

**City of Hood River  
City Council Work Session  
January 13, 2020**

Council: Mayor Kate McBride, Mark Zanmiller, Megan Saunders, Tim Counihan, Jessica Metta, Erick Haynie, Gladys Rivera

Staff: City Manager Rachael Fuller, City Attorney Dan Kearns, Finance Director/ACM Will Norris, Planning Director Dustin Nilsen, Interim Public Works Director Wade Seaborn, Fire Chief Leonard Damian, Police Chief Neal Holste, City Recorder Jennifer Gray, Building Official Danielle Meyers, Public Works Parks Travis Pease, City Engineer Stoner Bell

Absent:

**I CALL TO ORDER** – Cell Phone Reminder – 6:00 p.m.

Land Acknowledgement Statement and Pledge of Allegiance

**II BUSINESS FROM THE AUDIENCE**

Leanne Hogie, CAT – reported to Council on the recent changes and strategies at CAT. There are more frequent routes in the area and to Portland. Evening services are now provided. They are working to incentive riders. Hogie explained they have received grant monies; they are putting forward a new pass program which will make it less expensive. The pass will cost \$30 for the year if you purchase the pass early. It will cover all fixed routes in the County, as well as all of the routes in The Dalles, and into Portland. There is a need for warm/dry and safe shelters for riders to wait for the bus. They will be working with the City for these bus station locations. There will be a survey sent out to the business leaders, to gather information about employees using the buses and needed routes.

**III PRESENTATIONS**

1. Children's Park Shelter, Stacie McCarthy

McCarthy presented a request by Hood River Rotary Club to build a covered structure (16.5x14.5) on the southwest corner of the Children's Park. The purpose of the structure is to get individuals out of the elements and have a committed area for gatherings and birthday parties. She explained the City has plans to install a fence in this area of the park, since it's near the street and intersection. McCarthy handed out a draft packet of the plan. There are some changes needed before the plan is finalized. It is estimated to have the structure completed in June 2020. Travis Pease from Public Works Parks was in attendance to answer Council questions.

Council discussed and agreed for Rotary and McCarthy to move forward on the project.

**IV PUBLIC HEARINGS**

## 1. Adopting Building Codes (Ordinance 2054), D. Meyers

Mayor McBride opened the public hearing at 6:12 p.m. and read the rules regarding public hearing conduct.

Meyers presented the staff report and PowerPoint presentation. The PowerPoint has been added to the record.

The Building Department enforces the building code adopted by the State of Oregon in addition to local municipal codes. The local municipal code enforced by the Building Department is Title 15, Building and Construction. As of January 1, 2020, the State of Oregon is adopting the 2019 Oregon Structural Specialty Code (OSSC). As a result, this code will be adopted by the jurisdictions across the state. The OSSC, at a high level, describes the requirements for structural design, architectural design, fire life safety, energy, existing and historic buildings and Americans with Disabilities Act (ADA) compliance and includes supplemental codes such as residential, mechanical, plumbing and electrical codes. These codes will all be updated at different levels as a result of the adoption of the new 2019 OSSC.

Unlike recent updates to the OSSC, the 2019 OSSC brings about a series of major scope changes within Chapter 1 - Administration. The Building Codes Division (BCD) at the State will focus solely on inhabited structures relying on local jurisdictions to adopt ordinances related to removed items. The BCD supports jurisdictions adopting local ordinances to regulate those items that have been traditionally covered by State Code.

Since the code updates for January 1, 2020 were released for review in October, staff has had the opportunity to meet with other building officials and representatives from the BCD at code update classes, Oregon Building Officials Association (OBOA) monthly meetings and the OBOA Quarterly Business Meeting. It is staff's understanding that most Building Officials across the state (including The Dalles, Wasco County, Hood River County, Troutdale, Gresham, Portland, Lincoln County and Washington County) are recommending that local ordinances be adopted to provide consistency in design and construction across the state and to continue current practice. These items include items related to non-inhabited structures, demolished structures, the right of entry and other fire safety scope, as indicated below. Given Hood River's hazards such as high levels of wind and snow, areas prone to fire and flooding and a protected aesthetic with its historic and geographic elements, staff concurs with these other jurisdictions.

If Council chooses to adopt local ordinances to fill in the gaps, a local appeals process for local permits be created.

Given the number of changes, staff, in collaboration with building officials throughout the state are working through training and education options for the local design and building community. Please note, due to the short timeline of these changes, there will be a gap in permitting between January 1, 2020 and when a new ordinance is adopted. However, construction permit intake is typically slower during this time.

