
Hood River City Council
211 Second St.
Hood River, OR 97031
(541) 386-1488
www.cityofhoodriver.gov

April 27, 2020

AGENDA

6:00 p.m.

Councilors:	Mark Zanmiller (President)	Kate McBride, Mayor Megan Saunders	Tim Counihan
	Jessica Metta	Erick Haynie	Gladys Rivera

The City of Hood River is taking steps to limit exposure and spread of COVID-19 (novel coronavirus). In support of state and federal guidelines for social distancing, the City of Hood River will hold this meeting by using Zoom Conferencing.

Please use the following phone number or video link:

<https://zoom.us/j/94445368004>

(346) 248 7799

Meeting ID: 944 4536 8004

Members of City Council and City staff will participate by telephone, they will not be on site at City Hall during the meeting. The audio recording of the meeting will be posted shortly after the meeting on the City's website. Please check the City's website for the most current status of planned public meetings. <https://cityofhoodriver.gov/administration/meetings/>

I CALL TO ORDER

II BUSINESS FROM THE AUDIENCE

The Hood River City Council encourages community members to talk about issues important to them. If you wish to speak during "Business from the Audience", there are two options to choose from:

1. Submit written comments to the City Recorder at j.gray@cityofhoodriver.gov by Monday, April 27 no later than 12 noon in order to distribute to the City Council in one packet for review by 3pm. All comments will be added to the record.
2. To address Council during Business for the Audience, email the request (name of speaker and topic) to j.gray@cityofhoodriver.gov by Monday, April 27 no later than 12 noon. Please specify the topic your testimony addresses. Testimony will go in order of requests received. Attendees that have registered will be unmuted by the IT Administrator for 3 minutes to address Council. Public comment will be by audio only. At the Mayors discretion, public comments may be received prior to a specific topic of relevance during the meeting.

WORK SESSION

III OPEN WORK SESSION

IV AGENDA ADDITIONS OR CORRECTIONS

V DISCUSSION ITEMS

- 1. City of Hood River Local State of Emergency, R. Fuller PAGE 3
- 2. Downtown Hood River Parking Study – Interim Regulations, D. Nilsen PAGES 4-26
- 3. Draft Parks Master Plan - Update, J. Kaden PAGES 27-62
- 4. Utility Rate Study Check-in, W. Norris PAGES 63

VI ADJOURN WORK SESSION

REGULAR COUNCIL MEETING

I OPEN REGULAR COUNCIL MEETING

II AGENDA ADDITIONS OR CORRECTIONS

III CONSENT AGENDA

These items are considered routine and/or have been discussed by Council in Work Session. They will be adopted by one motion unless a Councilor or person in the audience requests, before the vote on the motion, to have an item considered at its regular place on the agenda.

- 1. OLCC Permit Application Approval – Kickstand, Off Premises PAGES 64-67
- 2. OLCC Permit Application Approval – Creatrix Spirits, New Establishment (409 Oak Street), Off Premises PAGES 68-71

IV REGULAR BUSINESS ITEMS

- 1. Approval to pay Oregon Department of Transportation (ODOT) for the increase to the City's share of preliminary engineering for Cascade and Rand Traffic Intersection, W. Seaborn PAGES 72-73

V REPORT OF OFFICERS

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

VI REPORT OF COMMITTEES

- 1. Visitor Advisory Committee – Metta and Saunders

VII MAYOR

VII COUNCIL CALL

- 1. Proclamation – Older Americans Month 2020, Councilor Counihan PAGES 74

VIII ADJOURN REGULAR MEETING

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: April 27, 2020
To: Honorable Mayor and City Council
From: Rachael Fuller, City Manager
Subject: City of Hood River Local State of Emergency

Background:

On March 17, 2020, the City Manager issued an emergency declaration as a result of the COVID-19 pandemic, activating certain emergency powers authorized by ORS 401.309. On March 19, 2020, the City Council convened a special meeting and ratified the City Manager's declaration. On April 8, 2020 the City Manager signed an extension of the City of Hood River Local State of Emergency to remain in effect until April 30, 2020.

Additional information about the local state of emergency will be discussed with Council at the meeting.

Attachments: None

CITY COUNCIL COVER SHEET

Meeting Date: April 27th, 2020

To: City Council

From: Dustin Nilsen, Director of Planning

Subject: Downtown Hood River Parking Study – Interim Regulations

Background:

During the January 13th and 27th 2020 meetings Council requested that staff provide more information regarding a limited scope of interim parking regulations amendments that would be effective until longer term parking supply alternatives and issues were addressed by the Urban Renewal Agency. These interim regulations were scheduled for discussion at its March workshop and were specifically tailored to address:

- 1) Upper-story residential conversions within historic buildings
- 2) Fees paid in lieu of providing off-street parking
- 3) Demand-based parking rates

The purpose of this item is to outline the proposed amendments and take additional Council input prior to initiating the legislative process with Planning Commission. The intent of the amendments are to reduce barriers to downtown investments for both commercial and residential uses, facilitate the reuse of historically significant buildings, and expand residential housing opportunities in the City's historic commercial mixed use center, which is a common strategy in successful historic downtown and main street districts. Expanded commentaries and analysis provided by Rick Williams Consulting are included as attachments and provide recommendations and details on each of the following issues.

1). Residential Conversions within Historic Buildings.

As detailed within the Downtown Parking Study, developers and owners of downtown structures identified off street parking requirements as obstacles to residential development within the downtown building inventory. A number of these structures are listed on local and national historic inventories intended to protect their design and architectural elements which are cited as contributors to the history and character of downtown. The addition of on-site parking while maintaining historic character is often cost-prohibitive.

If Council wishes to allow upper story residential conversions of historic structures downtown without requiring additional off-street parking, a memo discussing the topic is included and will be used to initiate hearings and code changes that will be initiated at Planning Commission.

2). Fee in Lieu of Off-Street Parking

Another issue identified and scoped for an interim code update was fee in lieu of off-street parking downtown. Since its inception, the fee-in-lieu has not been successful in meeting several of the goals originally intended for the parking program by the City. A key finding of the 2019 Downtown Parking Study was that the existing fee-in-lieu option lacked coordination with economic factors essential to translating fee-in-lieu payments into new parking capacity to serve parking demand for developments that would pay the fee (IE the fee didn't match the market).

Council has recognized the Fee in lieu issue in the past and has made a series of adjustments to address market issues. If Council wishes to reduce the fee in lieu as a way to incentivize the construction of housing downtown and until a long-range parking supply project is initiated, an attachment memo is included for guidance to a zoning code change to be initiated before Planning Commission.

3). Demand-Based Parking Rate:

As outlined in Strategy 3 of the Downtown Parking Study, a recommendation was made to “Revise current parking code requirements for new commercial and residential development in the downtown to be reflective of local demand and supportive of new growth and supportive of a new fee-in-lieu policy/code”.

Currently there are conflicting parking requirements within the code. Revising the parking rate as along with the interim approaches is recommended because the parking requirements suggested in the study influence how fee in lieu calculations are made. As outlined in the memo, revising the parking requirements to reflect the downtown parking demand (as measured by 2019 Hood River parking counts) should coordinate with the fee in lieu revision to avoid code inconsistencies.

The proposed changes are outlined in the following Chart:

Parking Requirement	Residential	Commercial	Industrial
Current	1.5 per unit	1 per employee	1 per employee
Recommended	1.25 per unit	1.50 per 1,000 rentable square feet	1.50 per 1,000 rentable square feet.

Attachments:

- White Paper Number 3 (Parking Demand Forecasts)
- Historic Downtown Properties -Waiver of Parking Requirements
- Fee in Lieu Interim Restructuring of the Current Code Option
- Local Inventory of Historic Buildings from the Zoning Code

White Paper #3: Parking Demand Forecasting - Commercial and Residential Development

1.0 Introduction

The City of Hood River is interested in better understanding the impacts of parking demand for new commercial and residential development in the downtown over a 20-year planning horizon. Currently, parking “demand” is influenced by minimum parking requirements in the City’s development code (Chapter 17). As in most city codes around the United States, code parking requirements are arbitrary and unrelated to the actual demand for parking generated by a use. Unfortunately, this is the case in Hood River as well. To this end, exploring future parking need within the context of actual demand can aid the City in refining its parking code and realistically planning for the future.

As in most city codes around the United States; parking requirements are arbitrary and unrelated to the actual demand for parking generated by a use. Exploring future parking need within the context of actual demand can aid the City in refining its parking code and realistically planning for the future.

The consultant team recently completed an analysis of estimated parking demand for commercial and residential properties located within the downtown Hood River parking study area. For commercial (non-residential) properties, the consultant was able to derive a “mixed-used blended parking demand rate” based on actual peak parking use in the downtown correlated with estimates for occupied building area in non-residential buildings.¹ Given the small number of residential units currently located in the downtown study area (62 units), the consultant derived actual parking demand rates from multi-family residential developments in other cities with similar land use characteristics that affect parking demand (e.g., low transit/high vehicle). Though not as robust of a data file as that developed for the non-residential buildings; this residential demand evaluation provides a realistic comparative model for Hood River to assess both its current code requirements and future planning related to residential impacts on parking.

This paper summarizes the consultant’s findings related to parking demand for both commercial (non-residential) and residential land uses in the downtown and forecasts potential parking impact scenarios over a 20-year period.

¹ These findings are summarized in detail in a White Paper titled *Downtown Parking Demand Assessment (Version 1 – April 2019)*, which was prepared by Rick Williams Consulting.

2.0 Commercial (Non-Residential) Parking Demand Forecast

2.1. Background

City staff and the consultant team developed a comprehensive list of all land uses within the downtown study area. This was compiled using available land use data for tax parcels in the study area and actual physical assessment of sites to verify use type and square footage. Square footages were derived for commercial, retail, and institutional properties. Through this process, it was determined that the total floor area for non-residential land uses in the downtown study area is currently 793,539 square feet.

The consultant was also able to determine the actual number of vehicles parked in the on- and off-street supply as a result of data collection conducted over four days in 2018. At the highest point of occupancy, there were 987 vehicles parked. Finally, the consultant estimated actual occupancy of built land uses (non-residential) in increments of 90%, 93% and 95%.² The formula for calculating demand is:

$$(total\ vehicles\ parked\ in\ peak\ hour) \div (occupied\ gross\ square\ footage / 1,000)$$

Using these metrics of building area, occupied building area and peak hour vehicles parked, actual demand estimates for parking demand for non-residential land uses were calculated. This is reflected in **Table 1**.

Table 1: Study Area Demand – Mixed Land Use to Occupied Land Use

Estimated Building Occupancy	Gross Square Footage (Occupied)	True Demand Ratio	Calibrated True Demand (with 15% Buffer)
95%	753,862 ft ²	1.31 / 1,000 ft ²	1.51 / 1,000 ft ²
93%	737,991 ft ²	1.34 / 1,000 ft ²	1.54 / 1,000 ft ²
90%	714,185 ft ²	1.38 / 1,000 ft ²	1.59 / 1,000 ft ²

As the table demonstrates, true parking demand ranges from 1.31 to 1.38 parking stalls per 1,000 square feet of occupied building area. When a market calibrated buffer is added to true demand, the overall demand per parking per 1,000 square feet ranges between 1.51 and 1.59.³

² In working with City staff, we were unable to identify any reliable data source (at this time) of actual building occupancy for non-residential buildings in downtown Hood River. If this were to change, the demand model could be revised.

³ If projects were built only to True Demand, they would theoretically be 100% occupied at their peak hour, leaving little flexibility for unique variations in the ebb and flow of parking activity over the course of a day or over time. To this end, demand models generally provide for a demand buffer or “flexibility cushion” that is added to True Demand. Traditional commercial buffers (for land uses with high turnover) are 15%, based on the parking industry’s 85% Rule for visitor parking. Providing a 15% buffer for mixed use, retail, and office land uses is considered ideal.

2.2. Forecasting Parking Demand (Non-Residential Land Use Growth)

Forecasting parking demand is simply applying actual parking demand to estimates of future land use growth. For this discussion, the assumption is that Hood River’s downtown will continue to add a mix of non-residential uses to its core area. At present, the City does not have any formal estimates or completed growth plans from which to draw future anticipated growth by land use type.⁴ For purposes of forecasting, the initial approach provides a model that estimates annual growth in new non-residential land uses at 1% a year over the current 2019 baseline of 793,539 square feet of non-residential buildings. This is summarized in **Table 2**.

Table 2: Study Area Demand – 20 YR Forecast

	Non-residential growth (ft2) @ 1% annually					Cumulative @ 20 Years
	2019	2025	2030	2035	2040	
Non-residential ft2	793,539	833,216	874,877	918,621	964,552	
Net growth ft2 (5 YR increments)		39,677	41,661	43,744	45,931	171,013
<i>Net new parking @ 1.51/1,000 ft2*</i>		60	63	66	69	258
<i>Net new parking @ 1.59/1,000 ft2*</i>		63	66	70	73	272

*[NOTE: Net new parking does not account for existing parking that might be removed to accommodate new development]

As the table illustrates, an annual growth rate of 1% in new non-residential building area will result in 171,013 square feet of new land use between 2019 and 2040. This would represent a cumulative increase of 171,013 additional square feet over the current non-residential building stock; an average of 43,000 square feet every 5 years or 21.5%.

In terms of parking impacts, the net parking supply would need to increase by 258 to 272 stalls to assure that existing and new users are effectively accommodated. This would increase the total supply of parking in the downtown study zone from 1,485 stalls (2019) to between 1,743 and 1,757 stalls (2040); an increase of 18%. Again, these estimates are based on the actual blended rate for parking demand in Hood River.

It is important to note that the demand forecast does not account for:

- Existing parking spaces that might be lost/removed to new development, or
- Potential future impacts of changes in user mode behavior (e.g., more people using transit, bike, walking or rideshare) that might reduce overall parking demand.

It is also important to note that any increase or decrease in the rate of growth (estimated here) at 1% annually will affect the model outputs. Nonetheless, we believe this provides a realistic basis from

⁴ If new information is provided over the course of the 2019 parking study, the model can be updated and revised to reflect new assumptions regarding land use growth.

which to engage stakeholder discussions and provide some front-end estimates to inform near and mid-term planning efforts.

3.0 Residential Parking Demand Forecast

3.1. Background

The City provided the consultant team with a list of residential properties in the downtown study area. Several of the sites on the list were ground-truthed by city staff to confirm address and location. There are 62 residential properties in the project study area. According to the available data, most development occurred in waves; the two largest increases came in 2006 (15 units), 1970 (11 units), and 2005 (11 units), with another 11 currently under construction. Only 19 residential units have been built in the downtown in the last thirteen years (since 2006). **Table 3** provides a summary of the residential properties.

Table 3: Downtown Residential Property Inventory

Land Use Type	Units	Year Built
Single Family Residential	1	1890
Single Family Residential	1	1895
Single Family Residential	1	1901
Single Family Residential	1	1937
Multifamily Residential	11	1970
Multifamily Residential	11	2005
Single Family Residential	1	2005
Multifamily Residential	15	2006
Single Family Residential	1	2006
Mixed Use Residential	1	2007
Residential Townhouses	6	2015
Mixed Use Residential	1	2018
Multifamily Residential	11	2019 ⁵
Total	62	

3.2. Current Residential Code Requirements

Based on to Municipal Code Section 17.03.040 G.2 all individual dwelling units, duplexes, and triplexes built within the study are required to provide two (2) parking spaces for each unit on the building site, one (1) of which may be within the required front yard setback area. For, multi-family dwellings the code requires one and one-half (1.5) off-street parking spaces per dwelling unit on or adjacent to the building site.

⁵ Under construction

3.3. Residential Parking Demand Comparison – Peer Review

For the purposes of residential land use planning and right-sizing the city’s parking development code it can be helpful to evaluate peer city parking demand ratios to ensure they are calibrated in a manner that is supportive of residential uses rather than being burdensome. Ideally this evaluation would have derived a demand ratio using local data rather than drawing from comparative data, similar to what was compiled for non-residential demand above. Unfortunately, there were insufficient examples of multi-family dwellings within the study area to provide a sufficient sample size. As such, the examples provided below were recently derived (within the last 3 years) from peer cities with similar land use characteristics that influence parking demand – i.e., low transit availability and have a greater demonstrated reliance on the automobile for general transportation needs.

Table 4: Municipal Residential Parking Demand Ratios

City	Urban Context	Type of Housing	Demand Ratio
Bend, OR	Low transit / High auto	Multi-family	1.25 / unit
Albany, OR	Low transit / High auto	Multi-family	1.33 / unit
SeaTac, WA	Some transit / High auto	Multi-family	1.15 – 1.27 / unit
Tukwila, WA	Low transit / High auto	Multi-family	1.26 – 2.00 / unit
Renton, WA	Low transit / High auto	Multi-family	1.74 / unit

The actual demand figures in the example cities range from as little as 1.15 vehicles per unit to as much as 2.00 per unit. The median ratio of the above samples is 1.27 vehicles per unit; the average ratio is 1.43 with a standard deviation of 0.29. As a rule of thumb, RWC favors using a *median* figure (1.27) rather than an *average* (1.43) which reduces the influence of outlier examples (especially high or low figures). By comparison, the Institute of Transportation Engineers (ITE) Parking Generation Manual (4th Edition) cites 1.23 as the average peak demand for Low/Mid Rise Apartments in a suburban location.

Using the median standard derived here, the City of Hood River can expect new residential development in Downtown to generate the following parking need using the (peer) derived median parking demand ratio for residential units. **Table 5** provides an estimate of future parking need based on development size. [NOTE: The consultant did not attempt to forecast residential demand over a 20-year period given the very low historical growth rate (i.e., 19 units since 2006).

Table 5: Estimated Parking Need for Future Residential Development

Sample Development Size	Parking Demand Ratio	Parking Stall Need
5 units	1.27	7 stalls
10 units	1.27	13 stalls
25 units	1.27	32 stalls
50 units	1.27	64 stalls
100 units	1.27	127 stalls

While somewhat simplistic in nature this residential demand evaluation provides a realistic (scaled) parking generation model for Hood River to assess both its zoning code requirements and future planning related to residential impacts on parking.

