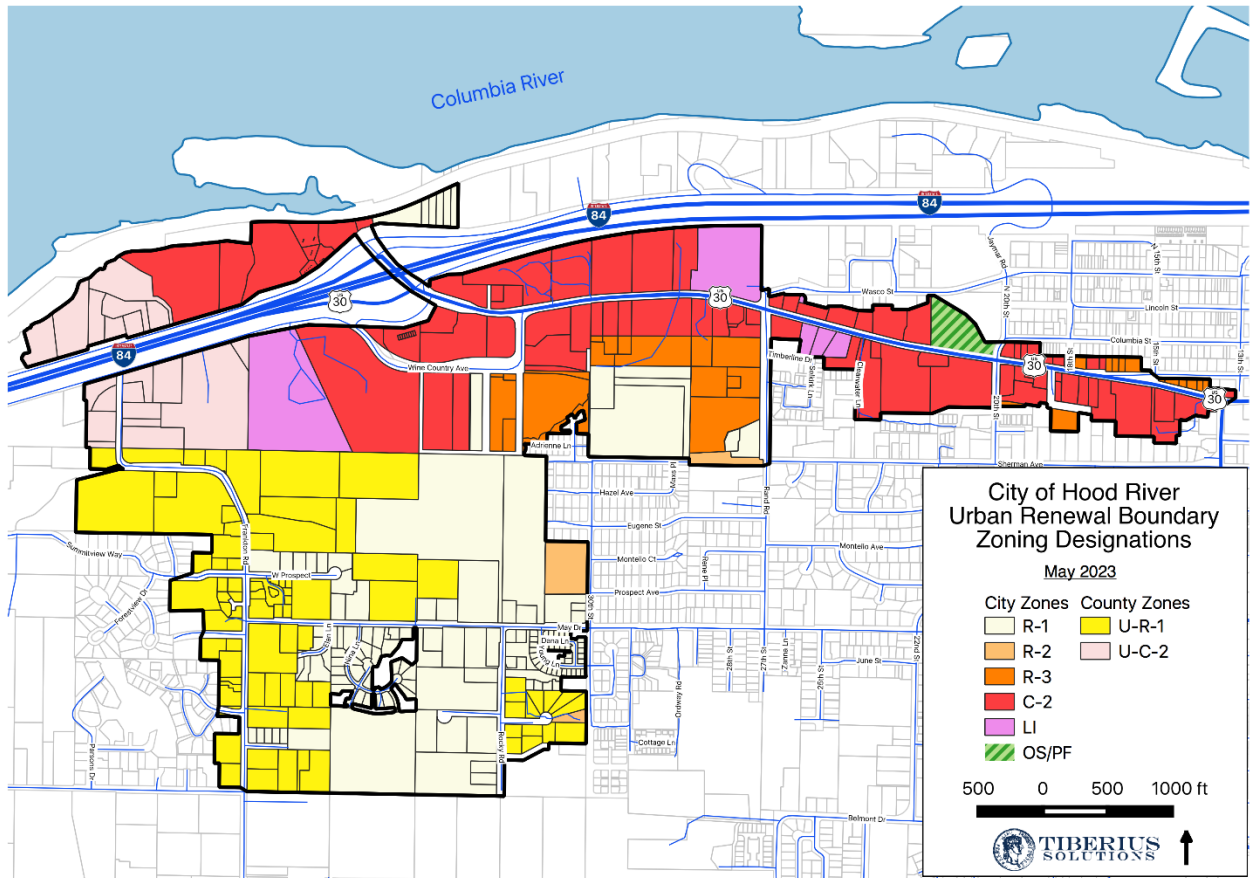
- **Hood River Comprehensive Plan (Comprehensive Plan)**
- **Hood River Transportation System Plan**
- **Hood River Affordable Housing Strategy**
- **Hood River Area Multi-Jurisdictional Parks, Recreation & Open Space Plan**
- **Hood River Municipal Code**

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

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

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

Figure 6. Zoning Designations



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

A. Hood River Comprehensive Plan

Goal 1: CITIZEN INVOLVEMENT

GOAL

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

A. POLICIES:

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

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

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

OPEN SPACES

GOALS

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

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

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

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

GOAL 6 AIR, WATER, AND LAND RESOURCES QUALITY

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

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

GOAL 8 RECREATIONAL NEEDS

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

POLICIES:

2. *When feasible, recreational opportunities and park sites will be located so as to be accessible to a maximum number of people.*
3. *The development of parks which are accessible by means of walking or bicycling is encouraged.*
6. *As parcels of land are annexed from the UGA into the City, some land will be designated Open Space/Public Land for the development of new parks and public facilities, including access ways, to serve the recreational needs of the community.*

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

GOAL 9 ECONOMY

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

POLICIES:

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

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

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

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

9. Engender economic sustainability by supporting small businesses.

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

Implementation Strategies

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

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

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

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

GOAL 10 HOUSING

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

POLICIES:

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

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

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

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

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

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

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

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

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

18. Encourage the development of great neighborhoods by:

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

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

GOAL 11 PUBLIC FACILITIES AND SERVICES

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

1.4.1 POLICIES

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

7. Ensure that public facilities and services of adequate size are constructed to serve planned urban uses as urban growth occurs consistent with the zoning.

8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans.