### Summary

As a result of the 2019 OSSC focusing on inhabited structures solely, the following is no longer permitted or enforced by the state, but allowed to be adopted under local ordinance and noted in Chapter 1-Administration:

1. Right of Entry (Where it is necessary to make an inspection to enforce adopted codes, or the Building Official has reasonable cause to believe a structure is contrary to or in violation of the codes or that makes the structure or premises unsafe, dangerous or hazardous.)
2. Demolition of structures
3. Fire safety during construction
4. Protection of adjoining property during construction
5. Fences
6. Freestanding signs, including billboard signs.
7. Retaining walls that support a surcharge or are intended to impound liquids.
8. Tanks not otherwise regulated by adopted codes that connect to building systems, support commercial or industrial processes
9. Cellular phone/radio/television and similar towers
10. Flagpoles and exterior light poles
11. Equipment shelters associated with commercial or industrial facilities or supporting communication facilities.

Complete details can be found in the 2019 OSSC, which is available free online at <https://codes.iccsafe.org/content/OSSC2019P1>.

At December 9th, 2019 presentation, Council approved motion to I move to direct staff to include local building and construction ordinances in the 2019 OSSC code update and to bring to Council at the first meeting in January 2020.

Staff's recommendation is for Council to approve the first reading of Ordinance 2054 as written.

Mayor McBride opened the public testimony portion of the hearing. There was no testimony for or against the ordinance. There was no staff rebuttal.

Mayor McBride closed the oral argument and public testimony portion of the public hearing and Council entered into deliberations.

Councilor Metta stated an edit is needed to a date on the first page of the ordinance "effective date January 1, 2020" in the fourth Whereas statement. Meyers will make the correction.

Mayor McBride had a question about language on page 9 of the packet, under Demolition Debris. She asked about the 7-day requirement. It seems very fast to her. Meyers stated it's derived from unsafe buildings and structures. If someone is working on it and it's safe, they can work with them. Meyers stated they can look at some language that gives some flexibility so it's clearer.

Mayor McBride asked a question about securing unsafe structures. Meyer stated they look at all the different means of making a structure that is unsafe, protected by the public. She stated language about protection from the public and the users would be appropriate. Mayor McBride stated more clear language would eliminate questions later; with clear rules there is only one way for it to be interpreted.

Fuller stated staff will bring back changes to the ordinance in two weeks for Councils approval; the ordinance would not be adopted tonight, with changes the discussed. Fuller added, the Building Official has quite a bit of discretion to assist.

Mayor McBride noted on Page 10, Section 15.04.085 E. should state City Manager rather than City Council in the last sentence. Meyers will make the correction.

Councilor Metta stated she appreciates making changes to make it clearer, but it would be making it different from the neighboring communities using the same language. She wanted Council to keep that in mind.

Staff will make the changes discussed and bring the ordinance back at the next meeting on January 27.

Mayor McBride recessed the hearing at 6:40 p.m. and will continue the public hearing on January 27.

## **WORK SESSION**

**V OPEN WORK SESSION – 6:40 p.m.**

**VI AGENDA ADDITIONS OR CORRECTIONS**

**VII DISCUSSION ITEMS**

1. Downtown Hood River Parking Study – Final, D. Nilsen

Completing the parking study is a 2019 Council Work Plan goal. The purpose of the parking study is to analyze the effectiveness of the downtown parking supply to best meet the needs of the community and to anticipate future constraints on the system.

In December 2018, Council awarded a downtown parking study contract to Rick Williams Consulting. Since the award, the consulting team and project committee have held ten meetings, two open house meetings for the public, and conducted a public survey to guide and review the work completed to date. The majority of the work has focused on the analysis of background conditions, guiding principles of the parking strategy, current parking demand, and forecasted parking demand. These deliverables, outlined in the initial scope approved by Council, were shared as draft policy white papers and are available online. The project documents are accessible at <https://cityofhoodriver.gov/planning/current-planning-department-projects/downtown-parking-study/>

Along with the white paper draft releases and public outreach, the consulting team has drafted a parking strategy outline and final report. The purpose of this item is to share the Final Draft of the Strategy Report and take Council input regarding the proposed strategies and next steps toward implementation.

Staff requests Council feedback, input, or questions from the presentation and approval to begin implementation of the strategy document.

Nilsen presented a PowerPoint to Council. The PowerPoint has been added to the record.

New Capacity Strategy 27-31. Why is new capacity last? It's the most expensive and contentious of the parking issues, is built on the other strategies, has the longest lead time, and it's a project all its own given the financing and harmonization with the City policies and goals such as: 1. Housing Policy, 2. Historic Preservation, 3. Urban Design, 4. Finance Responsibilities, 5. Coordination of Transit and Other Modes.

### Strategy 27 Fee In lieu

Reconfigure the current fee-in-lieu program to better reflect and clarify the City's intent and purpose for the program and set expectations for use of such funds.