4.0 Summary

There is considerable pressure on the City related to development in the Downtown – in the form of providing adequate visitor parking, reasonable development expectations (parking development ratios and/or fees in lieu) and managing traffic and circulation in the manner that is safe and efficient for all user groups. One of the first steps in actively managing the parking component is to understand how and at what level land uses (development) generates the need for parking.

The commercial and residential parking demand assessment described in this white paper help to directly answer that question. In general, commercial space generates the need for between 1.51 – 1.59 parking spaces for every 1,000 square feet of occupied building area. Multi-family residential units can be expected to generate a need for 1.27 parking spaces for every occupied dwelling. These two important factors can be used to calibrate existing zoning code language to more accurately right-size new (parking) supply related to future development. It can also be a valuable tool in estimating long-term land use planning buildout scenarios and how that will impact the downtown parking system.

Going forward a good rule of thumb is to periodically update (every 5 -7 years) the commercial and residential parking demand ratios so they continue to reflect the reality on-the-ground and they continue to serve the role of providing accurate guidance for parking generation and a right-sized parking supply.

MEMORANDUM

TO: Dustin Nilsen, City of Hood River
FROM: Rick Williams, RWC
DATE: March 3, 2020 (v1)

RE: **Historic Downtown Properties – Waiver of Parking Requirements**

I. BACKGROUND

Organizations who advocate for livable and vibrant downtowns, such as the International Downtown Association, often promote residential development as a key strategy to help strengthen, diversify, and revitalize downtowns. Multifamily residential or mixed-use commercial/residential buildings help provide a customer base for downtown businesses, allow for an efficient use of existing city infrastructure, help to increase the number of residential trips made by walking and biking, and expand the range of residential choices available to employees and community members. Particularly when compared to downtowns that are primarily commercial in nature, downtowns with a variety of residential options are typically livelier into the evening and maintain more activity beyond standard business hours.

Another livability goal for many downtowns is the preservation of older and historic buildings. The nature and character of such buildings contribute to a downtown’s identity and heritage. However, because of their age and architecture, the cost of upgrading and/or redeveloping them can be prohibitive. Oftentimes, in the development process, treating them similarly to new development can threaten their preservation; leading to a situation where tearing them down is preferable within the context of a developer’s proforma.

For both the goals of encouraging multi-family residential growth downtown and preserving older and historic buildings, providing parking is problematic in terms of its inherent cost and its effect on project feasibility and affordability, and in situations where parking is required as a condition of development. In Hood River in particular, developers have expressed interest in redeveloping upper floors of older and historic buildings downtown to residential uses, but current code related to minimum parking requirements and the cost of “buying out” of requirements through a parking fee-and-lieu have negated any forward progress on such projects.

To this end, the City of Hood River is interested in creating an approach within its development process and code that would eliminate minimum parking requirements for a finite list of designated historic properties in the downtown to achieve the following goals:

- Preserve older and historic building stock as it contributes to downtown’s identity and heritage.
- Encourage residential growth and affordable housing opportunities.
- Support reductions in the need for automobiles – car free living.
- Better integrate parking management and alternative mode options.

The intent of this technical memorandum is to outline a potential framework for such an allowance and a discussion of potential outcomes on the existing parking system and measures that would assure such impacts are minimized or mitigated.

II. EXISTING CONDITIONS

A. Pace of Residential Development

There are 62 residential properties in the Downtown Historic District. The City provided the consultant team with a list of residential properties in the downtown study area. According to the available data, most development occurred in waves; the two largest increases came in 2006 (15 units), 1970 (11 units), and 2005 (11 units), with another 11 currently under construction. **Table 1** provides a summary of the existing stock of residential properties downtown.

So, while there has been some recent movement to build residential units in the downtown area, very little has been realized in the last 15 years. Public input derived from the 2019 Downtown Parking Study (including discussion with developers) referenced minimum parking requirements and the current parking fee-in-lieu as significant barriers to any residential development (whether new or for conversions within older and historic properties). For older and historic properties, the minimum requirements were described as non-starters for development as including parking on-site is not feasible (or possible). This limitation is then exacerbated by the fee-in-lieu.

Table 1: Downtown Residential Property Inventory

Land Use Type	Units	Year Built
Single Family Residential	1	1890
Single Family Residential	1	1895
Single Family Residential	1	1901
Single Family Residential	1	1937
Multifamily Residential	11	1970
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Single Family Residential	1	2005
Multifamily Residential	15	2006
Single Family Residential	1	2006
Mixed Use Residential	1	2007
Residential Townhouses	6	2015
Mixed Use Residential	1	2018
Multifamily Residential	11	2019 ¹
Total	62	

B. Residential Parking Requirements (current code)

Based on the Municipal Code Section 17.03.040 G.2; all individual dwelling units, duplexes, and triplexes built within the study are required to provide two (2) parking spaces for each unit on the building site, one (1) of which may be within the required front yard setback area. For, multi-family

¹ Under construction.

dwelling units the code requires one and one-half (1.5) off-street parking spaces per dwelling unit on or adjacent to the building site. These standards apply to any residential project, new or as a conversion within an existing building. Findings from the 2019 Downtown Parking Study estimated actual parking demand for downtown residential dwelling units to be 1.25 stalls per unit.

C. Fee-in-lieu Option (current code)²

Developers have the option to pay a fee in-lieu as an off-set to providing the full amount of parking required by code.³ The fee-in-lieu amount is set by City Council resolution and is reviewed on at least an annual basis.⁴

Table 2 shows the rate for Fiscal Year 2019-20, for both residential and non-residential uses. As the table demonstrates, there is a clear difference between the fee-in-lieu option for residential uses (up to \$22,088 per space for the first two-thirds of required parking) and non-residential uses (just \$1,226 per space). The difference is striking and provides support for input received in discussions with potential residential developers that the fee-in-lieu option is prohibitive for residential development and markedly so for older and historic properties, rendering it impossible to either meet the minimum parking requirement on-site or pay a very high fee to waive out of parking.

Table 1: Fee-in-Lieu Rates

Residential Uses	\$22,088 per space (first 2/3) + \$2,142 per space (last 1/3)
Commercial Uses	\$1,226 per space
Industrial Uses	\$1,226 per space

The pace of residential growth in the downtown has been marginal over the past 15 years. It is also likely that current code parking requirements and the fee-in-lieu option have limited older and historic buildings from being able to feasibly redevelop or play a role in creating affordable housing opportunities.

III. PROPOSED FRAMEWORK FOR OLDER AND HISTORIC BUILDINGS

To encourage reuse and redevelopment of older and historic buildings, it is recommended that the following framework be considered for incorporation into the City Municipal Code:

- a. Identify a finite list of existing buildings (older and historic) within the Downtown Historic District that would be eligible for waiver of minimum parking requirements if conversion of the second and/or third floor were for multi-family dwelling units.

² The focus of this technical memorandum is the impact of current City regulations on the redevelopment of older and historic properties. A look at how the same regulations impacts new development (commercial and residential) is the subject of a separate technical memorandum that evaluates an interim fee-in-lieu program and adjustments to current parking requirements.

³ 17.24.020 Payment of Fee: Parking Requirement for Calculation of Fee. The In-Lieu Fee shall be based on 1.2 parking stalls or spaces per 1,000 square feet of development multiplied by the amount set by Council resolution in section 17.23.010.

⁴See, Rick Williams Consulting, *White Paper # 5: Strategic Use of Fee-in-Lieu as a Source of Funding for Public Parking (May 7, 2019)*.

- Street level conversions would not be eligible for the exemption nor would transient or hotel users, which is consistent in the code that delineates commercial versus residential uses.
- b. In agreeing to the parking exemption, developer/owner of the allowed building would sign a waiver – assigned to the title of the building and as a condition of use for the building – relinquishing the City from any responsibility for providing parking to users or tenants of the redeveloped property.
- No entitlement to any public parking (on or off-street) is made.
 - Developer/owner would be able to purchase available parking in private or public supply for tenants, but only in an open market format like any other user downtown.
 - If public parking is available, it is available as demand dictates. As such, any availability is considered interim and subject to change.
 - If the City builds future public supply (e.g., lot or garage), the City makes no commitment to the subject building to any access entitlements to that supply; except as supply is available on a demand based system of parking management, which assumes all supply is only available for interim periods.
- c. The City will manage its public parking supply within the framework of its adopted Downtown Parking Management Plan to ensure that existing and future parking capacity is managed to achieve the following:
- The most convenient on-street parking downtown will be preserved for the priority user: the customer trip.
 - The most convenient on-street parking in neighborhoods adjacent to the downtown will be preserved for the priority user: the resident and their guests.
 - Coordinate public off-street parking resources (public and private) to meet employee demand; while balancing the need in public off-street facilities to also accommodate visitor needs.

IV. MANAGING OUTCOMES

Creating a waiver to parking requirements for older and historic buildings will create both challenges and benefits. Numerous cities provide parking requirement waivers for historic buildings and have done so successfully.⁵ These include:

- ✓ Austin, TX
- ✓ Eugene, OR
- ✓ Durham, NC
- ✓ Olympia, WA
- ✓ Portland, OR
- ✓ Richmond, VA

Assuring the City and stakeholders that the change in requirements is a benefit to the downtown will be essential. The following outline addresses both challenges and benefits.

⁵ <https://www.nps.gov/CRMJournal/CRM/v14n7sup.pdf>

A. Challenges

- *Impact on existing supplies.* There may be concern that allowing a zero-build parking scenario for older and historic buildings will result in overflow into existing public on-street and off-street supply downtown as well as into adjacent neighborhoods. This can be effectively mitigated through:
 - Limiting the waiver to a finite set of buildings.
 - Formalizing the waiver framework criteria outlined in Section III, above.
 - Diligent implementation of strategies in the Downtown Parking Management Plan that include:
 - Continue time limited (metered) on-street parking in downtown. This prevents the long-term storage of vehicles on-street (particularly during high customer demand hours).
 - On-going data collection. This will assure that demand is monitored, and strategies are synced and calibrated to the 85% Occupancy Standard. Data collection also allows the City to track changes in use and patterns of parking activity that can be directly correlated to (before and after) a redevelopment project.
 - Extend hours and days of enforcement (as documented through data collection) to ensure continued priority user access. This assures that if customer demand during non-enforcement hours grows; enforcement will be extended.⁶
 - Implement neighborhood permit districts in adjacent residential areas per criteria currently provided for in 10.42.020 of the City Code. This is a tool the City already has to protect the priority of parking in adjacent residential districts for the residents (and guests) of those areas.
 - Implement a shared use parking program to capture currently identified underutilized parking supply in privately owned off-street facilities.

B. Benefits

As stated previously, there is a desire to preserve older and historic buildings and to facilitate growth of affordable residential housing in the downtown. The historical pace of such development has not occurred. Providing a waiver to parking requirements for a finite set of older and historic buildings can provide the following benefits to the downtown and the City.

- *A market-based approach to development.* The waiver option, coupled with the waiver criteria outlined in Section III, place the economic decision for moving forward with a development on the developer. Issues of financing and marketability of the residential asset will be made in the context of the waiver, which means there is no entitlement to parking (on the City's part).
- *Affordable housing is more feasible.* The cost of parking and/or what is now a very high fee-in-lieu would have to be carried within the cost of the housing provided. What the market has seen is that such projects are not viable financially or the cost of units do not support affordability.

⁶ The City cannot prevent any vehicle from parking in a legal on-street stall once enforcement is curtailed. As such, some cities with high concentrations of downtown living will *extend hours of enforcement* from the traditional 9AM – 6PM to later hours in the evening. Similarly, cities have moved to *extending days of enforcement* to include Saturdays and/or Sundays. The purpose is to (a) ensure that customer demand is accommodated and to remove on-street parking as a source of parking that downtown residents rely upon.

- *Downtown vibrancy and livability are enhanced.* Cities across the country have been able to correlate downtown living with increased business vibrancy and higher use of alternative modes (transit, bike, walking).
- *Urban design and historical integrity.* Older and historic buildings have a higher probability of being preserved. This contributes to Hood River’s historic identity and architectural heritage.

V. SUMMARY

Growth in downtown residential housing has been marginal over the past 15 years, though such development is a goal of the City of Hood River. Similarly, upper floor redevelopment of older and historic buildings has also been stagnant. Input from within the development community, and examples from other cities, indicate that minimum parking requirements and/or high fees to waive out of parking requirements are true impediments to repurposing such buildings.

Waiving parking requirements for older and historic buildings – in return for residential housing – comes with challenges and benefits. The recently adopted Downtown Parking Management Plan provides numerous strategies that can support a waiver of parking requirements for these building types. To that end, active commitment to and implementation of the plan will be required.

As seen in other cities, the benefits of the proposed waiver are numerous and consistent with long-stated City goals for historic preservation, affordable housing and continued vibrancy within the downtown.

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MEMORANDUM

TO: Dustin Nilsen, City of Hood River

FROM: Rick Williams, RWC

DATE: March 6, 2020 (v1)

RE: Fee-in-Lieu – Interim Restructuring of Current Code Option

I. BACKGROUND

In 2006, the City of Hood River established a fee-in-lieu option in its code (currently outlined in Chapter 17.24¹). The code provision allows developers in the Central Business District to pay a fee to the City in lieu of providing required off-street parking. The amount of the fee is set by resolution of the City Council and reviewed on at least an annual basis. Upon payment of the fee-in-lieu, the City is to deposit monies in a dedicated fund for the development and provision of public parking facilities. At present, the fee is calculated based on 1.2 parking stalls or spaces per 1,000 square feet of development multiplied by the amount set annually by Council. For residential development, the fee is spread at different rates between the first two-thirds of stalls provided and the remaining one-third.

II. PROBLEM STATEMENT

Since its inception, the fee-in-lieu has not been successful in meeting several of the goals originally intended for the program by the City. This was the conclusion of Ad Hoc Committee that was established to develop and complete the 2019 Downtown Parking Study. The Ad Hoc Committee concluded that the format of the current fee-in-lieu is challenged in its capacity to:

- Attract new development to the downtown, particularly affordable housing.
- Support developments constrained by the cost of parking development while reducing reliance on surface parking areas.
- Address site constraints, including historic preservation that may limit the ability to incorporate parking.
- Remove barriers to new development or redevelopment of existing buildings.
- Maintain and encourage an urban form for new development that is consistent with the downtown vision and Hood River's unique identity and character.

A key finding of the 2019 Downtown Parking Study was that the existing fee-in-lieu option lacked coordination with economic factors that are essential to translating fee-in-lieu payments into actual new parking capacity to serve parking demand for developments that would pay the fee. The current

¹ This provision has been modified over the years but is still in place within the code.

format failed to address the issue of “entitlement”² for those that pay and the financial reality that the fee-in-lieu itself was inadequate to the actual cost of delivering new structured parking supply in the downtown. Review of fee-in-lieu programs in other cities found that successful implementation occurred within the context of a broader package of funding sources that can fully support new parking development. In Hood River, the identification and harboring of other funding sources has not occurred. This severely limits the City from being able to strategically respond to potential growth in parking demand and potential partnerships with developers and existing downtown businesses and properties to expand parking capacity over time.

III. MOVING FORWARD

The City is still interested in fee-in-lieu as a potential funding option that could be used to support development of new parking capacity in the future. At the same time, the City realizes that adequate time needs to be taken to explore the true cost of parking development, location, amount and (most importantly) a realistic and feasible funding package that can deliver new capacity while still meeting the goals supporting (and not hindering) new development referred to in Section II above. A process for evaluating and reframing the fee-in-lieu option is outlined in the recently adopted Downtown Parking Study and Plan.³ The strategies and associated action steps within the plan addressing new parking capacity envision a 0-24 month process to get to a fully integrated approach to parking funding (which would include a revised fee-in-lieu).

To this end, the City is interested in an approach that could be used as an interim strategy; an approach that would:

- Suspend the current fee-in-lieu option,
- Allow the City the necessary time to create a new fee-in-lieu framework,
- Identify and commit to a broader package of funding sources,
- Generate some revenue to support downtown access,
- Maximize existing parking supplies and continue to accommodate priority users, and
- Assure that new development projects (commercial and residential) are not hindered from moving forward.

The framework that follows is intended to provide the City with an interim option to address these outcomes.

IV. INTERIM FEE-IN-LIEU

At present, the City has not completed a plan or process for using current fee-in-lieu funds (when received) to provide new capacity for parking or grant any entitlements to payees for access to parking. The consultant recommends a new interim fee-in-lieu that preserves the fee-in-lieu process and payment for the City until such time as (a) the fee-in-lieu is modified and coupled with other funding sources for new capacity or (b) eliminated as a funding option for new capacity.

² Entitlement refers to the level of expectation and certainty that the City would provide to the payee for parking access (capacity) for the parking demand created by the new development. It would also include expectation that such parking access would be available upon completion (e.g., certificate of occupancy) of a project that paid the fee-in-lieu.

³ 2019 Downtown Parking Study and Plan (Final Report), January 22, 2020. See particularly Strategies 27-31, pages 32 – 38.

A. Current requirements

Currently, residential code requires one and one-half parking spaces for each unit in a multi-family development,⁴ whereas minimum parking stalls required for commercial use are based upon employee totals (see Chapter 17.03.040).⁵ However, for purposes of calculating the fee-in-lieu the City bases the fee on 1.2 parking stalls or spaces per 1,000 square feet of commercial development multiplied by the amount set annually by Council.

For Fiscal Year 2019-20, the following fees-in-lieu apply:⁶

- Residential: \$22,088 per space (first 2/3) + \$2,142 per space (last 1/3)
- Commercial Uses: \$1,226 per space
- Industrial Uses: \$1,226 per space

The disparity between the residential and commercial/industrial fees is interesting. The very high fee for residential development (without clarity on whether a development would receive access to parking in return for the fee) likely underscores the concern for the historical lack of residential development in the downtown. At such a high rate, the cost associated with residential parking is viewed by the developer as “valueless,” and must be treated in a proforma as a spread cost. A spread cost would need to be absorbed into the project, increasing rental or unit costs with no return value. Spreading such a cost likely pushes projects out of the market for sales or leasing. Similarly, such costs affect financing, as lenders also view such costs as valueless, affecting the return on investment necessary to finance.