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

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

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

FINDING:

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

GOAL 12 TRANSPORTATION

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

GOAL 1: *A balanced transportation system.*

POLICIES:

2. *Provide connectivity to each area of the City for convenient multi-modal access.*
3. *Develop a safe, complete, attractive and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths.*
4. *When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.*

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

POLICIES:

1. *Maintain the livability of Hood River through proper location and design of transportation facilities.*
2. *Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.*
4. *Protect neighborhoods from excessive traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.*

GOAL 3: *A safe transportation system.*

POLICIES:

2. *Design streets to serve the anticipated function and intended uses as determined by the comprehensive plan.*
6. *Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability and acceptable pathway use.*

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

POLICIES:

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

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

POLICIES:

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

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

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

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

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

POLICIES:

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

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

GOAL 13 ENERGY CONSERVATION

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

POLICIES:

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

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

GOAL 14 URBANIZATION

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

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

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

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

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

B. Hood River Transportation System Plan

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

C. Hood River Affordable Housing Strategy

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

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

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

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

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

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

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

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

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

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

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

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

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

Partner Agency Recommendations:

City of Hood River

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

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

E. Hood River Municipal Code

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

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

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

Title 17 Zoning

Existing City Zoning Categories and Permitted Uses

R-1 Urban Low Density Residential

Permitted Uses.

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

R-2 Urban Standard Density Residential

Permitted Uses.

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

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

R-3 Urban High Density Residential

Permitted Uses.

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

C-2 General Commercial

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

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

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

L1 Light Industrial

Permitted Uses.

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

OS/PF Open Space/public facility

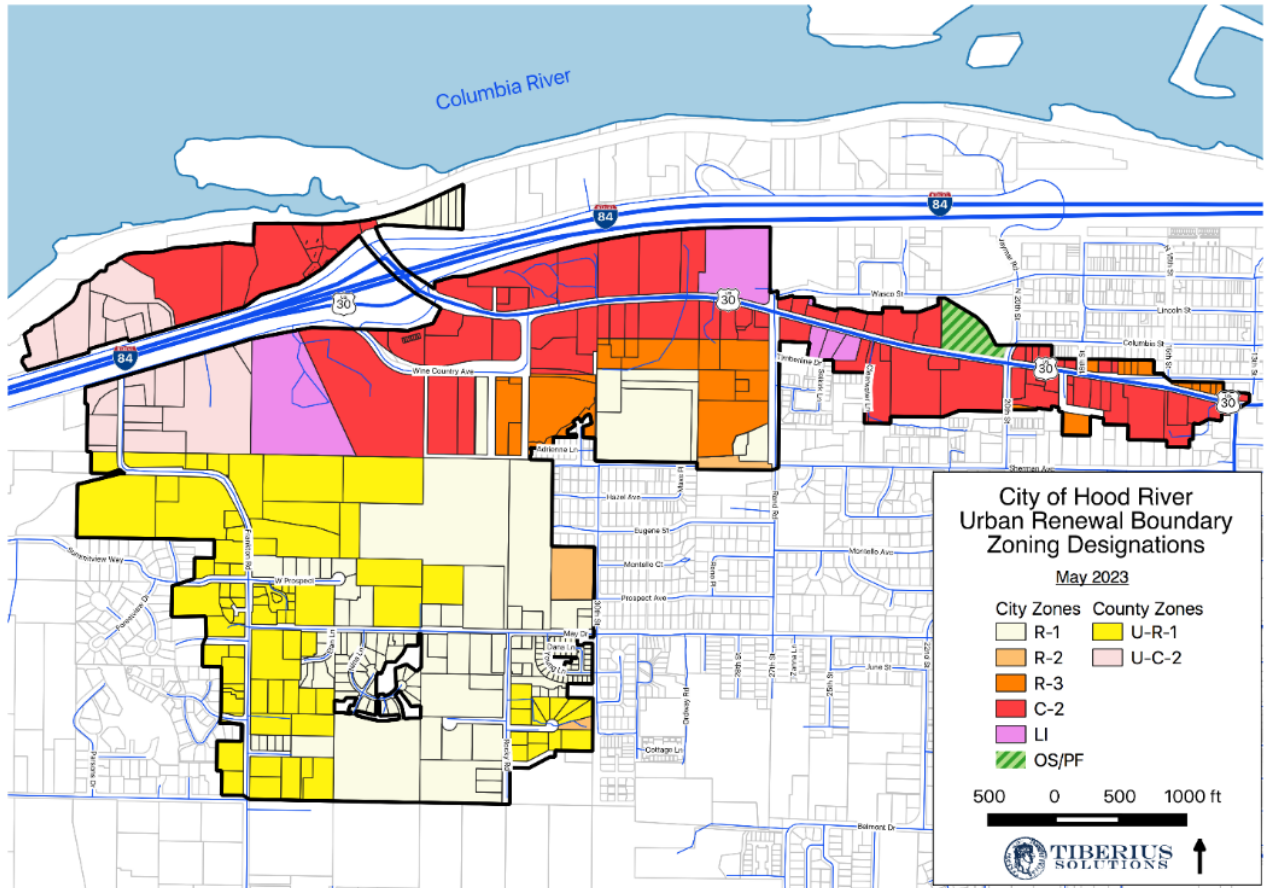
The purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review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

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

U-C-2 - Urban Growth Area General Commercial

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

Figure 6 - Zoning Designations



XIII. LEGAL DESCRIPTION

Westside Urban Renewal Area
Hood River, Oregon

Exhibit A Public Input in Prior Planning Efforts

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

Multi-Jurisdictional Parks Master Plan

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

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

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

Affordable Housing Strategy

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

Engagement Process located on p. 67 of document:

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

Transportation System Plan:

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

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

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

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

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