The fee-in-lieu should be:

- 1). Revised to equalize the fee-in-lieu rate for both residential and commercial development
- 2). Calibrated to account for other funding sources that would ultimately provide a full funding package necessary to feasibly develop parking supply in downtown or in locations adjacent to downtown conveniently linked by transit or shuttle.

### Strategy 28 Adjacent Remote Supply

Identify off-street parking locations outside the downtown that could provide for employee use. This might include, commercial areas directly adjacent to the downtown or areas more remote to downtown, linked by transit or shuttles

Identify and eventually procures off-street parking outside the downtown that would provide employee parking linked by shuttle or transit. Serves as a means to mitigate current peak parking constraints.

### Strategy 29 Costing New Supply

Finalize cost forecasts for preferred parking supply (remote systems and new garage) and transit/shuttle system options.

Information derived from earlier strategies will provide realistic data on parking and transit/shuttle enhancements. Parking will have been evaluated as to location, size, and format. Transit/shuttles will have been evaluated as to desired format, frequency, and routing.

### Strategy 30 Funding New Capacity

Explore and develop funding options for maintaining the existing parking supply and funding future capacity growth.

There are a wide range of potential funding sources and revenue streams that could be used to support implementation of an enhanced parking management plan in the Hood River downtown as well as to plan for and support development of new parking or transit/shuttle capacity in the future.

If new capacity is a City goal, then initiating a process to ensure that funding is available when preferred capacity options are ready for implementation is essential. This strategy would be informed by a new fee-in-lieu policy/code formulated in Strategy 27.

### Strategy 31 Building New Capacity

Initiate new capacity expansion (as necessary and feasible).

Successful completion of previous tasks related to site identifications (for remote and new parking supply), partnership and costing with CAT to understand route, frequency, coverage and link implications, and funding sources will inform this strategy and support its ability to strategically respond to new capacity demand.

Requested action: being the implementation of the parking strategy by accepting the guiding principles and the development of future supply strategies 27-31.

Councilor Counihan asked if the document represents consensus. Nilsen believes there was a consensus with the business owners, property owners, CAT, staff, reps from Council and Planning Commission.

Councilor Counihan asked if there was a call for the collection of new and continued collection of data. Would the plan be amended accordingly? Nilsen stated, yes that is the point. This is something that requires more maintenance and they need to be responsive to that. The point of collecting, is to determine if the demand number still right. There is an expectation that it will change. It's a matter of monitoring it.

Mayor McBride stated one of the guiding principles was to adopt the 85% rule; when you are constrained at 85% or more, there is a problem. They need to keep track of where they are and monitor if parking is moving into residential areas.

There was discussion regarding the parking in lieu of fee. Mayor McBride stated the parking in lieu fee is a moratorium, they need to do something about it. They really need to know what the number should be, or if they even have a fee in lieu. She believes they need to get assistance on what that number would be, a number cannot just be selected.

Councilor Metta asked moving forward, will it be the Parking Committee or City Council will be paying more attention?

Nilsen stated it will be Councils decision if they want to take it on, or hand it over to the committee.

Fuller added from a process and project perspective, an option is accept the operational management recommendations and staff can use the ad hoc committee; report and check in with the committee and report back to Council. Staff can do that with existing resources. As they talked about new compacity; they would recommend that be a separate project. It could fall under Urban Renewal. A project manager would be needed. It's a significant multiyear project. That is staff's recommendation on how to proceed, if Council is inclined to accept the report and move forward. Staff has not broken down each of the strategies into what becomes effective now, and what needs further code work. Staff would bring higher level polices issues back to Council for discussion.

Councilor Haynie noted on Strategies 24, it mentions the possibility of eliminating parking Spaces within 20 feet of a crosswalk. He understands that is motivated by a wise concern on safety, but he has not seen an imperial basis to support the conclusion that any parking space within 20 feet of a cross walk should be eliminated. If this is actually implemented, it could quickly serve to reduce parking inventory. He suggested considering adding the phrase "consider eliminating parking" so it does not read they are making a code decision, when they are a few steps removed from that.

Councilor Zanmiller added the crosswalk at Oak and 5<sup>th</sup> is one area of concern by the ad hoc Committee, a parking spot could possibility be eliminated for pedestrian safety. They left it open language. The intention was not to eliminate parking spots at every intersection.

Councilor Saunders stated if Council and staff takes on the primary management and Council adopts the plan, it seems like a significant more staffing resources and cost will be needed. She

asked Fuller about how much they would be taking away from other things and how does this fit.