The very low fee for commercial/industrial uses is interesting in that the fee is so low that it works as a zero-minimum requirement. This is based on the assumption that at \$1,226 per space (a) the developer does not expect an entitlement, (b) it does not translate into an adverse drag within a pro forma and (c) the fee is so low that it does not bring much value to the City as a source for future funding of a garage or other transportation improvements in the downtown (e.g., transit, biking or pedestrian infrastructure). The fee is so low as to be superfluous.

B. An interim approach

To encourage continued new development in the downtown, it is recommended that the following framework be considered as an interim approach for approving new developments in the downtown as it pertains to calculating minimum parking requirements and calculating fee-in-lieu rates:

- a. Suspend the current fee-in-lieu option within the code.

⁴ Single dwelling, duplexes and triplexes require 2 stalls per unit.

⁵ Hood River’s code requirements for commercial uses are unique. From a development perspective, using an estimated employee total on a project-by-project approach is difficult without definitional or policy clarity on who qualifies as an ‘employee’ or is this total employee that will use a building over a 24 hour period or are employee shifts accounted for. Further, a developer may not know employee totals when programming a buildings’ uses as tenants needs may differ and may change between construction and actual occupancy.

⁶ (Consolidated fee schedules for the last 3 years are on the “Finance” section of the City’s website: <http://ci.hood-river.or.us/FinancialReports>)

b. Revise minimum parking requirements within the code as per the table below.

Parking Requirement	Residential	Commercial	Industrial
Current	1.5 per unit	1 per employee	1 per employee
Recommended	1.25 per unit	1.50 per 1,000 rentable square feet	1.50 per 1,000 rentable square feet.

The recommended requirements are taken from data findings for demand developed for the City in its 2019 Downtown Parking Study.⁷ These calculations represent a truer market calibration of demand for parking by use type in downtown Hood River. It should also be noted that the demand calculations presented represent full demand per 2018 occupancy and use data in the downtown. As such, they are assumed to quantify demand based on existing conditions for access in place in 2018. They do not account for future impacts of alternative modes (transit, bike, and walking) that might occur in future years, which would have a downward impact on actual parking demand.

c. Revise the fee-in-lieu rates per the table below.

Fee Requirement	Residential	Commercial	Industrial
Current	\$22,088 (1 st 2/3rds) \$2,142 (last 1/3 rd)	\$1,226 per space	1 per employee
Recommended	\$3,000 per space	\$3,000 per space	\$3,000 per space

Current fees are too high for residential and do not provide adequate return to the City (as an investment tool) for commercial and industrial uses. At \$3,000 per stall (for the interim) for any residential, commercial or industrial use, the fee simplifies the process and treats each use as an equally important component of downtown’s economic development. The \$3,000 fee should also not be prohibitive to development and creates a small fund that the City would then reinvest in transportation improvements that benefit the broader downtown (e.g., implementation of components of the 2019 Downtown Parking Study and Plan).

As with the current fee, the interim program is an option for a development. Ideally, new development could provide some level of parking supply within their projects. Also, the fee would be periodically adjusted per Council action until such time as a new fee-in-lieu option is developed and implemented.

d. In agreeing to pay the fee, the developer/owner would sign a waiver – assigned to the title of the development and as a condition of use for the building – relinquishing the City from any responsibility for providing parking to users or tenants of the redeveloped property.⁸

- No entitlement to any public parking (on or off-street) is made.
- Developer/owner would be able to purchase available parking in private or public supply for tenants, but only in an open market format like any other user downtown.

⁷ See: White Paper #3: Parking Demand Forecasting - Commercial and Residential Development (June 5, 2019)

⁸ A waiver form would need to be developed in association with the City Attorney.

- If public parking is available, it is available as demand dictates. As such, any availability is considered interim and subject to change.
 - If the City builds future public supply (e.g., lot or garage), the City makes no commitment to the subject building to any access entitlements to that supply; except as supply is available on a demand based system of parking management, which assumes all supply is only available for interim periods.
- e. Use of funds. The City will harbor funds collected from fee-in-lieu payments in a dedicated fund for the development and provision of downtown access programs and improvements. Such programs and improvements can include (but not be limited to):
- Implement elements of the City’s adopted Parking Management Plan
 - Purchase or lease underutilized private parking in the Downtown for conversion to public access.
 - Partner with the private sector to add public parking in new developments.
 - Invest in other transportation infrastructure in the downtown (e.g., transit, bike, pedestrian)
 - Develop new parking structures.
- f. The City will manage its public parking supply within the framework of its adopted Downtown Parking Management Plan to ensure that existing and future parking capacity is managed to achieve the following:
- The most convenient on-street parking downtown will be preserved for the priority user: the customer trip.
 - The most convenient on-street parking in neighborhoods adjacent to the downtown will be preserved for the priority user: the resident and their guests.
 - Coordinate public off-street parking resources (public and private) to meet employee demand; while balancing the need in public off-street facilities to also accommodate visitor needs.

V. CHALLENGES AND BENEFITS

Changing the current fee-in-lieu option within the code will create both challenges and benefits. Assuring the City and stakeholders that the change in requirements is a benefit to the downtown will be essential. The following outline addresses both challenges and benefits.

A. Challenges

- *Impact on existing supplies.* There may be concern that allowing developers (particularly residential developers) a low fee-in-lieu option will result in more developments taking the option, therefore opting not to provide on-site parking. The concern then being that existing supplies of parking would be compromised. This can be mitigated through:
 - Formalizing the waiver framework criteria outlined in Section IV, above.
 - Diligent implementation of strategies in the Downtown Parking Management Plan that include:

- Continue time limited (metered) on-street parking in downtown. This prevents the long-term storage of employee or residential vehicles on-street (particularly during high customer demand hours).
- On-going data collection. This will assure that demand is monitored, and strategies are synced and calibrated to the 85% Occupancy Standard. Data collection also allows the City to track changes in use and patterns of parking activity that can be directly correlated to (before and after) a redevelopment project.
- Extend hours and days of enforcement (as documented through data collection) to ensure continued priority user access. This assures that if customer demand during non-enforcement hours grows; enforcement will be extended.⁹
- Implement neighborhood permit districts in adjacent residential areas per criteria currently provided for in 10.42.020 of the City Code. This is a tool the City already has to protect the priority of parking in adjacent residential districts for the residents (and guests) of those areas.
- Implement a shared use parking program to capture currently identified underutilized parking supply in privately owned off-street facilities.

It is also important to note that a continuing challenge for developers will be project financing. This interim approach is much more clear than current code that no entitlement to parking is granted as a result of paying the fee. Though the recommended fee is low, financing standards will still pressure developers to (a) identify sources of parking access or (b) clearly outline how a no or low parking environment is marketable, financially sustainable and, therefore, mitigates risks to financing by the lender.

B. Benefits

As stated previously, there is a desire to facilitate growth of affordable residential housing and continued commercial/industrial development in the downtown. Providing an interim fee-in-lieu waiver can provide the following benefits to the downtown and the City.

- *Time for strategic planning.* An interim fee-in-lieu provides the City adequate time to develop a more workable package of funding for new parking/transportation capacity development while removing a barrier to current development.
- *A market-based approach to development.* The interim fee-in-lieu program outlined in Section IV, place the economic decision for moving forward with a development on the developer. Issues of financing and marketability of the new asset will be made in the context of the criteria agreed to upon paying the fee; there is no entitlement to parking (on the City's part).
- *Affordable housing is more feasible.* The cost of parking and/or what is now a very high fee-in-lieu would have to be carried within the cost of the housing provided. What the market has seen is that such projects are not viable financially or the cost of units do not support affordability.
- *Supports full implementation of the Downtown Parking Management Plan.* The recommended fees can be directed toward improvements to the existing system, which are intended to

⁹ The City cannot prevent any vehicle from parking in a legal on-street stall once enforcement is curtailed. As such, some cities with high concentrations of downtown living will *extend hours of enforcement* from the traditional 9AM – 6PM to later hours in the evening. Similarly, cities have moved to *extending days of enforcement* to include Saturdays and/or Sundays. The purpose is to (a) ensure that customer demand is accommodated and to remove on-street parking as a source of parking that downtown residents rely upon.

improve the capacity of parking within existing supplies through more strategic management, program investment and partnerships with the private sector.

VI. SUMMARY

The current fee-in-lieu program has become a barrier to new development, as has the difficulty in building new parking supply in the downtown, whether by the public or private sector. The cost to build new parking is extremely high and generally requires multiple sources of funding to be financially sustainable. It has become apparent that relying solely upon a fee-in-lieu option to build parking capacity is a flawed strategy. The City needs time to develop a more coordinated strategy to build parking and/or transportation capacity. Sources of funding need to be identified and a broad group of partners (public and private) will need to participate. The interim fee-in-lieu option outlined in this memorandum removes a stated barrier and will allow new development to proceed forward; letting the market and realities of financing determine feasibility.

DRAFT

**CHART B – Cultural Resources Inventory
Local Downtown District: 1994 (updated 2004)**

	Historic Name	Current Name	Address	Inventory #	Previous Designation
1	Ingall-Balch House	Colt Realty	509 Cascade Ave	44	
2	HR Garage, Inc	202 Mall	202 Cascade Ave	51	
3	Davidson Bldg	Real Wind Sports	214, 216 Cascade Ave	52	
4	US Post Office	US Post Office	408 Cascade Ave	55	
5	O.R.W. & N. Railroad	Mt. Hood Railroad	Cascade Ave & E. First	50	Nat Reg/Comp Plan
6	Columbia Laundry	HR Jewelers	413, 415 Oak St	17	
7	Paris Fair/IOOF Hall	Annz Panz	315 Oak St	18	
8	Bartmess Building	Informal Flowers/ Red Feather Mercantile	311 Oak St	19	
9	Johnsen Shoe Store	Twiggs/Benefit Consult.	305, 307 Oak St	20	
10	Butler Bank Bldg	HR City Admin Bldg	301 Oak St	21	Comprehensive Plan
11	E.L. Smith Bldg	HR Stationers	213, 215 Oak St	22	National Register
12	Keir Medical Bldg	Annie Cruz	209, 211 Oak St	23	
13	Hall Bldg	Trillium/Gorge Fly Shop/ Mt View Bicycles	201-07 Oak St	24	
14	Mt Hood Motor Co	Andrews Pizza	107-13 Oak St	26	
15	Top Hat Stoveworks	At Home on Oak	105 Oak St	27	
16	Blowers Block Bldg	HR Windsurfing	101 Oak St	28	
17	Yasui Brothers Mercantile	Holsteins Coffee	12 Oak St	30	
18	Mt Hood Hotel Annex	HR Hotel	102-08 Oak St	31	National Register
19	C.H. Sproat Bldg	Storm Warning	112 Oak St	32	

20	Eliot Bldg (formerly Franz Hardware)	Discovery Bicycles	116 Oak St	33	
21	Brosius Bldg	Carharts/Ananas/Gift House/G.Wilikers	202-06 Oak St	34	
22	La France Bldg	Waucoma Books	212 Oak St	35	
23	Ferguson Bldg	Carousel Museum	304 Oak St	38	Comprehensive Plan
24	Kelly Brothers Hardware	Frame Shop	402-06 Oak St	39	
25	Bartall Bldg	Oak St Mall	408-16 Oak St	40	
26		Windwear	504 Oak St	41	
27	PP & L Bldg	Kerritts	314, 316 Oak St	64	
28	HR Banking and Trust	Apland Jewelers	Oak St & Third	36	
29	Parker House	Parker House	110 Sherman Ave	13	National Register
30	Steward Hardware	Van Metre's	202 State St	9	
31	HR County Library	HR County Library	503 State St	14	Nat Reg/Comp Plan
32	Ezra Smith House	Wine Sellers	514 State St	16	Comprehensive Plan
33	Apple Growers Assoc Plant H	Waucoma Center	902 Wasco St	63	
34	HR City Hall	HR Police Dept	207 Second St	7	Comprehensive Plan
35	Masonic Temple	Masonic Temple	210 Second St	8	Comprehensive Plan
36	Hotel Waucoma	River City Saloon	102-08 Second St	49	Nat Reg/Comp Plan
37	HR Meat Market (formerly Scott Insur.)	Keen Shoes	111 Third St	37	
38	Diamond Fruit Bldg	ANPC	11 Third St	53	
39	Union Truckers Bill of Lading General Office	Union Bldg	Third St & Industrial Ave	61	Comprehensive Plan
40	Riverside Church	Riverside Church	Fourth & State St	11	Comprehensive Plan
41	Georgian Smith Park	Library Park	Fifth & State St	15	Nat Reg/Comp Plan

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: April 27, 2020

To: Honorable Mayor and Members of the City Council

From: Jennifer Kaden, Associate Planner

Subject: Draft Parks Master Plan - Update

Background: The Hood River Valley Parks & Recreation District initiated a process in 2018 to develop a Multi-Jurisdictional Parks, Recreation & Open Space Plan for the Hood River Valley. A joint meeting of the City Council and District and County Boards was held on February 28, 2019 to distribute a draft of the plan.

At work sessions held June 10 and July 8, 2019, City Council provided input regarding the vision, goals and policies of the draft master plan, agency roles, level of service goals for parks and trails, the city's role in acquisition, development and maintenance of parks and trails, recommended projects and implementation strategies. City Council appointed Councilors Zanmiller, Saunders, and Haynie to represent the City at Multi-Agency Joint Parks Plan Subcommittee work sessions.

The Multi-Agency Joint Parks Plan Subcommittee met several times in the fall of 2019 to provide input and direction for a revised draft Multi-Jurisdictional Parks, Recreation & Open Space Plan for the Hood River Valley. A revised draft was distributed on March 26, 2020.

The revised draft responds to much of the City Council's input, recommendations, and requests, including:

- The addition of an Executive Summary and relocation of some background materials into a separate appendices document
- A revised Vision statement
- Revised Goals & Policies
- Revised parks classifications - notably, the special use parks category was eliminated
- Inclusion of both acreage per capita and walkshed goals in a recommended Level of Service standard
- Representation of school facilities in walkshed maps
- Alignment of proposed parks acquisition areas and trails with the City's work on the Westside Area Concept Plan Report
- Redesign of a Capital Improvements Plan by jurisdiction a Capital Projects List that includes only larger projects, with broad cost estimates and a general prioritization

Alternatives: The purpose of this meeting is to confirm the following policy considerations with the entire Council and to provide an opportunity for additional input. The Council subcommittee reviewed the revised draft and recommends additional changes to the following items explained on the attachment:

1. Level of Service Flexibility
2. Adjustments to Park Classifications & Inventory
3. Role Refinements
4. Miscellaneous Corrections & Clarifications

The City Council could choose not to proceed with the project or to direct the Council subcommittee and staff to recommend additional revisions to the revised draft master plan.

Suggested Motion: I move that Councilors Zanmiller, Saunders, and Haynie take these changes to the Multi-Agency Joint Parks Plan Subcommittee for inclusion in the final Multi-Jurisdictional Parks, Recreation & Open Space Plan.

Fiscal Impact: N/A

Attachments

Council Subcommittee Recommended Revisions

Excerpts – Revised Draft Multi-Jurisdictional Parks, Recreation & Open Space Plan

Council Subcommittee Recommended Revisions to Revised Draft Multi-Jurisdictional Parks, Recreation & Open Space Plan (March 26, 2020 Draft)

Level of Service Flexibility – UGB (reference pp. 57; 75)

Summary of Revised Draft:

- Neighborhood Parks: 2 acres per 1,000 and a 1/2 mile walkshed
- Community Parks: 2 acres per 1,000 and a 2 mile walkshed
- Regional Parks: 5 acres per 1,000 and a 10 mile walkshed
- Trails: No proposed Level of Service (general goal of connectivity)

Recommendations:

- Add flexibility with additional language:
“The City may explore the possibility of acquiring and developing more smaller parks within a shorter walking distance from residences than the general recommendation of three or four neighborhood parks within ½ mile of residences.”
- Add Level of Service goal for trails in UGB: ¼ mile walk to greenway/trail

Adjustments to Park Classifications & Inventory (reference pp. 17-25)

Summary of Revised Draft:

- Consolidation & simplification of park classifications including elimination of “special use” park classification
- Neighborhood Park recommended size range 2 to 5 acres
- Community Park recommended size range 10 to 30 acres
- Regional Park size range: “depends on acquisition opportunity and site characteristics”

Recommendations:

- Organize the inventory by ownership instead of operator/manager
- Revise Neighborhood & Community Parks recommended size ranges to: “Recommended size depends on acquisition opportunity and site characteristics” or adjust size ranges in UGB to: .7 to 3 acres (neighborhood); 2 to 10 acres (community)

Role Refinements (reference pp. 32-43)

Summary of Revised Draft:

- Lead = a primary responsibility for an action
- Partner = a coordination responsibility
- Advocate = supporting and encouraging actions led by another organization

Recommendations:

- Clarify: Where more than one lead entity is identified, the role generally relates to the assets owned by an entity. (e.g. river access, shoreline restoration, open space connections)
- Clarify: Advocacy actions or resources are determined on a case by case basis by each organization. (e.g. Changes to HRVPRD structure; aquatic center improvements, formation of parks foundation, recreation programs & indoor facilities, non-profit & volunteer activities)

Miscellaneous Corrections & Clarifications

Summary of significant recommendations:

- Change description of Plan purpose from “an update to the HRVPRD’s Parks and Recreation Master Plan adopted in 2012” to “...intended to serve as the guiding recreation plan for the Hood River Parks and Recreation District, the City of Hood River, and Hood River County.” (reference pp. iii, 1)
- Add recommended Level of Service to Executive Summary
- Additional Goal 5 disclaimer language in Plan & appendices (p. 19 & Appendix E)
- Corrections to parks walkshed maps
- Corrections to trails maps & clarify that trails within the City of Hood River may be provided as on-street facilities such as bike lanes and sidewalks



EXECUTIVE SUMMARY

This Multi-Jurisdictional Parks, Recreation & Open Space Plan is an update to the Hood River Valley Parks and Recreation District's Parks and Recreation Master Plan adopted in 2012, and it also is intended to serve as the guiding recreation plan for 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. The Hood River area continues to grow and face development pressures, and this Plan aims to reflect current community interests and recreational opportunities.

This Parks, Recreation & Open Space Plan creates a vision for an cooperative, inclusive and interconnected system of parks, trails and open spaces that promotes outdoor recreation, health and environmental conservation as integral elements of a thriving, livable Hood River. The Plan will establish a path forward to guide the efforts of the District, City and County in providing high quality, community-driven parks, trails, natural areas and recreational opportunities.

This Plan was developed with the input and direction of Hood River area residents. The Plan inventories and evaluates existing park and recreation areas, assesses the needs for acquisition, site development and operations and offers specific policies and recommendations to achieve the community's goals.

HOOD RIVER AREA'S RECREATION SYSTEM

A wide variety of parks, trails, recreation facilities and open spaces exist in the greater Hood River area for local residents and visitors to enjoy. These park and recreation facilities are provided through intergovernmental cooperation and partnerships between the Hood River Valley Parks and Recreation District, City of Hood River, Hood River County, the Port of Hood River and Hood River County School District. In addition, Federal and State

lands are within the region for public use and contribute to the quality of life and outdoor recreation for the Hood River area.

The significant wealth of outdoor recreation activities, including water sports in the Columbia River Gorge, field and court sports in active-use parks, and camping and trail activities in natural areas, provide valuable resources to residents and draw numerous outdoor adventure enthusiasts to the region. The partnering agencies seek to enhance the parks and recreation facilities for community residents and visitors and actively collaborate to maintain and enhance the high quality of life in the Hood River area.

With development and projected population growth, continued investments in parks and recreation will be necessary to meet the needs of the community, support youth development, provide options for residents to lead healthy, active lives and foster greater social and community connections.

In all, the partnering agencies manage over 1,360 acres of parkland. The majority of this property is categorized as regional parks (82%), which includes more direct recreational lands within federal, state, and county forestland and campgrounds. In considering the distribution of ownership of parklands, the County provides the highest amount of acreage for outdoor recreation through its campgrounds and day use areas in its forestlands providing 50% of the parkland acreage. The U.S. Forest Service's 460 acres of regional park facilities covering campgrounds, Lost Lake and Wells Island provide 34% of the parkland facility acreage. The Port of Hood River's 63 acres of park facilities provide 4.6% of the valley's outdoor recreational space. HRVPRD's 49 acres comprise 3.6% of the overall recreational acreage. The City of Hood River covers 2.7% with its 37 acres of parks and open spaces. Other providers contribute an additional 75.6 acres for 5.5% of park facilities.

STRATEGIC GOALS & POLICIES

This Plan includes a series of goals intended to guide decision-making by the partnering agencies to ensure the parks and recreation system meets the needs of the Hood River area community for years to come. These goals and policies were based on community input and technical analysis. They include:

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.

Open Space and Natural Areas: *Hood River County's parks system includes areas that provide ecological, scenic, and recreational value for generations.*

- **Open Space:** Provide opportunities for residents to connect with nature.
- **Natural Area Restoration and Management:** Manage areas within parks to protect and enhance their ecological value.

Recreation: *Recreation programs and facilities enhance residents' quality of life and offer opportunities to learn, play, and connect.*

- **Recreation Programs:** Provide a variety of recreational programs that promote the health and well-being of residents of all ages and abilities.
- **Aquatics Facilities:** Provide opportunities for aquatic recreation through the area's pools and riverfront facilities.
- **Indoor Recreation Facilities:** Provide indoor spaces for individual and group recreation, educational classes, and community events.
- **Specialized Facilities:** Establish and operate specialized facilities to respond to identified public needs, as appropriate.
- **Sport Fields and Court Facilities:** Provide a system of sport fields and courts to serve the needs of the Hood River area community.

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 users 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.

Administration: *Public park and recreation providers efficiently and effectively meet community needs, while stewarding the community's investment in parks and recreation facilities.*

- **Community Involvement:** Encourage and support transparency in planning processes that promotes active and ongoing participation by diverse community members in the planning and decision-making for parks and recreation.
- **Planning:** Proactively plan for the development and management of the park and recreation system to guide future actions.
- **Asset Management:** Actively manage the Hood River area's park and recreation assets to ensure consistent service delivery, reduce unplanned reactive maintenance, and minimize economic, public safety, and environmental risks.

- **Partnerships:** Pursue and maintain effective partnerships to plan, provide, maintain, and operate parks and recreation facilities and programs and maximize opportunities for public recreation.
- **Funding Resources:** Pursue diverse funding sources necessary to provide a sustainable and secure future for the Hood River area's park and recreation system.

FUTURE IMPROVEMENTS

The Hood River Valley Parks and Recreation District currently serves a population of approximately 24,000 residents. The District's population is expected to grow by approximately 25% over the next twenty years, bringing an additional 6,000 residents to the area. Nearly all of this growth is expected to occur within the City of Hood River's urban growth area. Serving existing and future residents will require improvements to existing parks, expansion of the park system, expansion of the path and trail network and renovation of recreation facilities. The capital project list proposes significant investments in acquisition, development and renovation of the parks system over the next ten years.

To ensure existing parks provide desired recreational amenities and offer safe and accessible opportunities to play and gather, the Plan recommends investments in the development and improvement of neighborhood and community parks. For example, the future development of Hood River's westside will trigger the need for several parks to accommodate the growing needs in that area. The Plan also proposes smaller improvements throughout the park system to enhance ADA accessibility, safety and usability of park amenities.

The Plan identifies the need for targeted acquisitions to ensure sufficient land for outdoor recreation as population grows, and it identifies target acquisition areas to secure community parkland, gain access rights along key trail corridors and fill gaps in core park access. However, opportunities to acquire large park sites will become more difficult as Hood River nears its projected build-out, so a re-evaluation of service standards may be warranted for a subsequent update to the Plan.

The importance for enhanced connectivity for walking and biking has been expressed through public feedback and is endorsed in existing City, County and HRVPRD planning documents. The Plan proposes the continued development of paths and trails in the Hood River urban area, and many of these connections will help fill existing gaps in the path and trail network to make a more connected and comprehensive system. Connecting the gaps in the Indian Creek Trail and growing the Westside Trail are priorities to improve trail access. A longer-term idea includes secure rights for a Mount Hood Railway Trail that connects Hood River through the Powerdale site and link to the upper valley. Creating this regional trail could provide the missing link between existing local, county, state and federal trail systems and result in a truly multi-jurisdictional recreational trail/pathway system.

Expanded recreational and community programming has been an identified need through this planning process. HRVPRD, in partnership with the school district, should continue to focus on programs that are in high demand or serve a range of users, while continuing to monitor local and regional recreation trends to ensure local needs and interests are addressed by program offerings. However, the number and types of activities that can be offered are limited by a lack of facility capacity and staffing. Additionally, HRVPRD should place a significant focus toward the replacement of the Aquatic Center, given its age and operational challenges, and act on one of the options outlined in the 2017 feasibility study to renovate or replace the pool. A close look at financing alternatives and partnership opportunities will be necessary to offset development and operational costs.

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 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

Hood River Valley Parks and Recreation District

- Coordinate with the City to acquire up to three neighborhood parks and one community park to serve the westside of Hood River
- Renovate or replace the Aquatic Center
- Partner with the school district and the local faith community for sport field improvements
- Upgrade and enhance existing parks with accessible pathways and parking

Hood River County

- Develop site improvements at the Powerdale Day Use Area
- Consider parking and trailhead improvements at the Post Canyon Mountain Biking Area

STRATEGIES

A number of strategies exist to improve park and recreation service delivery for the Hood River area; however, clear decisions must be made in an environment of competing interests and limited resources. The recommendations for park and recreation amenities noted in this Plan will trigger the need for funding beyond current allocations and for additional staffing, operations and maintenance responsibilities. Given that the operating and capital budgets of the park and recreation providers are limited, additional resources will be needed to leverage, supplement and support the implementation of proposed policies and projects. The following implementation strategies are presented to offer near-term direction to realize these projects and as a means to continue dialogue between the City, County and District, local residents and other community partners.

Partner Coordination & Collaboration

Between the City and the County, a number of planning efforts involve parks and recreation elements and will require close collaboration to ensure efficiency and effective implementation. The coordination for the eventual implementation of the Westside Concept Plan Report, Recreation Trail System Master Plan and County Bicycle Plan support a healthy, connected community that involves parks, trails and open space elements. Internal coordination with the Public Works and Community Development departments can increase the potential of actions toward the implementation of the proposed trail and bikeway network.

Volunteer & Community-based Action

Volunteers and community groups already contribute to the improvement of parks and trails across the Hood River area. Volunteer projects include trail building, tree planting and park clean-ups, among others. The partnering agencies should consider the development of an Adopt-A-Trail program where volunteers can assist with maintaining, enhancing and monitoring local trails. HRVPRD also should consider organizing and leading the development of a revolving list of potential small works or volunteer-appropriate projects.

Park and Recreation District Funding

The Hood River Valley Parks and Recreation District is a Special District defined by state statute. Funding for the HRVPRD comes from a property tax based general fund, system development charges (SDCs), and additional grants and revenue generated from the Aquatic Center. HRVPRD has a total district rate of \$0.34 per \$1,000 of assessed value. Revenue from the district rate funds HRVPRD, and other sources help fund parks throughout Hood River County. The HRVPRD had a Park and Recreation District bond rate of \$0.09, but this was retired in 2018. Hood River's district rate is among the lowest in the state. By comparison, Bend has a total district rate of \$1.63 per \$1,000 of assessed value. At its current rate, the District would be unable to expand staffing for a renovated aquatic center or provide additional operational resources to park and trail development and maintenance. One option for consideration would be to reform the district at a higher levy rate to accommodate the growing demands on the agency. This option will require additional vetting to explore the funding potential, impacts to other taxing jurisdictions and voter willingness to support the proposal.

Public-Private Partnerships

Public-private partnerships are increasingly necessary for local agencies to leverage their limited resources in providing park and recreation services to the community. Corporate sponsorships, health organization grants, conservation stewardship programs and non-profit organizations are just a few examples of partnerships where collaboration provides value to both partners. The City, County and HRVPRD have existing partners and should continue to explore additional and expanded partnerships to help implement the Plan.



3 | INVENTORY

The Hood River area provides a wide variety of parks, trails, recreation facilities and open spaces for local residents and visitors to enjoy. These park and recreation facilities are provided through intergovernmental cooperation and partnerships between the Hood River Valley Parks and Recreation District, City of Hood River, Hood River County, the Port of Hood River, and Hood River County School District. In addition, Federal and State lands are within the region for public use and contribute to the quality of life and outdoor recreation for the Hood River area.

The outdoor recreation activities within the boundaries of the District, including water sports in the Columbia River Gorge, camping and trail activities in natural areas, provide valuable resources to residents and draw numerous outdoor adventure enthusiasts to the region. The Hood River area park agencies seek to enhance the parks and recreation facilities for community residents and visitors and actively collaborate with its other recreation facility partners to maintain and enhance the high quality of life in the valley.

PARK CLASSIFICATIONS

Parkland is classified to assist in planning for the community’s recreational needs. The park system provided by the Hood River Valley Park and Recreation District and its partners is composed of a hierarchy of park types offering different active or passive recreation and/or natural area opportunities. While each park facility may serve only one function, collectively the system is intended to serve the full range of community needs. Classifying parkland allows the park and recreation providers to evaluate those needs and to plan for an efficient, cost effective and coordinated park system. The classifications are meant as general guidelines addressing the targeted size, use and provided amenities for each park type.

The following types of park facilities are used to classify the Hood River area collective park system:

- Neighborhood Park
- Community Park
- Regional Park
- Trail
- Facility
- Undeveloped Open Space
- Other Community Partners
- School District Property

Park Classification	Definition
Neighborhood	Accessible recreation close to residents; smaller in size; variety of amenities; walkable; may have parking & restrooms; may include play area, sports courts, fields, picnic facilities, sitting areas, pathways; current inventory ranges in size from 0.2 to 2.9 acres; recommended size range is 2 to 5 acres
Community	Larger in size (mid-size); serves wider base than neighborhood park; typically supports groups activities, restrooms, parking; amenities above plus group picnic, amphitheater, family play destination; current inventory ranges in size from 2.5 to 4.6 acres; recommended size range is 10 to 30 acres
Regional	Typically large size; variety of active & passive recreation uses; attracts visitors; event attractions; current inventory ranges in size from 2.5 to 320 acres; recommended size depends on acquisition opportunity and site character
Trails	Non motorized recreation and transportation networks generally separated from roadways. Accommodates multiple or shared uses.
Facility	May provide a single or dedicated use, such as an aquatic center. Accommodate highly organized activities and provide economic as well as social and physical benefits. May have highly specialized management requirements.
Undeveloped/Open Space	Land not designated for specific park use & could be classified in future based on planning, design & development; does not have permanent facilities but may have temporary facilities or some maintenance; areas may include open space that serves passive outdoor recreation & trails or provide access to water based activities and may include natural riverbanks, but does not generally include developed facilities. (e.g. Eliot Park, Morrison Park, Waucoma Park, Hook, Spit, Hook Island Park)
Other Community Partners	Private schools or churches with sports fields used for public recreation by use agreement & programming (St. Mary's); Other community facilities (e.g. Georgiana Smith, Bowe Addition).
School District Property	School playgrounds, sport court and sport fields, as well as indoor gyms. Some of these facilities may be open for public use outside of school hours.

PARK INVENTORY BY OPERATOR

City of Hood River Parks & Facilities

The City of Hood River maintains parks and open spaces within city limits that can accommodate a range of casual recreation activities and planned group events. Park facilities vary in size and amenities to provide small seating areas such as Overlook Park, the smallest public space, to Waterfront Park, a regional attraction with play features, amphitheater, beach, picnic shelter, restrooms and waterfront trail. A total of 36 acres of parkland and recreational space and approximately 3 miles of trails are managed by the City for its residents and visitors to the Valley.

Facility	Classification	Size
Children's Park	Community	1.24 acres
Collins Fields (in Jackson Park)	Community	2.60 acres
Eliot Park	Undeveloped/Open Space	11.90 acres
Friendship Park	Neighborhood	0.90 acres
Hood River Waterfront Park	Regional	6.40 acres
Jackson Park	Community	2.50 acres
Mann Park	Neighborhood	0.86 acres
Memorial Overlook Park/Rose Garden	Community	0.20 acres
Montello Park	Neighborhood	0.28 acres
Morrison Park (north)	Undeveloped/Open Space	5.76 acres
Overlook Park	Neighborhood	0.04 acres
Tsuruta Park	Neighborhood	1.01 acres
Tsuruta Tennis Courts	Facility	1.10 acres
Waucoma Park	Undeveloped/Open Space	0.71 acres
Wilson Park	Neighborhood	1.05 acres
Subtotal		36.55 acres

Facility	Classification	Size
2nd Street Stairs	Trail	0.2 miles
Hood River Waterfront Trail	Trail	2.8 miles
Subtotal		3.0 miles

HRVPRD Parks & Facilities

The Hood River Valley Parks and Recreation District operates the aquatic center and provides parks and recreation amenities that fill service gaps where other park and special use facilities do not fully meet community needs. HRVPRD provides seven park facilities ranging in size and amenities. The Rotary Skate Park is an exceptional facility that draws visitors from outside Hood River to enjoy the amenities of skate and bike features. HRVPRD manages 48 acres of park and recreation facilities. The Indian Creek and Westside Trails help connect residents to recreational opportunities to walk and bike with 4.7 miles of trails provided by HRVPRD.

Facility	Classification	Size
Aquatic Center	Facility	1.35 acres
Barrett Park	Undeveloped/Open Space	32.16 acres
Culbertson Park	Neighborhood	0.72 acres
Golden Eagle Park*	Community	4.56 acres
Hazelview Park	Neighborhood	0.43 acres
Morrison Park (south)**	Undeveloped/Open Space	4.78 acres
Odell Park	Neighborhood	1.83 acres
Rotary Skatepark (Jaymar)**	Neighborhood	2.93 acres
Subtotal		48.76 acres

Facility	Classification	Size
Indian Creek Trail System	Trail	3.3 miles
Westside Trail	Trail	1.4 miles
Subtotal		4.7 miles

* Owned by county, leased to school district, subleased to HRVPRD

** Owned by city & operated by HRVPRD

County Parks & Facilities

Through their parks, forest lands, reservoirs, trails and fairgrounds, Hood River County provides extensive regional outdoor recreation facilities within the Hood River Valley. Toll Bridge and Tucker Parks provides seasonal campgrounds and riverbank fishing access. Kingsley Reservoir (temporarily closed for reservoir expansion) and Powerdale Day Use Areas, Punchbowl Falls and the Post Canyon Mountain Bike Staging Area offer access to an extensive network of trails for local residents and visitors. Additionally, the County Fairgrounds hosts events and activities from April into December with the county fair occurring in late July. Altogether, the County provides over 678 acres of community, regional and special use park facilities within Hood River County.

Facility	Classification	Size
County Fairgrounds	Facility	20.00 acres
Kingsley Reservoir Day Use Area	Regional	320.00 acres
Oak Grove County Park	Community	2.50 acres
Panorama Point County Park	Regional	11.50 acres
Post Canyon Mountain Bike Area	Trail	60.00 miles
Powerdale Day Use Area*	Regional	100.00 acres
Punchbowl Falls	Regional	103.00 acres
Ruthton County Park	Neighborhood	1.50 acres
Toll Bridge Park	Regional	84.00 acres
Tucker Park	Regional	35.50 acres
Subtotal		678.00 acres

* Only 20 acres are legally accessible for recreation.