Fuller stated that is something staff will need to look at moving forward and discuss it further with Council. Staff has already taken action on certain items. Staff will start with those and continue; more will come. They will take a look at the effect on some of the initial actions. She feels comfortable moving forward with the strategy document for the next year, except for Strategies 27-31. If new capacity is Council's direction, it will take additional staff capacity. A project manager will be needed. It will also need Council's capacity to start to work through those major projects. Urban Renewal would also be involved.

Councilor Saunders stated she would like to have some idea of what Council would be saying yes too. Most of the strategies have costs associated with them.

Fuller stated there will be costs. There is some acceptance of some additional cost with this but Council will have another opportunity to look at it, in the context of the budget and ongoing operations. Staff would be checking in with Council on the larger dollar amount items regardless if Council has given direction to move forward or not, because conditions and situations change within the City.

Councilor Saunders stated she is not completely comfortable with the level of responsibility they are taking for residential parking (Strategies 25 and 26) in the plan. She asked if she should not adopt it, if she's not comfortable?

Councilor Zanmiller explained how this came up with the ad hoc committee. If parking from downtown "squeezes" into residential areas, they need strategies to deal with it, if issues arise.

Councilor Saunders stated at this stage she agrees adding the word "consider" as discussed in the strategy, is a good add but she doesn't want this to be implemented for the next five years without Council never talking about it again. If that is fine, then adopting would be fine.

Fuller stated staff has an obligation to report back on how things are working.

Councilor Saunders stated if adopting this means adopting the Guiding Principles, she read the white paper a couple months ago but has not read it again. She didn't think they were adopting them tonight. She would not feel comfortable adopting it. She asked if it could come back later or have the entire item come back, whichever is best. She would like to be sure she's on board with the Guiding Principles before approving.

Councilor Zanmiller suggesting having a resolution for Strategies 1 and 2, and bring back the report for final approval.

Councilor Zanmiller has some next step suggestions. He would like to keep the ad hoc committee together. This group was business owners, building owners and possibly extend it to nearby residence. He thinks they would appreciate and add value in providing a feedback path for the community and for staff, as they get into implementation. They have been involved for two years, they have developed expertise and it would be valuable.

Mayor McBride agreed. As they begin implementing, they were the conduit for the businesses downtown and they went to meetings and explained what was going on. That communication was extremely helpful to get information to the businesses.

Councilor Zanmiller stated in 2018, Council stated they would look at parking data collection every two years. They should get that started. He would also like to work on making arrangements with private lot owners, which is about 50% of the parking spots. He believes they should do more work on this to see the possibilities of using these parking spots. He would also like to look into the interim in lieu path, to facilitate housing in historic buildings. He questioned if there was interest in bringing this back to Council in the not to distance future. It is one of the vexing things for the ad hoc committee. Pedestrian safety in blind spots, it's part of Strategy 24. He believes they should do an analysis, and have it done sooner or later. He does not see why they can't have a few spots identified and marking changes done before the summer rush. A lot of work was put into this document. He hopes the document produced is real. It's on Council to make it real.

Staff will bring the document back at the next meeting with changes and Nilsen will prepare a resolution for Council's consideration.

## **VIII ADJOURN WORK SESSION 7:52 p.m.**

### **REGULAR COUNCIL MEETING**

#### **I OPEN REGULAR COUNCIL MEETING – 8:00 p.m.**

**II AGENDA ADDITIONS OR CORRECTIONS** – Removal of reading of Ordinance 2054 (Building Code Changes) under City Recorder. Fuller noted the Executive Session should be regarding Oregon Revised Statute 192.660 1 (h) To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed, instead of Oregon Revised Statute 192.660 1 (d) To conduct deliberations with persons designated by the governing body to carry on labor negotiations.

#### **III CONSENT AGENDA**

1. Council Meeting Minutes – November 12, 25 and December 9, 2019
2. Annual Renewal for Taxicab Business Permits, J. Gray

Council Saunders asked to pull the November 12 minutes. She has a question about a motion she made.

**Motion:** To approve the Consent Agenda as amended.  
**First:** Saunders  
**Second:** Zanmiller  
**Discussion:** None  
**Vote:** Motion passed (roll called)  
Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera  
Nays: None  
Abstentions: None  
Excused: None

#### **IV REGULAR BUSINESS ITEMS**

1. Rand Road Purchase and Sale Agreement, R. Fuller  
Public Purpose: Creating opportunities for an inclusive and diverse housing inventory is an



identified goal on the City's 2019 Work Plan. The City recently worked with EcoNW to update housing data for the City. The update concluded that Hood River continues to have a need for housing at all income levels and specifically affordable to those making less than 120% of median family income, or less than \$75,000/year. The City Council identified approximately 7-acres of land located at 780 Rand Road that could be acquired and developed in partnership with the development community to help meet the City's housing needs and other City goals.