School Facilities

The Hood River County School District and two private schools in the Hood River Valley provide indoor and outdoor athletic facilities available for use for the public and leagues when not being scheduled for school programs. The sport fields, courts and gyms

contribute to the overall recreational opportunities for youth team sports leagues in the community. Baseball, softball, soccer/lacrosse, general recreation and football fields are included in the school district inventory, as well as tracks, tennis and basketball courts. Wy'East Middle School and the District's elementary schools also have indoor gyms that can be reserved for outside use during non-school hours when not being programmed by the school. In all, school facilities contribute 43 recreation fields, courts and gyms to the overall park and recreation system.

Facility Name	Type	Acres	Baseball/Softball	Soccer/Lacrosse	Recreational Field	Football	Track	Tennis Courts	Basketball	Gymnasium
Hood River High School	HRCSD	35	2		1	1	1			
Hood River Middle School	HRCSD	5.5				1	1			
Wy'East Middle School	HRCSD	20	1	2		1	1			2
Parkdale Elementary School	HRCSD	5	1	2				2	1	1
Westside Elementary School	HRCSD	15.9	2	3						1
Mid-Valley Elementary School	HRCSD	7.75	2		1				1	2
May St. Elementary School	HRCSD	2.5	1	1					1	1
Pine Grove Early Childhood Dev.	HRCSD	2.5	2						1	1
Horizon Christian School	Private	8.39		2						
Subtotal		102.54	11	10	2	3	3	2	4	8

Port Parks & Facilities

The Port of Hood River supports outdoor recreation that leads to economic benefits for the Hood River community. The Port manages six sites: Nichols Boat Basin, Event Site, the Hook, Marina Park (including the Green and pathways), Marina Basin and the Spit. Over 63 acres of outdoor recreation spaces and facilities serve to enhance the opportunities for passive recreation and casual uses and support more organized events and regional celebrations. These in-water and riverside amenities are a critical piece to the water-based recreation activities in Hood River and help draw international visitation to the region.

Facility	Classification	Size
Boat Basin (Nichols)	Regional	4.60 acres
Event Site	Regional	5.50 acres
Hook	Undeveloped/Open Space	3.80 acres
Hook Island Park	Undeveloped/Open Space	4.50 acres
Marina Basin	Regional	22.00 acres
Marina Green	Regional	2.50 acres
Marina Park	Regional	15.50 acres
Spit	Undeveloped/Open Space	4.70 acres
Subtotal		63.10 acres

Facility	Classification	Size
Marina Paths	Trail	0.5 miles
Subtotal		0.5 miles

State Lands

Oregon State Parks and Recreation provides several outdoor recreation facilities within the county for residents and visitors to the Columbia River Gorge National Scenic Area. Starvation Creek State Park, Viento State Park and Campground, Wygant State Natural Area, and Koberg Beach State Recreation Site offer opportunities to hike to dramatic overlooks, explore the river’s edge along the Columbia, camp at the base of Gorge trailheads and enjoy the geologic displays of the Gorge’s landscape. In addition to specific sites, the Historic Columbia River State Highway Trail travels for 13 miles - connecting to some of the Columbia Gorge state recreation facilities.

Facility	Amenities
Starvation Creek State Park	Picnicking, trailhead for HCRHS trail
Viento State Park	Seasonal campground, water sports, HCRSH trail
Wygant State Natural Area	Trail
Koberg State Recreation Site	Swimming, fishing, boating
Historic Columbia River State Hwy Trail	13 mile paved hike/bike trail along Columbia Gorge

Federal Lands

U.S. Forest Service manages the Mount Hood National Forest, which has expansive recreational opportunities within easy reach of Hood River area residents. The most proximate camping, hiking and fishing are available at the four campgrounds, noted below. Those campgrounds located adjacent to water resources accommodate fishing, camping, hiking, picnicking in a wilderness setting. Nottingham and Sherwood campgrounds are located just off Route 35 along banks of the East Fork of Hood River and are within close proximity to hiking trailheads. Wells Island, located in the Columbia River off the shores of Hood River, is only accessible by boat and hosts a natural area with a beach for day use. These regional park facilities within the Hood River Valley offer over 460 acres of natural areas for outdoor recreation.

Facility	Type	Size
Kinnickinnick Campground	Regional	104 acres
Lost Lake	Regional	290 acres
Nottingham Campground	Regional	10 acres
Sherwood Campground	Regional	3.5 acres
Wells Island	Undeveloped/Open Space	53.3 acres
Subtotal		460.8 acres

In addition to the USFS facilities listed above, the Mount Hood National Forest also contain three wilderness areas with acreage that overlaps into Hood River County. Portions of these three wilderness areas also are within the designated overlay zone of the Columbia Gorge National Scenic Area. Protected in their natural conditions, these forest lands offer extensive hiking, backpacking and equestrian trails. Over 526 miles of trails traverse through the USFS wilderness areas.

Other Providers	Type	Size
Badger Creek Wilderness Area	Regional	14,490 acres
Mark O. Hatfield Wilderness Area	Regional	46,437 acres
Mt. Hood Wilderness Area	Regional	27,554 acres
Subtotal		88,481 acres
Columbia Gorge National Scenic Area	Regional	33,856 acres

Private / Other Park & Recreation Facilities

The provision of recreation lands in the Hood River area goes beyond the public agencies that own and manage public lands for community enjoyment. Several privately owned parks and recreation facilities are open for public use. Some are available by reservation for fee-based use such as the sports fields at Horizon Christian School and St Mary’s Church. Other facilities support outdoor recreation and park amenities through non-profit or philanthropic provision. Together, these other providers contribute over 24 acres to the Hood River area park system.

Facility	Classification	Size
Bowe Addition	Neighborhood	0.40 acres
Georgiana Smith Park	Neighborhood	0.50 acres
Hutson Museum area	Special Use	3.50 acres
St. Mary's Catholic Church	Community	11.73 acres
Subtotal		16.13 acres

PARK & OPEN SPACE INVENTORY SUMMARY

In all, the partnering agencies manage over 1,360 acres of parkland. The majority of this property is categorized as regional parks (82%), which includes more direct recreational lands within federal, state, and county forestland and campgrounds. Of the remaining 18% of parkland, undeveloped and open space properties comprise 8.9% of the total acreage. Community and neighborhood parks account for only 1% each of district-wide parklands. Facilities account for 1.7%, and lands managed by other community partners comprise 5.4% of existing recreational lands.

Agency	Acres	%
City of Hood River	36.55	2.7%
Port of Hood River	63.1	4.6%
HRVPR District	48.76	3.6%
Hood River County	678	49.7%
USFS Recreation Lands*	460.8	33.8%
Other Providers	75.63	5.5%
Subtotal	1362.84	100.0%

* As per table: campgrounds, lakeside & Wells Island

In considering the distribution of ownership of parklands, the County provides the highest amount of acreage for outdoor recreation through its campgrounds and day use areas in its forestlands providing 50% of the parkland acreage. The U.S. Forest Service's 460 acres of regional park facilities covering campgrounds, Lost Lake and Wells Island provide 34% of the parkland facility acreage. The Port of Hood River's 63 acres of park facilities provide 4.6% of the valley's outdoor recreational space. HRVPRD's 49 acres comprise 3.6% of the overall recreational acreage. The City of Hood River covers 2.7% with its 37 acres of parks and open spaces. Other providers contribute an additional 75.6 acres for 5.5% of park facilities.

Seen as one network of park system facilities, the composite inventory on the following page illustrates the extent of park provision with facility ownership. If state and federal recreation sites are segmented, seven different ownership categories exist to form the compilation of parks, trails and open spaces serving the Hood River community.

Alphabetical Facility List

Facility Name	Park Type	Acres/Miles	Operator					Within UBG	
			District	City	County	Port	State / Federal		Other
Aquatic Center	Facility	1.35 acres	X						X
County Fairgrounds	Facility	20 acres			X				
Parkdale Community Center	Facility	0.44 acres						X	
Tsuruta Tennis Courts	Facility	1.1 acres		X					X
Culbertson Park	Neighborhood	0.72 acres	X						X
Friendship Park	Neighborhood	0.9 acres		X					X
Hazelview Park	Neighborhood	0.43 acres	X						X
Mann Park	Neighborhood	0.86 acres		X					X
Montello Park	Neighborhood	0.28 acres		X					X
Odell Park	Neighborhood	1.83 acres	X						X
Overlook Park	Neighborhood	0.04 acres		X					X
Parkdale Community Center Park	Neighborhood	1.46 acres						X	
Rotary Skatepark (Jaymar)	Neighborhood	2.93 acres	X						X
Ruthton County Park	Neighborhood	1.5 acres			X				X
Tsuruta Park	Neighborhood	1.01 acres		X					X
Wilson Park	Neighborhood	1.05 acres		X					X
Children's Park	Community	1.24 acres		X					X
Collins Fields (in Jackson Park)	Community	2.6 acres		X					X
Golden Eagle Park	Community	4.56 acres	X						X
Jackson Park	Community	2.5 acres		X					X
Memorial Overlook Park/Rose Garden	Community	0.2 acres		X					X
Oak Grove County Park	Community	2.5 acres			X				X
Boat Basin (Nichols)	Regional	4.6 acres				X			X
Event Site	Regional	5.5 acres				X			X
Hood River Waterfront Park	Regional	6.4 acres		X					X
Kingsley Reservoir Day Use Area	Regional	320 acres			X				X
Kinnickinnick Campground	Regional	104 acres					X		X
Lost Lake	Regional	290 acres					X		X
Marina Basin	Regional	22 acres				X			X
Marina Green	Regional	2.5 acres				X			X
Marina Park	Regional	15.5 acres				X			X
Nottingham Campground	Regional	10 acres					X		X
Panorama Point County Park	Regional	11.5 acres			X				X
Powerdale Day Use Area*	Regional	100 acres			X				X
Punchbowl Falls	Regional	103 acres			X				X
Sherwood Campground	Regional	3.5 acres					X		X
Toil Bridge Park	Regional	84 acres				X			X
Tucker Park	Regional	35.5 acres			X				X
Barrett Park	Undeveloped/Open Space	32.16 acres	X						X
Eliot Park	Undeveloped/Open Space	11.9 acres							X
Hook	Undeveloped/Open Space	3.8 acres				X			X
Hook Island Park	Undeveloped/Open Space	4.5 acres				X			X
Morrison Park (north)	Undeveloped/Open Space	5.76 acres		X					X
Morrison Park (south)	Undeveloped/Open Space	4.78 acres	X						X
Spit	Undeveloped/Open Space	4.7 acres				X			X
Waucoma Park	Undeveloped/Open Space	0.71 acres		X					X
Wells Island	Undeveloped/Open Space	53.3 acres					X		X
2nd Street Stairs	Trail	0.16 miles		X					X
Hood River Waterfront Trail	Trail	2.8 miles		X					X
Indian Creek Trail System	Trail	3.9 miles	X						X
Marina Paths	Trail	0.5 miles				X			X
Post Canyon Mountain Bike Area	Trail	60 miles			X		X		X
Westside Trail	Trail	1.4 miles	X						X
Bowe Addition	Other Community Partners	0.4 acres						X	X
Georgiana Smith Park	Other Community Partners	0.5 acres						X	X
Hutson Museum area	Other Community Partners	3.5 acres						X	X
St. Mary's Catholic Church	Other Community Partners	11.73 acres						X	X
Hood River High School	School	16.1 acres						X	X
Hood River Middle School	School	5.4 acres						X	X
Horizon Christian School (private)	School	4.4 acres						X	X
May St. Elementary School	School	0 acres						X	X
Mid-Valley Elementary School	School	3.5 acres						X	X
Parkdale Elementary School	School	3.2 acres						X	X
Pine Grove Early Childhood Dev.	School	1.4 acres						X	X
Westside Elementary School	School	10 acres						X	X
Wy East Middle School	School	13.6 acres						X	X
Total Parklands		1,362.84 acres							
Total Trails		68.76 miles							

* Only 20 acres are legally accessible for recreation.

This Master Plan does not serve as an inventory of Statewide Goal 5 Resources: Open Spaces, Scenic and Historic Areas, and Natural Resources. The Parks Master Plan is not intended to identify, assess, designate or protect Goal 5 resources such as wetlands, riparian areas, fish habitat, significant natural areas, open space, cultural areas, or historic resources.

Composite Inventory



4 | VISION & GOALS

VISION, MISSION, VALUES

The goals and policies described in this chapter define the park and recreation services that the partner agencies provide and aim to achieve. These goals and policies were derived from input received throughout the planning process, from agency staff and elected officials. Taken together, the goals, policies, and strategies provide the framework for this Plan.

- A **goal** is a general statement describing an outcome the agencies wish to provide. Goals typically do not change over time unless community values shift.
- **Policies** are specific directives to implement and achieve the goals.
- **Strategic actions** are listed for each policy to provide added guidance.

Vision

This vision statement was created collaboratively by partnering park and recreation providers and will guide the efforts of the plan:

Collaboratively plan, build, and sustain a system of parks, trails, and programs that aspire to provide superior recreational opportunities for residents of and visitors to Hood River County.

Guiding Values

The guiding values of this plan, which align with the National Recreation and Parks Association's (NRPA) Three Pillars, are as follows.

- **Health & Wellness** -- We should work to improve health and wellness through parks and recreation.

- Conservation -- We should work to protect open space, connect children to nature, and engage communities in conservation practices.
- Social Equity -- We should ensure all people have access to the benefits of local parks and recreation.

Agency Roles for Goals & Policies

The demand for quality park and recreation opportunities continue to grow in the Hood River Valley with little regard to who provides services, yet the partnering agencies provide overlapping and complementary efforts to meet their respective recreation missions.

For each goal, a leadership, partnership or advocacy role is suggested to identify the level of involvement and commitment of each agency.

- **Leadership** role (L) indicates a primary responsibility for an action.
- **Partnership** role (P) indicates more of a coordination responsibility.
- **Advocacy** role (A) indicates one of supporting and encouraging actions led by another organization.

Given that the goal is cooperative efforts to optimize facility development and management, each agency will be responsible for setting their individual priorities and implementation plans. These goals and strategies do not obligate any agency to participate in any development.

Nor do these goals constitute an amendment to the Comprehensive Plan of the City of Hood River or Hood River County, or their associated Goal 8 or Goal 5. This document may be adopted as a Background Report in connection with potential future amendments to the Comprehensive Plan of the City of Hood River or Hood River County and associated goals. In the event of any inconsistency between the Comprehensive Plans of the City of Hood River or Hood River County, the Comprehensive Plans of each respective jurisdiction shall control.





GOAL I: PARKS

Park providers in the Hood River area provide and maintain parkland to provide diverse recreational experiences and meet current and future community needs.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 1.1 Parkland Acquisition. Acquire additional parkland necessary to serve the Hood River area’s current and future population based on adopted service levels.	●	●	●	●	●	●
Strategies						
a. Partner with other agencies to acquire suitable land for new parks to serve current and future residents. Evaluate acquisition opportunities based on their potential to improve existing levels of service, connectivity, and recreational opportunities.	L	L	L	-	P	-
b. Prioritize park acquisition in underserved urbanized areas where households are more than ½-mile from a developed park.	L	L	-	-	-	-
c. Require that new development in the urban growth area provide system development funds or parkland for future parkland needs.	L	L	-	-	-	-
d. Evaluate opportunities to acquire parklands declared surplus by other public agencies.	L	L	P	P	-	P
e. Pursue low-cost or non-purchase options to preserve open space, including the use of conservation easements and development covenants.	L	A	P	-	-	P
Policy 1.2 Neighborhood and Community Parks. Improve park sites to provide a diverse range of active and passive recreational experiences.	●	●				
Strategies						
a. Prioritize neighborhood park development in urbanized areas where service deficiencies exist (i.e., where households are more than ½-mile from a developed park) over areas that are currently served.	L	L	-	-	-	-
b. Develop park sites based on master plans, management plans, or other adopted strategies to ensure parks reflect local needs, community input, recreational and conservation goals, and available financial resources.	L	L	-	-	-	-
c. Design and develop park sites and facilities to maximize recreational value and experience, while minimizing maintenance and operational costs.	L	L	-	-	-	-
d. Require that new development provide system development funds or develop new parks consistent with this Plan and the applicable jurisdictional standards for parks and recreation facilities.	L	L	-	-	-	-
e. Require plan review, final inspection and acceptance (including as-built drawings) of all developer-provided park projects installed.	L	L	-	-	-	-



GOAL I: PARKS

Park providers in the Hood River area provide and maintain parkland to provide diverse recreational experiences and meet current and future community needs.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 1.3 Riverfront Regional Parks. Maintain and enhance riverfront parks to connect residents and visitors with the water and provide unique recreational experiences.	●	●	●	●		●
Strategies						
a. Improve river access and encourage water-and nature oriented activities along the Columbia and Hood Rivers.	P	L	L	L	-	A
b. Along the City's working waterfront, encourage compatible development with existing parks and recreation infrastructure and investments.	A	L	A	L	-	-
c. When developing or improving waterfront parks, consider opportunities to restore degraded shorelines, increase native riparian vegetation and other habitat features, and provide for additional pervious surfaces and green infrastructure.	-	L	L	L	-	A
Policy 1.4 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.	●	●	●			
Strategies						
a. Provide day-use areas and waterfront access, with appropriate developed recreational amenities (e.g. picnic areas, nature play, trails) in all County parks to support use by a broad cross-section of the community.	A	P	L	-	-	-
b. Where campgrounds are provided, offer a variety of camping types, including hiker/biker sites, tent sites, RV, and group sites.	-	-	L	-	-	-
c. Maintain and improve support facilities, such as restrooms and showers, to provide a quality user experience.	A	-	L	-	-	-
d. Evaluate campground fees balancing cost-recovery and affordability for financial sustainability.	-	-	L	-	-	-



GOAL 2: OPEN SPACE & NATURAL AREAS

Hood River County’s parks system includes areas that provide ecological, scenic, and recreational value for generations.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 2.1 Open Space. Provide opportunities for residents to connect with nature.	●	●	●	●		●
Strategies						
a. Provide wildlife and open space connections within public parks and open spaces.	L	L	L	L	-	L
b. Develop opportunities for passive and active recreation on the banks of the Columbia River and Hood River.	A	L	L	L	-	L
c. Explore opportunities to protect and provide appropriate public access (e.g. trails, viewpoints, wildlife viewing areas, and boat landings) to locations with ecological or scenic value that support passive recreation, interpretation, and environmental education.	L	L	L	P	-	L
Policy 2.2 Natural Area Restoration and Management. Manage areas within parks to protect and enhance their ecological value.	●	●	●	●	●	●
Strategies						
a. Improve the condition of natural areas in parks through restoration efforts, including invasive species removal, planting of native species, and improvement of hydrological conditions.	P	L	L	P	-	L
b. Develop and enhance partnerships and programs for environmental stewardship in area parks and natural areas.	L	L	L	L	-	L
d. Consider protecting other natural resource areas through acquisition or other protection measures (e.g. conservation easements)..	P	A	L	P	P	L



GOAL 3: RECREATION

Recreation programs and facilities enhance residents' quality of life and offer opportunities to learn, play, and connect.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 3.1 Recreation Programs. Provide a variety of recreational programs that promote the health and well-being of residents of all ages and abilities.	●	●	●	●	●	
Strategies						
a. Expand the quantity, diversity, and inclusivity of recreational programs offered, as well as expanding partnerships with other providers and organizations.	L	A	-	A	L	-
b. Improve program accessibility by holding classes and activities at locations throughout the community, providing scholarships, and ensuring ADA compliance.	L	-	-	-	L	-
c. Evaluate and improve recreational services, programs, and fees to meet identified cost recovery goals.	L	-	-	A	L	-
d. Monitor local and regional recreation trends to ensure community needs and interests are addressed by available programming.	L	A	-	A	L	-
e. Promote recreational opportunities provided by partners to help connect residents with options to learn and recreate.	L	A	A	A	L	-
Policy 3.2 Aquatics Facilities. Provide opportunities for aquatic recreation through the area's pools and riverfront facilities.	●	●	●	●	●	
Strategies						
a. Pursue improvements to the Aquatic Center to ensure the safety, improve energy efficiency, and extend its useful life.	L	A	-	-	A	-
b. Explore options to replace the Aquatic Center with a modern facility, potentially in partnership with other organizations or agencies, to increase capacity and offer an improved user experience.	L	A	-	-	A	-
d. Maintain and enhance swimming facilities and programs at existing riverfront sites.	A	A	L	L	-	-



GOAL 3: RECREATION

Recreation programs and facilities enhance residents’ quality of life and offer opportunities to learn, play, and connect.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 3.3 Indoor Recreation Facilities. Provide indoor spaces for individual and group recreation, educational classes, and community events.	●	●			●	
Strategies						
a. Explore options to provide additional indoor facility space for athletics, recreation and educational classes, and community events. Assess the financial and operational feasibility of any new community center or other indoor recreation facility prior to development.	L	A	-	-	P	-
b. Expand partnership opportunities for joint facility acquisition, development, operations, programs, and maintenance.	L	A	-	-	L	-
Policy 3.4 Specialized Facilities. Establish and operate specialized facilities to respond to identified public needs, as appropriate.	●	●	●	●	●	
Strategies						
a. Consider local needs, recreational trends, and availability of similar facilities when planning for specialized recreational facilities.	L	P	P	P	P	-
b. Provide multi-purpose facilities for alternative or emerging sports to offer residents a diverse range of recreational experiences.	L	L	L	P	L	-
c. Consider siting an additional off-leash area at a suitable site.	L	L	-	-	-	-
d. Explore opportunities to partner with local organizations to develop, manage, and program specialized facilities.	L	L	L	P	P	-
e. Encourage the development of specialized facilities that generate revenues to offset the cost of operations and maintenance.	L	L	L	L	L	-



GOAL 3: RECREATION

Recreation programs and facilities enhance residents' quality of life and offer opportunities to learn, play, and connect.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 3.5 Sport Fields and Courts. Provide a system of sport fields and courts to serve the needs of the Hood River community.	●	●	●		●	
a. Enhance maintenance, investments and safety of sport fields and courts to better serve recreation users and extend playing seasons.	L	L	-	-	L	-
b. Use existing sites more efficiently and/or acquire additional space to meet capacity needs.	L	L	P	-	L	-
c. Consider resurfacing existing or new sport fields to artificial turf to allow more intensive use of field space, extend field seasons, and limit play cancellations.	L	L	-	-	L	-
d. Evaluate opportunities to include sport fields and courts in the development of new community parks.	L	P	-	-	P	-
e. Consider installation of sport field and court lighting to extend play opportunities.	L	L	-	-	L	-
f. Partner with local sport organizations to provide sports programs for youth and adults.	P	P	-	-	P	-
g. Work with the ecumenical community to identify opportunities to partner on enhancing fields, park features, and accessibility to the community.	L	A	A	-	P	-
h. Study development of a larger sports field complex or tournament site, to increase field capacity and serve as a regional destination.	L	A	A	-	P	-
i. Assess field usage policies and rates on a regular basis to ensure they continue to meet the needs of field providers, user groups, and neighbors.	L	L	-	-	L	-



GOAL 4: TRAILS

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

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 4.1 Urban and Regional Trails. Develop, enhance and maintain multi-use trails that provide users safe opportunities to recreate and to connect to major destinations within urban areas and throughout the greater Hood River area.	●	●	●	●	●	●
Strategies						
a. Develop, improve, and acquire a network of shared-use pedestrian and bicycle routes and trails to provide connections within and between parks, schools, nearby neighborhoods, and community destinations in urban areas.	P	L	-	L	A	-
b. Coordinate trail system planning and development with adopted Comprehensive Plans, Transportation System Plans and other specific plans to provide a comprehensive pedestrian and bicyclist network.	P	L	L	P	-	P
c. Complete and connect the three segments of the Indian Creek Trail in the lower Hood River Valley.	L	P	-	A	-	-
d. Continue efforts to plan, design and develop the Powerdale Corridor Trail, as envisioned in the Powerdale Recreation and Access Plan.	P	P	L	-	-	L
e. Pursue opportunities to enable a rail-with-trails or rails-to-trails corridor to Parkdale.	L	P	L	-	-	P
f. Explore options to improve pedestrian and cyclist access from the City of Hood River to the Mark O’Hatfield Trailhead on the Historic Columbia River Highway State Trail.	P	P	L	-	-	-
g. Provide trailhead accommodations, as appropriate, to include parking, signage, restrooms and other amenities.	L	P	L	L	-	-
h. Develop and implement standards for trail development and maintenance, signage, wayfinding signs, and maps and materials.	L	L	P	P	-	P
i. Partner with local utilities, public agencies and private landowners to secure trail easements, public access easements over utility easements as appropriate, and access to open space for trail connections.	P	L	L	-	P	P
j. Partner with regional non-profit trail organizations for opportunities to engage trail users for volunteer labor support for projects.	L	L	L	P	-	P
k. Explore the feasibility of constructing the Valley Loop Trail, connecting the City of Hood River to the Northwest, Middle Mountain, and East Trail Management Areas.	P	A	L	-	-	-



GOAL 4: TRAILS

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

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 4.2 Primitive Trails. Provide a sustainable system of recreation trails to provide connections to motorized and non-motorized outdoor recreation and connections to the region’s public forest lands for residents and visitors to the area.	●	●	●			●
Strategies						
a. Manage and maintain a system of off-road routes (trails and forest roads) that is aligned with the County Master Trail Plan for hiking, mountain biking, equestrian, and off-highway vehicle use that is sensitive to the needs for forest management and in cooperation with trail user groups and partners.	A	A	L	-	-	-
b. Implement best practices for design construction and management of off road trails, including parking, trail signage standards, and restrooms as appropriate.	-	-	L	-	-	-

GOAL 5: ADMINISTRATION

Public park and recreation providers efficiently and effectively meet community needs, while stewarding the community’s investment in parks and recreation facilities.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 5.1 Community Involvement. Encourage and support transparency in planning processes that promotes active and ongoing participation by diverse community members in the planning and decision-making for parks and recreation.	●	●	●	●	●	●
Strategies						
a. Involve residents and stakeholders in park and recreation facility planning, design and recreation program development to solicit community input, facilitate project understanding and build public support.	L	L	L	L	A	A
b. Identify underrepresented segments of the community and work to improve their access and ability to participate in park planning and decision-making.	L	L	L	L	P	A
c. Periodically survey using statistically valid measures, review, and publish local park and recreation preferences, needs and trends.	L	P	P	P	-	-



GOAL 5: ADMINISTRATION

Public park and recreation providers efficiently and effectively meet community needs, while stewarding the community’s investment in parks and recreation facilities.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 5.2 Planning. Proactively plan for the development and management of the park and recreation system to guide future actions.	●	●	●	●	●	●
Strategies						
a. Update this Plan periodically to ensure park and recreation facilities and services meet current and future needs.	L	L	L	P	P	P
b. Assess park and facility conditions and develop prioritization criteria to guide capital improvement plans.	L	L	L	L	P	P
c. Update zoning and land use development codes to align with and implement the recommendations of this Plan as allowed per applicable local and/or state law.	A	L	L	-	-	-
d. Prepare master plans for park sites prior to development or major improvement to ensure development meets community needs, is within available resources and is consistent with local park and recreation objectives.	L	L	L	L	P	L
e. Plan and design future improvements to parks, recreation facilities and trails in compliance with the guidelines of the Americans with Disabilities Act and with universal accessibility in mind.	L	L	L	L	L	L
f. Require development projects along designated trail routes to be designed to incorporate trail segments as part of the project.	P	L	L	-	-	-

GOAL 5: ADMINISTRATION

Public park and recreation providers efficiently and effectively meet community needs, while stewarding the community’s investment in parks and recreation facilities.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
Policy 5.3 Asset Management. Actively manage the Hood River area’s park and recreation assets to ensure consistent service delivery, reduce unplanned reactive maintenance, and minimize economic, public safety, and environmental risks.	●	●	●	●	●	●
Strategies						
a. Create and maintain a standardized and systematic inventory and assessment of park system infrastructure, including quantity, location, condition, and expected useful life.	L	L	L	L	-	-
b. Cooperatively establish park maintenance standards and a routine preventative maintenance and inspection program to ensure parks, facilities and equipment are maintained and safe.	L	L	L	L	-	-
c. Monitor the costs of maintaining park and recreation facilities and infrastructure to inform budgeting and long-term financial planning.	L	L	L	L	L	L
d. Develop and update asset management plans for major assets to support improved stewardship, reduce costs, and increase maintenance and replacement efficiency.	L	L	L	L	L	L
e. Establish a consolidated volunteer management program to expand participation, facilitate improvements and supplement existing investments and maintenance.	L	A	L	P	P	P
f. Estimate the maintenance costs and staffing levels associated with development or renovation of parks, recreation facilities, trails, and natural open space areas, and ensure adequate long-term funding is available.	L	L	L	L	L	L
Policy 5.4 Partnerships. Pursue and maintain effective partnerships to plan, provide, maintain, and operate parks and recreation facilities and programs and maximize opportunities for public recreation.	●	●	●	●	●	●
Strategies						
a. Continue to explore opportunities to share resources and avoid operational redundancies in the care and maintenance of recreational facilities.	L	L	L	L	L	A
b. Assess current service delivery models and partnerships to identify opportunities to better meet community needs and forward the missions and best interests of the various public park and recreation providers in the Hood River area.	P	P	P	P	P	P
c. Create, use, and maintain written partnership agreements that specify roles and responsibilities as well as legal, financial and other terms.	P	P	P	P	P	P
d. Maintain and enhance partnerships with the Hood River School District to ensure coordinated long-range planning, support the availability of sports fields and indoor facilities, encourage provision of community recreation and education programs at schools and explore further joint use facilities.	L	L	P	-	L	-
e. Establish cooperative agreements between providers to define sports field and court planning, acquisition, development, improvement, maintenance and operations responsibilities; as well as clarify scheduling, decision-making and revenue sharing objectives and structures.	P	P	-	-	P	-

GOAL 5: ADMINISTRATION

Public park and recreation providers efficiently and effectively meet community needs, while stewarding the community’s investment in parks and recreation facilities.

	HRVPRD	City of Hood River	Hood River County	Port of Hood River	Hood River School District	Conservation Organizations
f. Coordinate with private and non-profit providers, such as sport leagues, to plan for projects to expand facilities for athletic fields, courts and other specialized facilities.	L	L	P	L	L	-
g. Encourage opportunities for private enterprise to develop and operate recreational facilities or programs that meet identified public need and recreational objectives, as well as complement existing and planned investments in park and recreation infrastructure.	L	L	L	L	A	-
h. Promote volunteerism to involve individuals, groups, organizations and businesses in the planning, development and stewardship of the park and recreation system.	L	A	L	L	L	L
i. Collaborate with adjacent landowners, including the United States Department of Agriculture (USDA) Forest Service, Oregon Parks and Recreation Department (OPRD), local trail groups, and private landowners, for the planning, development and management of a regional off-road trail system.	-	-	L	-	-	-
j. Acquire voluntary landowner agreements (LOA) for the management of trails and/or purchase of trail easements (from willing sellers) where needed.	A	-	L	-	-	-
Policy 5.5 Funding Resources. Pursue diverse funding sources necessary to provide a sustainable and secure future for the Hood River area’s park and recreation system.	●	●	●	●	●	●
a. Maintain existing funding options (e.g. system development charges, general fund support, fees and charges) for parks and recreation acquisition, development, maintenance and operations.	L	L	L	L	L	L
b. Pursue alternative funding options and dedicated revenues for the acquisition and development of parks and recreation facilities, such as through private donation, sponsorships, partnerships, state and federal grant sources, among others.	L	L	L	L	L	L
c. Assess HRVPRD’s capacity for an expanded role as park and recreation provider and consider voter-approved options to increase the levy rate to provide services as requested by the community.	L	A	A	A	A	-
d. Monitor the condition, investment needs and usage rates of fields and courts to inform maintenance and capital improvement plans.	L	A	-	-	L	-
e. Update field usage fees periodically and when significant field improvements are made to address cost recovery and equity objectives.	L	L	-	-	L	-
f. Utilize voter-approved initiatives, such as bonds and serial levies, to finance future improvements.	L	P	P	P	-	-
g. Consider the formation of a non-profit or private parks foundation to provide financial support and fundraising for the parks and recreation agencies serving the Hood River area.	L	P	P	A	A	A
h. Update use and rental fees on a periodic basis to reflect market rates.	L	L	L	L	L	-
i. Consider developing additional rental facilities, such as reservable picnic areas, sports fields/courts, specialized facilities, wedding sites and community spaces, to meet community needs and generate additional operating resources.	L	L	L	L	L	-

report completed for the Oregon Recreation and Park Association (ORPA). While these statewide site guidelines provide a useful framework for evaluating jurisdiction resources, it is recognized that individual jurisdictions will need to develop their own service standards that reflect their unique conditions, resources and needs.

The recommended total parkland acres site guideline for local park and recreation jurisdictions in Oregon is 6.25 to 12.5 acres per 1,000 population, which represents a minimum acreage that should be exceeded when possible. According to the SCORP, in meeting the 6.25 to 10.5 acres per 1,000 population total parkland site guideline, park planners should consider each of the relevant park classification types, which have their own unique function and service radius within the jurisdiction.

Recommended Level of Service for Hood River Providers

The Oregon SCORP acknowledges that acreage alone does not assure a well-balanced park system. Parks should be planned and developed with a balance of facilities for each park site. Suggested quantities of specific facilities, from sports fields to picnic tables, for populations within local jurisdictions are included in the SCORP guidelines.

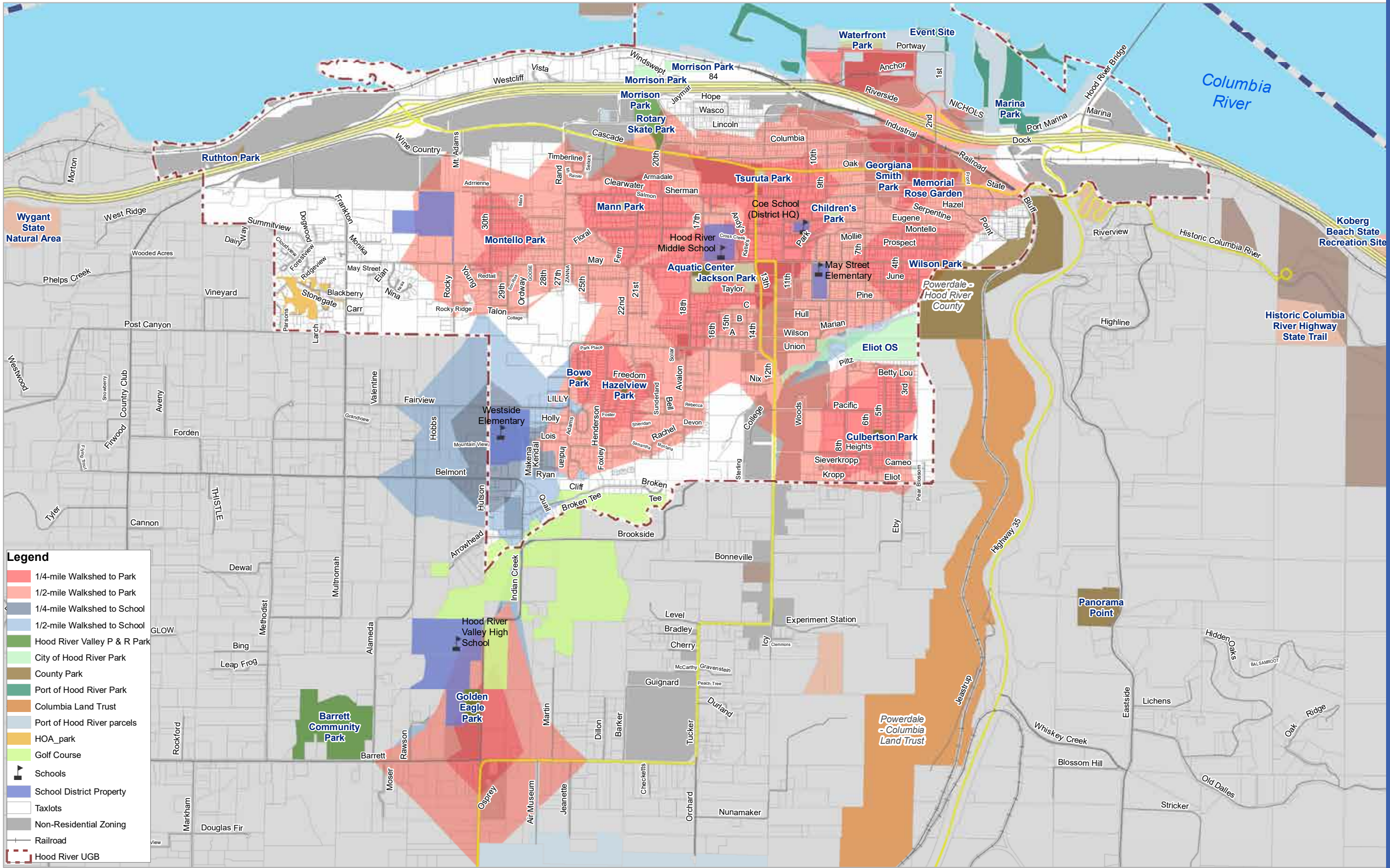
Utilizing the Oregon SCORP guidelines and through discussions with the partnering agencies, proposed numeric service levels and walkshed ranges are noted in Figure 10. These proposed standards distinguish between urban and rural areas and are segmented by classification. Service standards are not recommended for trails, since the goal of the trail network is more related to community connectivity and access, rather than a per capita distance measurement. Also, standards are not proposed for open spaces, due to the uniqueness and special characteristics of those sites.