Background: 780 Rand Rd. totals approximately seven acres located on the west side of Rand Rd., north of Sherman Ave. and south of Cascade Ave. Most of the property is zoned Urban Low Density Residential (R-1) and a small portion, approximately 0.87 acre, is zoned Urban High Density Residential (R-3). Subject to provision of adequate public facilities, including improvement of a segment of the Westside Community Trail, most of the property appears to be developable for a variety of needed housing types. It is near commercial uses and employers along Cascade Ave. and on Wasco Loop.

The purchase price of \$1.2M was accepted by the seller. The property was listed for sale at \$1.6M.

A purchase and sale agreement was negotiated with the seller and all contingencies have been satisfied. Contingencies included:

- Property inspection, environmental analysis, water rights research and wetlands evaluation.
- Approval of a financing resolution (completed October 28, 2019) authorizing staff to pursue a full faith and credit borrowing.
- Evaluation of the valuation of the property.

Finally, approval of the agreement at an open Council meeting is required.

Should Council authorize the purchase and sale agreement, staff would work with the seller's agent to close on the property.

Staff would retain a development consultant using proceeds from the full faith and credit borrowing to bring development options to Council. Public input would be sought during the conceptual development phase.

Staff Recommendation: Should Council wish to proceed with the property acquisition, staff recommends that Council authorize the Mayor to execute the purchase and sale agreement on behalf of the City of Hood River. Council's authorization has the legal effect of (1) waiving or accepting the buyer's contingences and (2) the legal commitment by the city to purchase the property on the agreed to terms.

Councilor Haynie thanked staff for all of its hard work on this issue. He did not personally jump to the conclusion that this would be a good idea, but he is now in favor of this. He wanted to state for the public record, especially to Councilor Rivera who had not heard him address this project before, why this is such an important and good decision. As everyone knows, affordable housing has been a top goal for Council for some time now. Councilor Haynie heard and agrees with a comment from Councilor Counihan at goal setting that he (Councilor Haynie) took to mean that Council needs to be of the mind to not just plan and analyze, but to take action now. Councilor Haynie believes it's time to act on this issue and this is a way to act now. From Councilor Haynie's perspective, there are several important items to note with this project. First,

the City is here leveraging sources of money that are not just City resources. That is important to communicate with friends, families and members of the community. By taking this action, the City is being a good steward of public dollars because the City is leveraging other monies for the greater good. The City has access to pots of money here that otherwise would not be available or used. The City is in a unique position to be stewards of these other funds, which funds can be brought together to move forward for the community. Second, Councilor Haynie does not see the City getting into construction business through this project. Councilor Haynie would have concerns with the City getting into the construction business, as that is not our business, we would face the prevailing wage, and likely it just would not work. But the City is not getting into the construction business with this project. Rather, it is just doing what it can as facilitator to increase the local inventory of affordable housing. Third, Councilor Haynie sees this as a positive, constructive alternative to the Morrison Park divide, which in Councilor Haynie's view pitted good elements of the community against one another. Councilor Haynie sees this as an opportunity to provide progress and healing with respect to that divide. The people that opposed Morrison Park can and should support this. Councilor Haynie joked that "no parkland was injured in connection with this project." In fact, this acquisition presents an opportunity to actually expand the City's greenspace footprint. Finally, some might think because of the way he voted in the past, that might mean he would vote "no" on this. This is a "yes" vote for him, and he commends staff for identifying this as a possibility and for leveraging precious resources in a creative way.

**Motion:** I move to authorize the Mayor to execute the purchase and sale agreement for 780 Rand Road on behalf of the City of Hood River and further authorize the City Manager to finalize and close the transaction on the terms outlined in the purchase and sale agreement.

**First:** Rivera

**Second:** Saunders

**Discussion:** None

**Vote:** Motion passed (roll called)  
Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera  
Nays: None  
Abstentions: None  
Excused: None

## 2. IGA Business Oregon – Amendment for Property Acquisition, R. Fuller

**Public Purpose:** Creating opportunities for an inclusive and diverse housing inventory is an identified goal on the City's 2019 Work Plan. If approved, the attached contract amendment would permit the City to apply \$410,000 in state regional infrastructure funds to the purchase of 780 Rand Road for affordable and attainable housing.

**Background:** In 2017, the City of Hood River was awarded \$410,000 through the regional solutions program to be used for affordable and attainable housing. The funds were initially allocated to the project at Morrison Park. The City proposed, and Business Oregon agreed, to allocate the funds to the purchase of the Rand Road property. The City Council identified approximately 7-acres of land located at 780 Rand Road that could be acquired and developed to help meet the City's housing needs and other City goals.