Figure 10. Recommended Level of Service for Hood River Agency Partners (Based on recommended OR LOS Guidelines 2013-17)

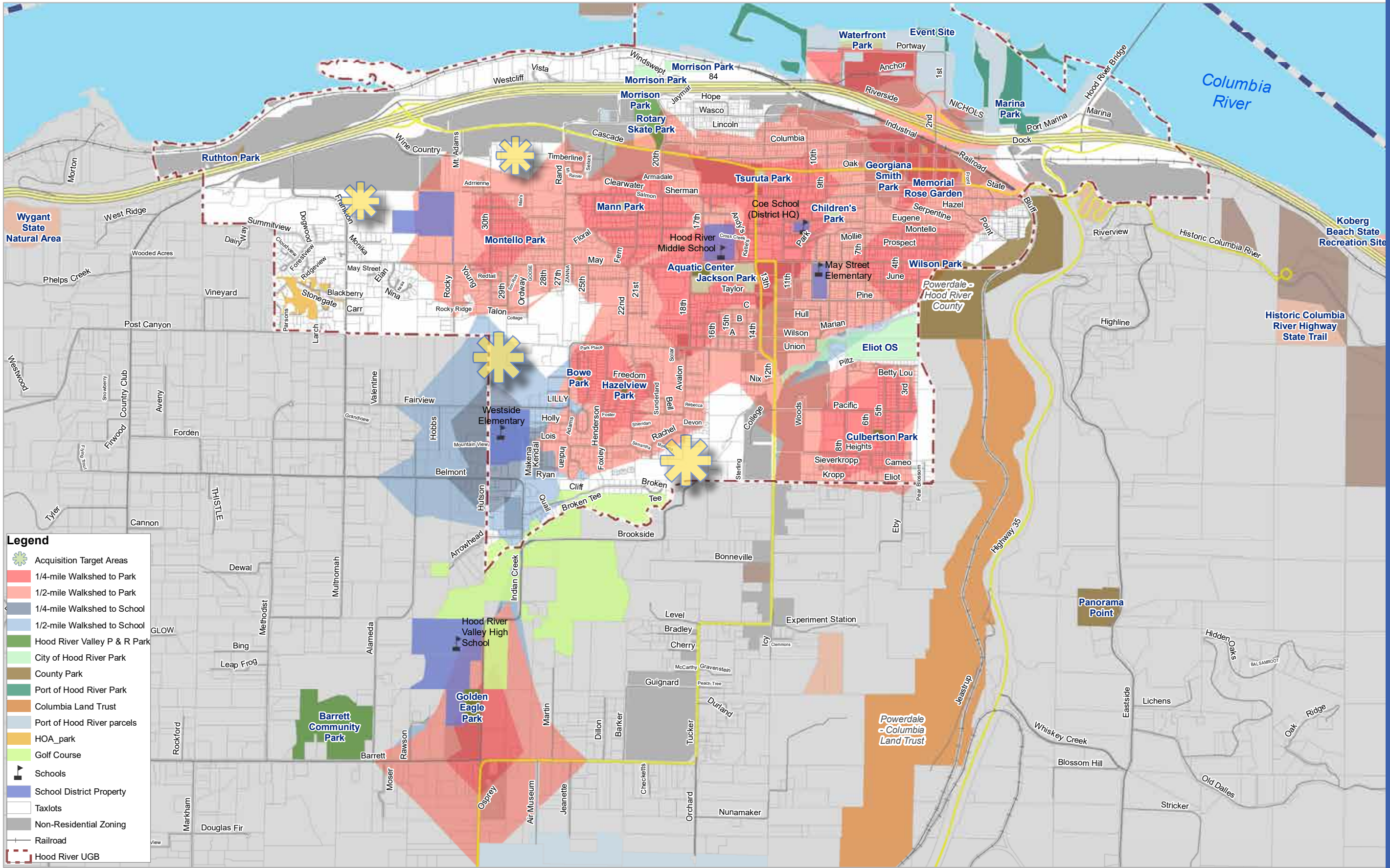
Classification / Location	Current Inventory	Current LOS (per 1000 pop.)	OR LOS Guideline Range (per 1000 pop.)	Projected 2035 LOS (per 1000 pop.)	Proposed Service Standard	Walkshed Area
Neighborhood Park						
Inside UGB / Unincorporated	10.25 ac.	1.06	1 - 2	0.82	2.0 ac./1000	1/2-mile
Rural	3.29 ac.	0.13		0.11	0.2 ac./1000	5 miles
Community Park						
Inside UGB	6.34 ac.	0.66	2 - 6	0.50	2.0 ac./1000	2 miles
Rural	7.06 ac.	0.29		0.23	2 ac./1000	5 miles
Regional Park						
Inside UGB	56.5 ac.	5.84	5 - 10	4.49	5.0 ac./1000	10 miles
Rural	654 ac.	26.76		21.42	20 ac./1000	
Trails, Pathways & Bikeways						
Inside UGB	8.76 mi.	0.91	0.5 - 1.5	0.70	N/A	
Rural	60 mi.	2.46		1.96	N/A	
Undeveloped/Open Space						
Inside UGB	36.15 ac.	3.74	N/A	2.87	N/A	
Rural	85.46 ac.	3.50		2.80	N/A	

















* Excludes state and federal lands, schools (public & private) and Other Community Partners

** Projected LOS column calculates the level of service of the current inventory against the projected 2035 population

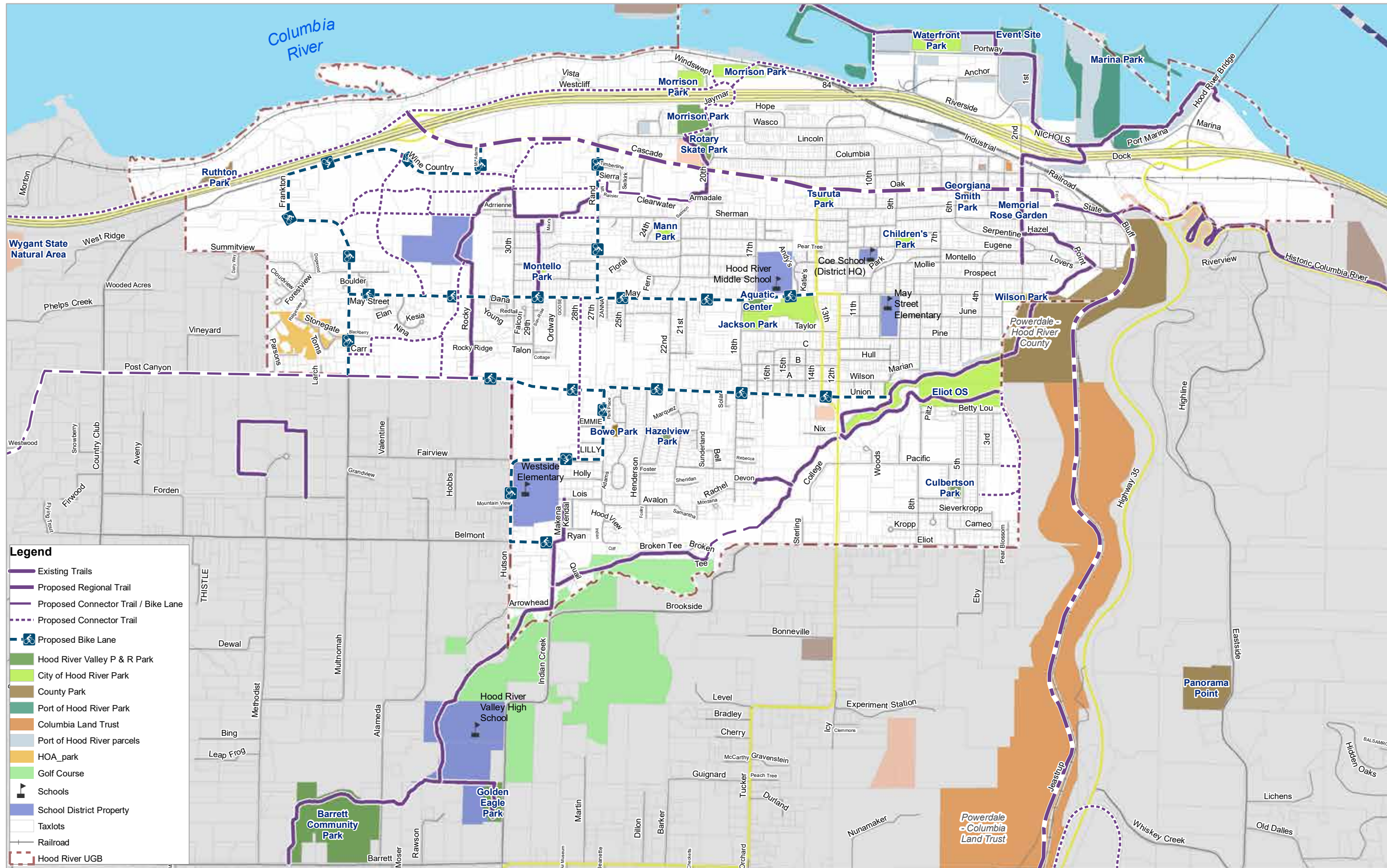


Map 6: Park Walkshed Map (1/4 & 1/2 mile)



- Legend**
-  Acquisition Target Areas
 -  1/4-mile Walkshed to Park
 -  1/2-mile Walkshed to Park
 -  1/4-mile Walkshed to School
 -  1/2-mile Walkshed to School
 -  Hood River Valley P & R Park
 -  City of Hood River Park
 -  County Park
 -  Port of Hood River Park
 -  Columbia Land Trust
 -  Port of Hood River parcels
 -  HOA_park
 -  Golf Course
 -  Schools
 -  School District Property
 -  Taxlots
 - Non-Residential Zoning
 - Railroad
 - Hood River UGB

Map 9: Target Acquisition Areas (Urban Area)



- Legend**
- Existing Trails
 - Proposed Regional Trail
 - Proposed Connector Trail / Bike Lane
 - Proposed Connector Trail
 - Proposed Bike Lane
 - Hood River Valley P & R Park
 - City of Hood River Park
 - County Park
 - Port of Hood River Park
 - Columbia Land Trust
 - Port of Hood River parcels
 - HOA_park
 - Golf Course
 - Schools
 - School District Property
 - Taxlots
 - Railroad
 - Hood River UGB

This map is intended for planning and informational purposes and may not have been prepared for, or be suitable for legal, engineering or surveying purposes. The proposed trail routes are intended to illustrate general alignments, which will be contingent upon future design studies and successful negotiations with property owners for access and use.

Map 12: Proposed Recreational Trails (Urban area)

**Hood River Area
Multi-Jurisdictional Parks, Recreation & Open Space Plan
Capital Project List**

Project	Description	Cost Estimate & Priority			UGB	Participating Agency					Notes
		Acquisition	Planning/Design	Development		HRVPRD	City	County	Port	School	
Neighborhood Park A	2-3 acres parkland west of Rand, south of Cascade Ave (Middle Terrace)	\$\$\$	\$\$	\$\$	In						Consistent with draft HR Westside Concept Plan Report
Neighborhood Park B	2-3 acres parkland east of Frankton, north of May Street (West)	\$\$\$	\$\$	\$\$	In						Consistent with draft HR Westside Concept Plan Report
Neighborhood Park C	Acquire 2-3 acres of parkland (Upper Terrace)	\$\$\$	\$\$	\$\$	In						Consistent with draft HR Westside Concept Plan Report
Incorporated Community Neighborhood Park	Odell	\$\$\$	\$\$	\$\$							Possibly needed based on population increase in Odell
Westside Trail	Acquire missing easements and develop trail	\$	\$\$	\$\$	In						Finish
Indian Creek Trail	Acquire missing easements and develop trail	\$	\$\$	\$\$	Both						Missing link - Connect to Westside Trail - Possible Extension to Oak Grove
Henderson Creek Trail	Off-street path & riparian corridor adjacent to Henderson Ck from W Cascade Ave to Belmont	\$	\$	\$\$	In						Identified in draft HR Westside Concept Plan Report
Community Park	Land that serves Westside of Hood River south of UGB	\$\$\$	\$	\$\$\$	Out						Acquisition of a community park in or adjacent to the UGB may replace the need for acquisition of one of the proposed neighborhood parks
Ridgeline Trail	North of Sherman between Henderson Creek and Rand	\$	\$\$	\$\$	In						Identified in draft HR Westside Concept Plan Report - links into Westside trail
Powerdale Day Use Area	Improved road, picnic area	N/A	\$	\$\$	Out						Identified in Master Plan Goals
Powerdale Corridor Trail (pipeline)		N/A	\$	\$\$	Out						Large part of pipeline was washed out in flood. Need safe crossing from Railroad
Mt Hood Rail Corridor Trail	A trail on the Mt Hood Railroad that would connect Hood River to Parkdale	\$\$\$	\$\$\$	\$\$\$	Both						Likely would need support from State
Nichols Boat Dock	Small boat docks	N/A	\$	\$	In						Identified in Walker/Macy West Edge Trail Plan (2014)
Waterfront/Westside Trail Connection	Trail that connects the hook to Morrison Park North.	\$	\$\$\$	\$\$\$\$							Would need to cross railroad tracks and river
Wyeast MS Field Improvements	Synthetic turf conversion and soccer complex improvements	N/A	\$\$	\$\$\$	Out						Identified in HRCSD Athletic Facility Master Plan (2017)
West May Street School District Property Fields	Sports fields that will be needed by future School	N/A	\$\$	\$\$	In						Master Plan the 18 acre vacant school district site and locate fields and parking in advance of school development
High School Field Improvements	Includes tennis courts at Golden Eagle, upgrade JV baseball, update practice field with lacrosse		\$	\$\$	Out						Identified in HRCSD Athletic Facility Master Plan (2017)
Westside Elm Field Improvements	Field improvements		\$	\$\$	In						Identified in HRCSD Athletic Facility Master Plan (2017)
Dog Park			\$	\$							
Faith Community Field Partnerships	Invest in underutilized field space	N/A	\$	\$\$	In						20 acres of field space across 5 church properties have been identified.
Aquatics/Community Center	Replace aging aquatic center with facility with enhanced amenities	N/A	\$\$	\$\$\$\$	In						Identified in 2017 Aquatic Center Feasibility Report - Highly rated in survey

1. Capital Project lists will be used as guidance by HRVPRD, City of Hood River, Hood River County, and Port of Hood River to develop agency Capital Improvements Plans and budgets.
2. Capital Project lists include major improvements only and do not include repair, maintenance, signage, or accessibility (ADA) improvements. Existing facilities will be improved as needed.
3. Cost estimates are preliminary estimates for planning purposes only.

KEY		Estimated Cost
Priority	High	
	Med	\$\$ = 101k - 500k
	Low	\$\$\$ = 501k - 2m
		\$\$\$\$ = 2m-5m
		\$\$\$\$\$ = 5m+

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: April 27, 2020

To: Honorable Mayor and Members of the City Council

From: Will Norris, Finance Dir. / Asst. City Manager

Subject: Presentation – Utility Rate Study Check-in

Background

The City of Hood River executed a contract with FCS Group to perform a multi-year utility rate study. One of the primary deliverables is evaluating equitable rate burdens between customer categories, such as residential, commercial, and large industrial.

Discussion

FCS has completed their initial calculation of the City of Hood River's Water, Sewer, and Stormwater revenue requirements and cost of service analysis between customer groups. Representatives from FCS will present on how the City's utility charges may be modified to better align future charges to the utilities' costs.

Staff Recommendation:

Receive the presentation by FCS, ask questions, and provide feedback on their rate analysis.