Per the terms of the agreement, the City would acquire the property on Rand Road and develop at least 50 units of affordable and attainable housing for households earning at or below 120%

area median income. The intergovernmental agreement requires a deed restriction on at least one third of the property, per the terms above. The deed restriction must be placed on the property prior to disbursement of funds.

Staff Recommendation: Should Council agree to the terms of the contract amendment, staff recommends that Council authorize the City Manager to sign the contract amendment on behalf of the City of Hood River.

**Motion:** I move to authorize the City Manager to execute the contract amendment with the Oregon Business Development Department and apply the \$410,000 in state regional infrastructure funds to the acquisition of 780 Rand Road for attainable and affordable housing.

**First:** Metta

**Second:** Saunders

**Discussion:** None

**Vote:** Motion passed (roll called)

Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera

Nays: None

Abstentions: None

Excused: None

### 3. Hydro-electric Feasibility Study, W. Norris

Hood River is fortunate to have a pristine water source from several springs located in the foothills of Mt. Hood. This water flows through a 24-inch waterline over 20 miles and drops 2,000 feet before reaching the City. In the process, the water builds enormous pressures that must be dissipated with a series of pressure reducing valves (PRVs). Hydroelectric turbines work in tandem with PRVs, converting water pressure and flow into renewable energy.

On January 28, 2019, the Hood River City Council authorized a feasibility study to examine the hydro-electric potential of the City's waterline. The feasibility study was completed by City Engineering Firm, Bell Design, with support from sub-contractor NLine Energy. Since 2013, N-Line Energy has worked on 91% of small hydro development projects in California and 38% of small hydro development projects in the United States. NLine recently located a regional office in Hood River and is also working with Crystal Springs Water District and East Fork Irrigation District on similar projects.

The feasibility study concluded last December and includes two power generation sites at existing PRV locations with proximity to electrical infrastructure and easy access for construction. One site is located at Dee Bridge and the other site is on the south side of Belmont Ave.

Andrew Benjamin, Project Manager at Civil Engineer with NLine Energy explained they specialize in developing small hydro in Conduent type projects; typically adjacent to existing pressure reducing valves within excising portable water, infrastructure and irrigation district infrastructure. Benjamin presented a PowerPoint presentation to City Council. He explained they reviewed a number of pressure reduction valves. It came down to two potential sites they believe has the most hydroelectric potential: Dee Bridge and Belmont. PowerPoint has been added to the record.

There was discussion and questions between Council and Benjamin.

Norris stated staff plans to bring back the findings from the preliminary analysis but also use this as a check-in point in the project before taking some of the next steps, which are a little more substantive. For instance, contacting land owners to get initial understanding of interested easements, getting Public Works Operation Crew to view other installations and learn the technology. Some of this will have a fiscal impact, as well as continued use of Bell Design to be the City's representative when they speak with Energy Trust about obtaining the grants. For tonight, staff is here to answer Council's questions, listen to any concerns and get general feedback on Council's support for continuing the project further. They don't expect to spend significant money or bid the project before bringing it back to Council for approval. Norris hopes to bring this back in two months.

Stoner Bell explained the system would only be using the water that is already being used. There are no changes to the operation of the system, or taking more water than what is used already for consumption. He reviewed the different options and obstacles of getting water certificated.

Councilor Saunders noted she is very excited about this.

Councilor Coughlin asked if the inline turbine would need to use the full water rights, can it run with the current water that's being used. Bell answered yes. It might specify a slightly different unit, than what it specified now but that would be an option.

Councilor Saunders stated all of the flow rates being discussed are well within the actual water right, which goes up to 25CFS. It is all within the amount of water they are currently using. They have not fully perfected a portion of the water that is currently being used, through the water rights process. Her preference is they go for larger ILT option, which require a permit getting certificated.

The City has a permit for significantly more than what is currently being used.

Mayor McBride stated they shouldn't get a system that is too small, if the City is going to grow in the next 20 years. If they need more water and more water is coming through, they want to be able to use that water to produce more hydro if they can.

Councilor Saunders preference is they go for the ILT option, what is based on currently being used and for the future. They can do the bypass, even if they are producing the smaller amount and bypassing even more through the PRV. Ideally if they can figure out the water rights and other things, the obvious choice is going for the larger one that produces more energy and has a better return.

Councilor Coughlin had concerns about more water being taken from the stream.

Councilor Saunders stated it is not taking more water from the stream. No matter which one they choose, they would be taking the same amount of water from the stream. More water would go through the one turbine, than the other. They are not using the maximum water rights which is around 25 CFS. The City is currently using somewhere between 4-6 CFS, at the most.

Norris added the water in the pipe only comes out of the other end in household fixtures and

businesses. It does not overflow into a river; they do not have that exit. The water that goes through, has to be used by a consumer.

Staff will schedule a waterline tour for Councilor Counihan and Counselor Rivera this spring, when the snow has melted.

Staff will also schedule a wastewater treatment plant tour for Councilors who are interested.

Norris stated given the size of the project, he believes it would be prudent to spend a little more money on the next few steps. The water rights are opaque, and they are in a very uncertain status. The answer you get when you are asking a question of a bureaucratic agency and hypothetical, is not necessarily the answer you might get, when you actually have a project ready to go and funded. They necessarily have to take this a little bit further, in order to really flush out it's potential.

**Motion:** Accept the preliminary feasibility findings and direct staff to continue to pursue grant funds and continue development of the hydro-electric project.  
**First:** Saunders  
**Second:** Counihan  
**Discussion:** None  
**Vote:** Motion passed (roll called)  
Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera  
Nays: None  
Abstentions: None  
Excused: None

#### 4. Forth Mobility Electric Carshare Pilot Contract, W. Norris/R. Fuller

##### Background

The Hood River City Council passed Resolution 2018-02 on February 12th, 2018, making an organizational commitment to the Hood River County Energy Plan's blueprint to reduce emissions from burning fossil fuels. This included replacing 30%, 50%, 80% of the power generated from fossil fuels with clean, renewable energy in buildings, water systems, and transportation by 2030, 2040 and 2050 respectively. The City Council underscored its commitment to combating climate change with the passage of Resolution 2019-16 on November 12th, 2019 which set a specific goal of net zero greenhouse gas emissions from municipal operations by 2035.

##### Discussion

The non-profit electric vehicle (EV) promotional organization Forth (forthmobility.org) approached the City of Hood River last summer about a potential EV carshare pilot project. Carsharing is a rapidly growing vehicle rental model where the public can checkout automobiles for short periods of time, typically by the hour. Forth is headquartered in Portland, Oregon. The non-profit promotes the adoption of EVs through demonstration projects, public information campaigns, and legislative advocacy. Examples of their programs include providing EV test drives, hosting an annual EV conference, and providing an online EV matching tool that recommends suitable EVs based on an individual's specific transportation needs.

Forth applied for and subsequently received a Federal Department of Energy (DOE) grant to provide an EV carsharing program in Hood River. The purpose of the grant is to test the economic viability of EV carsharing in rural environments. Carshare programs are typically only available in large metropolitan areas. DOE funding for the proposed pilot program will last three

years and will pay for installation of charging infrastructure. Honda America has donated Five 2017 model year EV Claritys for the pilot. Forth has also partnered with Envoy (envoythere.com) to provide the mobile device portal for vehicle rentals. The rental interface will be provided in both English and Spanish. Columbia Cascade Housing Corporation residents will also receive discounted pricing.

Local partners are being asked to commit locations for the project. Forth is requesting the City of Hood River, Port of Hood River, and Columbia Cascade Housing Corporation allow carshare EVs to be located on their properties. The full contract for the City Council's consideration is attached to the coversheet. Important program points negotiated by City staff include:

- Up to three (3) locations provided by the City of Hood River

It is anticipated that the City will only need to provide two (2) locations. One location is confirmed at the City Hall parking lot and another in a downtown parking lot. The exact parking lot location will be determined after evaluation by an electrician. Forth's intention is to locate the other EVs at a Columbia Cascade Housing Corporation apartment complex and on Port of Hood River property near where the Columbia Gorge Express drops visitors. It is possible a third City site will be needed if one of the other local partners chooses not to participate.

- Transfer of charging infrastructure at the conclusion of the pilot program

The contract states an intention to transfer ownership of the charging infrastructure installed on City property to the City of Hood River upon conclusion of the pilot program. However, if an agreement cannot be reached for infrastructure transfer, Forth is responsible for removing the EV equipment and returning the City's property to its prior condition.

- Early reservations for official City business

Replacement of the City's 2004 Ford Explorer administration vehicle is due and budgeted in the current fiscal year. The City was already intending to replace the aging SUV with an EV consistent with City Council climate goals. The Forth contract replaces the need for a dedicated City vehicle by providing City employees with advanced capability to reserve the EV located at City Hall ahead of the general public.

Timing Considerations: Commitments from local partners are necessary before the pilot program can begin. Forth is hopeful the vehicles can be ready for rental by the public ahead of the 2020 tourism season.

Staff Recommendation: Authorize the City Manager to enter into the attached agreement with Forth for a 3-year pilot EV carsharing program.

Councilor Saunders asked how this would be promoted and if there are different marketing strategies for residents versus tourist.

Kelly Yearick, appearing by telephone, stated they would be working with several community organizations. There will be different strategies involved. They will also be working with Columbia Area Transit to communicate with their riders. They will also provide information in Spanish and work with Radio Tierra.

Councilor Saunders suggested they work with the Chamber of Commerce to connect with the hotels in the area.

Kelly stated rates have not been set yet. On average at other properties and operations, the cost ranges anywhere from \$.15/minute to \$.30/minute. They will work on this more to figure out what the best-case scenarios are. There will be discounts for residences of the housing corporation.

Kelly explained how they will be measuring success of the program. The goal is to have the car used 5 hours a day/per car. They will see how they can make changes to the program to make this goal, costs and outreach.

Councilor Rivera suggested that Kelly reach out to Pacific Source, they might be able to cover the cost of passes for other qualifying residence.

Councilor Rivera would like to see the translation in "plain Spanish" to make it easy to understand. She suggested working with Next Door for translation.

**Motion:** Authorize the City Manager to execute a contract with Forth for provision of a 3-year rural EV carsharing pilot program.

**First:** Metta

**Second:** Saunders

**Discussion:** Councilor Haynie stated he has some concerns about this project. He is struggling to get to a "yes" vote. He feels like there is a bright shiny object in the room and he is just not able to take the bait. He is not sure of the problem the City is attempting to solve. There is no plan for the rate structure, which is an unknown. He doesn't understand why we would be putting these in an affordable housing area, when we don't know the price point. He questions utilization prospects in that it this feels like a situation where we may be placing cars and saying "Here's something you cannot afford." The City would also be giving up parking resources that we've just confirmed in this very meeting are scarce, when the program has not been proven. Adding 3 to 5 electric cars will also provide only a de minimis contribution toward the County's energy plan and carbon reduction goals. Councilor Haynie also raises a question as to the non-profit organization's claimed altruism, referencing the CEO's apparent \$180,000 salary identified in Forth's public 990 filing, which Councilor Haynie obtained. Also, Councilor Haynie referenced the proposed contract in the packet which contains a confidentiality clause. Councilor Haynie is unsure that clause can be enforceable against a municipality. Councilor Haynie also expressed concern about other language in the contract in that it could be construed to provide that it is the City's responsibility to take care of things that go wrong. In that regard, Councilor Haynie referenced Section 2.3, which Councilor Haynie said may present risk to the City. Councilor Haynie also said that he knows Mr. Norris has put a lot of work into this, which carries credibility and appreciation with Councilor Haynie, such that Councilor Haynie has some reservations about raising concerns. He is just personally struggling to get to a "yes". Kearns explained the City is covered and he does not see a downside to this because the confidentiality clause contains an exception if the City is required to provide information as required by law or ordered by a Court. Councilor Haynie disagreed on the ground that that confidentiality clauses in a private contract with a municipality is anathema to the way government should work.

**Vote:** Motion passed (roll called)

Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Rivera  
Nays: Haynie  
Abstentions: None  
Excused: None

## **V REPORT OF OFFICERS**

- A. Department Heads
  - 1. Announcements
  - 2. Planning Director Update

- B. City Recorder

- 1. Reading of Ordinance 2053 (Expedited Land Divisions and Lot Coverage) for the for the second time by title only

**Motion:** To read Ordinance 2053 (Expedited Land Divisions and Lot Coverage for the second time by title only  
**First:** Metta  
**Second:** Saunders  
**Discussion:** None  
**Vote:** Motion passed (roll called)  
Ayes: McBride, Zanmiller, Saunders, Counihan, Metta, Haynie, Rivera  
Nays: None  
Abstentions: None  
Excused: None

Gray read the ordinance by title only. The Mayor announced that Ordinance 2053 had passed its second reading and would become law in 30 days.

## **VI MAYOR**

Mayor McBride thanked everyone for a great Work Plan Session last Saturday.

## **VII COUNCIL CALL**

Councilor Metta stated she was enjoying the Children's Park with her family and noticed there is a new piece of play equipment and added decorative items to the structure. It looks great.

Councilor Zanmiller will be absent for the first City Council meeting in February.

Councilor Saunders did a ride along with the Police Department last week.

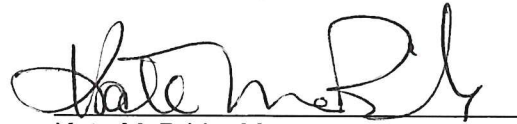
Councilor Rivera will be absent the first City Council meeting in February.

## **VIII EXECUTIVE SESSION – 9:41 pm – 10:15pm**

Oregon Revised Statute 192.660 1 (h) To consult with counsel concerning the legal rights and duties of a public body with regard to current litigation or litigation likely to be filed.

## **IX ADJOURN – Adjourned by unanimous consent at 10:15 p.m.**



  
Kate McBride, Mayor

  
Jennifer Gray, City Recorder

Approved by City Council on 2-10-20