OREGON LIQUOR CONTROL COMMISSION

LIQUOR LICENSE APPLICATION

1. Application. **Do not include** any OLCC fees with your application packet (the license fee will be collected at a later time). Application is being made for:

License Applied For:	CITY AND COUNTY USE ONLY
<input type="checkbox"/> Brewery 1st Location	Date application received and/or date stamp:
<input type="checkbox"/> Brewery 2nd Location	
<input type="checkbox"/> Brewery 3rd Location	Name of City or County:
<input type="checkbox"/> Brewery-Public House 1st Location	
<input type="checkbox"/> Brewery-Public House 2nd Location	Recommends this license be: <input type="checkbox"/> Granted <input type="checkbox"/> Denied
<input type="checkbox"/> Brewery-Public House 3rd Location	
<input type="checkbox"/> Distillery	By: _____
<input type="checkbox"/> Full On-Premises, Commercial	Date: _____
<input type="checkbox"/> Full On-Premises, Caterer	OLCC USE ONLY
<input type="checkbox"/> Full On-Premises, Passenger Carrier	
<input type="checkbox"/> Full On-Premises, Other Public Location	Date application received:
<input type="checkbox"/> Full On-Premises, For Profit Private Club	03/20/2020
<input type="checkbox"/> Full On-Premises, Nonprofit Private Club	By: ZM
<input type="checkbox"/> Grower Sales Privilege 1st Location	License Action(s):
<input type="checkbox"/> Grower Sales Privilege 2nd Location	A/Priv
<input type="checkbox"/> Grower Sales Privilege 3rd Location	
<input type="checkbox"/> Limited On-Premises	
<input checked="" type="checkbox"/> Off-Premises	
<input type="checkbox"/> Off-Premises with Fuel Pumps	
<input type="checkbox"/> Warehouse	
<input type="checkbox"/> Wholesale Malt Beverage & Wine	
<input type="checkbox"/> Winery 1st Location	
<input type="checkbox"/> Winery 2nd Location	
<input type="checkbox"/> Winery 3rd Location	
<input type="checkbox"/> Winery 4th Location	
<input type="checkbox"/> Winery 5th Location	

2. Identify the applicant(s) applying for the license(s). ENTITY (example: corporation or LLC) or INDIVIDUAL(S) applying for the license(s):

Kimberly Hardin
(Applicant #1) HTFU LLC

Nick Hardin
(Applicant #2) Happy Endings LLC zm 3/25/20

(Applicant #3)

(Applicant #4)

3. Trade Name of the Business (Name Customers Will See)

KickStand Coffee + Kitchen

4. Business Address (Number and Street Address of the Location that will have the liquor license)

1235 State St

City Hood River

County Hood River

Zip Code 97121



OREGON LIQUOR CONTROL COMMISSION

LIQUOR LICENSE APPLICATION

5. Trade Name of the Business (Name Customers Will See) KickStand Coffee + Kitchen			
6. Does the business address currently have an OLCC liquor license? <input checked="" type="checkbox"/> YES <input type="checkbox"/> NO <i>Full-on premises sales</i>			
7. Does the business address currently have an OLCC marijuana license? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
8. Mailing Address/PO Box, Number, Street, Rural Route (where the OLCC will send your mail) 1235 state St			
City Hood River	State OR	Zip Code 97031	
9. Phone Number of the Business Location 541-436-0016		10. Email Contact for this Application	
11. Contact Person for this Application Kim Hardin		Phone Number	
Contact Person's Mailing Address (if different) (Same)	City	State	Zip Code

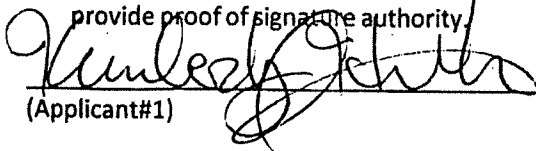
Please note that liquor license applications are public records. A copy of the application will be posted on the OLCC website for a period of several weeks.

I understand that marijuana (such as use, consumption, ingestion, inhalation, samples, give-away, sale, etc.) is **prohibited** on the licensed premises.

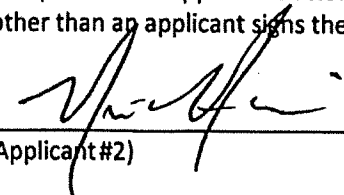
I attest that all answers on all forms, documents, and information provided to the OLCC are true and complete.

Applicant Signature(s)

- Each individual person listed as an applicant must sign the application.
- If an applicant is an entity, such as a corporation or **LLC**, at least one person who is authorized to sign for the entity must sign the application.
- A person with the authority to sign on behalf of the applicant (such as the applicant's attorney or a person with power of attorney) may sign the application. If a person other than an applicant signs the application, please provide proof of signature authority.



 (Applicant #1)



 (Applicant #2)

 (Applicant #3)

 (Applicant #4)

OREGON LIQUOR CONTROL COMMISSION
LIMITED LIABILITY COMPANY QUESTIONNAIRE



Please Print or Type

LLC Name: HTFU LLC Year Filed: 2015
Trade Name (dba): KickStand Coffee + Kitchen
Business Location Address: 1235 State St.
City: Hood River ZIP Code: 97031

List Members of LLC:

Percentage of Membership Interest:

- | | |
|---|------------|
| 1. <u>Nickolos Hardin</u>
<small>(managing member)</small> | <u>50%</u> |
| 2. <u>Kimberly Hardin</u>
<small>(members)</small> | <u>50%</u> |
| 3. _____ | _____ |
| 4. _____ | _____ |
| 5. _____ | _____ |
| 6. _____ | _____ |

(Note: If any LLC member is another legal entity, that entity must also complete an LLC, Limited Partnership or Corporation Questionnaire. If the LLC has officers, please list them on a separate sheet of paper with their titles.)

Server Education Designee: Nickolos Hardin DOB: 06/17/1979
SVED 7/18/18 zm 03/25/2020

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Signature: Kimberly Hardin Date: 3/20/20
(name) (title) owner



**OREGON LIQUOR CONTROL COMMISSION
BUSINESS INFORMATION**

Please Print or Type

Applicant Name: HTFU, LLC Phone: 541-436-0016

Trade Name (dba): Kickstand Coffee + Kitchen

Business Location Address: 1235 State St, Suite 100

City: Hood River ZIP Code: 97031

DAYS AND HOURS OF OPERATION

Business Hours:

Sunday 7am to 10pm
Monday 7am to 10pm
Tuesday 7am to 10pm
Wednesday 7am to 10pm
Thursday 7am to 10pm
Friday 7am to 10pm
Saturday 7am to 10pm

Outdoor Area Hours:

Sunday 7am to 10pm
Monday 7am to 10pm
Tuesday 7am to 10pm
Wednesday 7am to 10pm
Thursday 7am to 10pm
Friday 7am to 10pm
Saturday 7am to 10pm

The outdoor area is used for:

Food service Hours: 7am to 10pm
 Alcohol service Hours: 7:30am to 10pm
 Enclosed, how _____

The exterior area is adequately viewed and/or supervised by Service Permittees.

(Investigator's Initials)

Seasonal Variations: Yes No If yes, explain: _____

ENTERTAINMENT

Check all that apply:

- Live Music
- Recorded Music
- DJ Music
- Dancing
- Nude Entertainers
- Karaoke
- Coin-operated Games
- Video Lottery Machines
- Social Gaming
- Pool Tables
- Other: TV

DAYS & HOURS OF LIVE OR DJ MUSIC

N/A
Sunday _____ to _____
Monday _____ to _____
Tuesday _____ to _____
Wednesday _____ to _____
Thursday _____ to _____
Friday _____ to _____
Saturday _____ to _____

not applicable

SEATING COUNT

Restaurant: 45 Outdoor: 21
Lounge: 7 Other (explain): _____
Banquet: _____ Total Seating: 73

OLCC USE ONLY

Investigator Verified Seating: (Y) (N)

Investigator Initials: _____

Date: _____

I understand if my answers are not true and complete, the OLCC may deny my license application.

Applicant Signature: [Signature] Date: 11/27/17

1-800-452-OLCC (6522)

www.oregon.gov/olcc



LIQUOR LICENSE APPLICATION

1. Application. **Do not include** any OLCC fees with your application packet (the license fee will be collected at a later time). Application is being made for:

License Applied For:	CITY AND COUNTY USE ONLY	
<input type="checkbox"/> Brewery 1st Location	Date application received and/or date stamp:	
<input type="checkbox"/> Brewery 2nd Location		
<input type="checkbox"/> Brewery 3rd Location		
<input type="checkbox"/> Brewery-Public House 1st Location		
<input type="checkbox"/> Brewery-Public House 2nd Location		
<input type="checkbox"/> Brewery-Public House 3rd Location		
<input type="checkbox"/> Distillery		Name of City or County:
<input type="checkbox"/> Full On-Premises, Commercial		_____
<input type="checkbox"/> Full On-Premises, Caterer		Recommends this license be:
<input type="checkbox"/> Full On-Premises, Passenger Carrier		<input type="checkbox"/> Granted <input type="checkbox"/> Denied
<input type="checkbox"/> Full On-Premises, Other Public Location		By: _____
<input type="checkbox"/> Full On-Premises, For Profit Private Club		Date: _____
<input type="checkbox"/> Full On-Premises, Nonprofit Private Club		
<input type="checkbox"/> Grower Sales Privilege 1st Location		
<input type="checkbox"/> Grower Sales Privilege 2nd Location		
<input type="checkbox"/> Grower Sales Privilege 3rd Location		
<input type="checkbox"/> Limited On-Premises	OLCC USE ONLY	
<input checked="" type="checkbox"/> Off-Premises	Date application received:	
<input type="checkbox"/> Off-Premises with Fuel Pumps	3-31-2020	
<input type="checkbox"/> Warehouse	By: <i>GA</i>	
<input type="checkbox"/> Wholesale Malt Beverage & Wine	License Action(s):	
<input type="checkbox"/> Winery 1st Location	n/o	
<input type="checkbox"/> Winery 2nd Location		
<input type="checkbox"/> Winery 3rd Location		
<input type="checkbox"/> Winery 4th Location		
<input type="checkbox"/> Winery 5th Location		

2. Identify the applicant(s) applying for the license(s). ENTITY (example: corporation or LLC) or INDIVIDUAL(S) applying for the license(s): Creatrix Hood River

Creatrix Limited Liability Company
(Applicant #1)

Gabrielle Steele
(Applicant #2)

(Applicant #3)

(Applicant #4)

3. Trade Name of the Business (Name Customers Will See)		
Creatrix Spirits		
4. Business Address (Number and Street Address of the Location that will have the liquor license)		
409 Oak Street		
City	County	Zip Code
Hood River	Hood River	97031



LIQUOR LICENSE APPLICATION

5. Trade Name of the Business (Name Customers Will See) Creatrix Spirits			
6. Does the business address currently have an OLCC liquor license? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
7. Does the business address currently have an OLCC marijuana license? <input type="checkbox"/> YES <input checked="" type="checkbox"/> NO			
8. Mailing Address/PO Box, Number, Street, Rural Route (where the OLCC will send your mail) 518 West 7th Street			
City The Dalles	State OR	Zip Code 97058	
9. Phone Number of the Business Location N/A Not Set Up Yet		10. Email Contact for this Application	
11. Contact Person for this Application Gabrielle Steele			Phone Number
Contact Person's Mailing Address (if different) 518 West 7th Street	City The Dalles	State OR	Zip Code 97058

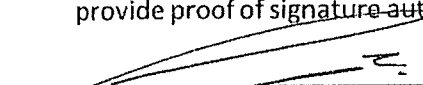
Please note that liquor license applications are public records. A copy of the application will be posted on the OLCC website for a period of several weeks.

I understand that marijuana (such as use, consumption, ingestion, inhalation, samples, give-away, sale, etc.) is **prohibited** on the licensed premises.

I attest that all answers on all forms, documents, and information provided to the OLCC are true and complete.

Applicant Signature(s)

- Each individual person listed as an applicant must sign the application.
- If an applicant is an entity, such as a corporation or LLC, at least one person who is authorized to sign for the entity must sign the application.
- A person with the authority to sign on behalf of the applicant (such as the applicant's attorney or a person with power of attorney) may sign the application. If a person other than an applicant signs the application, please provide proof of signature authority.



(Applicant #1)

(Applicant #2)

(Applicant #3)

(Applicant #4)



OREGON LIQUOR CONTROL COMMISSION BUSINESS INFORMATION

Please Print or Type

Creatrix Hood River Limited Liability Company

Applicant Name _____

Phone: _____

Trade Name (dba): Creatrix Spirits

Business Location Address: 409 Oak Street

City: Hood River

ZIP Code: 97031

DAYS AND HOURS OF OPERATION

Business Hours:

Sunday 10 am to 6 pm
 Monday 10 am to 6 pm
 Tuesday 10 am to 6 pm
 Wednesday 10 am to 6 pm
 Thursday 10 am to 6 pm
 Friday 10 am to 6 pm
 Saturday 10 am to 6 pm

Outdoor Area Hours: N/A

Sunday _____ to _____
 Monday _____ to _____
 Tuesday _____ to _____
 Wednesday _____ to _____
 Thursday _____ to _____
 Friday _____ to _____
 Saturday _____ to _____

The outdoor area is used for:

- Food service Hours: _____ to _____
 Alcohol service Hours: _____ to _____
 Enclosed, how _____

The exterior area is adequately viewed and/or supervised by Service Permittees.

(Investigator's Initials)

Seasonal Variations: Yes No If yes, explain: Possibly would be 9-5 daily in winter but presently sticking to 10-6 year round.

ENTERTAINMENT

Check all that apply:

- Live Music Karaoke
 Recorded Music Coin-operated Games
 DJ Music Video Lottery Machines
 Dancing Social Gaming
 Nude Entertainers Pool Tables
 Other: _____

DAYS & HOURS OF LIVE OR DJ MUSIC

Sunday _____ to _____
 Monday _____ to _____
 Tuesday _____ to _____
 Wednesday _____ to _____
 Thursday _____ to _____
 Friday _____ to _____
 Saturday _____ to _____

SEATING COUNT

Restaurant: 0 Outdoor: 0
 Lounge: 0 Other (explain): 0
 Banquet: 0 Total Seating: 0

OLCC USE ONLY
 Investigator Verified Seating: (Y) (N)
 Investigator Initials: DT
 Date: 04/14/2020

I understand if my answers are not true and complete, the OLCC may deny my license application.

Applicant Signature: _____

Date: 4 . 8 . 20

1-800-452-OLCC (6522)

www.oregon.gov/olcc

(rev. 12/07)

OREGON LIQUOR CONTROL COMMISSION
LIMITED LIABILITY COMPANY QUESTIONNAIRE



1638466-95 Exp 1/28/21

Please Print or Type

LLC Name: Creatrix Hood River Limited Liability Company Year Filed: 2019

Trade Name (dba): Creatrix Spirits

Business Location Address: 409 Oak Street

City: Hood River ZIP Code: 97031

List Members of LLC:

Percentage of Membership Interest:

1. Gabrielle Steele
(managing member)
2. Stephanie Delgado
(members)
3. _____
4. _____
5. _____
6. _____

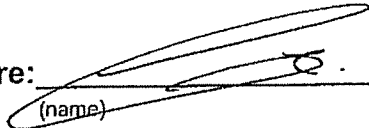
- 50 Presently but attempting to take over LLC
- 50 Presently but attempting to leave LLC
- _____
- _____
- _____
- _____

(Note: If any LLC member is another legal entity, that entity must also complete an LLC, Limited Partnership or Corporation Questionnaire. If the LLC has officers, please list them on a separate sheet of paper with their titles.)

Server Education Designee: Gabrielle Steele has OLCC server card DOB: 02-28-1980

Class: 07/14/2019 Exp: 08/29/2024 not needed for

I understand that if my answers are not true and complete, the OLCC may deny my license application.

Signature:  Owner _____ Date: 3.24.20
(name) (title)

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: April 28, 2020

To: Honorable Mayor and Members of the City Council

From: Wade Seaborn, Interim Director of Public Works

Subject: Approval to pay Oregon Department of Transportation (ODOT) for the increase to the City's share of preliminary engineering for Cascade and Rand Traffic Intersection

Background:

In July 2017 the City entered into an Intergovernmental Agreement (IGA) with ODOT for the design and construction of Cascade and Rand traffic intersection. This project is an important component of the City's planned transportation capital improvements. It will realign the Rand/Cascade intersection, provide a true pedestrian crossing and signalize the intersection. The following is the phasing and estimated cost of this project included in the 2017 IGA.

Preliminary Engineering and Design - Estimated cost \$548,603 (ODOT \$492,261.47 and City's match \$56,341.53).

Right of Way (ROW) Acquisition - Estimated cost \$435,000 (ODOT \$257,738.53 and City's match \$177,261.47).

Construction - Estimated cost \$1,391,508 (Funded entirely by the City).

In 2017 the total Project cost was estimated at \$2,375,111, with ODOT contributing \$750,000 and the City of Hood River funding the remainder. The total cost to the City was estimated at \$1,625,111, with these funds coming out of Road System Development Charges (SDC) over a period of three years.

The current estimate for preliminary engineering is \$1,006,785. Per the 2017 IGA, any cost increase is absorbed by the City. This results in an increased cost to the City of \$458,182 for a total preliminary engineering cost to the City of \$514,523.53.

Similarly, right-of-way acquisition estimates have increased significantly. The current estimate is \$1,065,000. This increases the City's share by \$630,000 (from \$177,261.47 to \$807,261.47).

Current construction cost estimates are not available at this time. A re-design is under way to reduce the width of Wasco and the associated impacts to the

adjacent properties. How much this may reduce construction and right-of-way costs is unknown. We are anticipating updated costs in the next two months.

Staff will continue to monitor project costs throughout the design and right-of-way acquisition phases. The City may elect to postpone construction until additional funding can be secured.

Staff Recommendation: Authorize the City Manager to sign the purchase order to ODOT for the increase to the City's share of preliminary engineering and right-of-way costs for the Cascade and Rand Traffic Intersection.

Suggested Motion: I move that on tonight's consent agenda we authorize the City Manager to sign the purchase order to ODOT to increase the City's share of preliminary engineering to \$514,523.53 and to increase the City's share of the right-of-way cost to 807,261.47 for Cascade and Rand Traffic Intersection.

Alternatives: Do not authorize the City Manager to sign the purchase order.

Fiscal Impact: The \$1,321,785 will come from the Road SDC Fund – Capital Outlay over the next two years.

Attachments:



Older Americans Month 2020

A PROCLAMATION

Whereas, Hood River, Oregon includes a growing number of older Americans who enrich our community through their diverse life experiences; and

Whereas, the City of Hood River is committed to strengthening our community by connecting with and supporting older adults, their families, and caregivers and acknowledging their many valuable contributions to society; and

Whereas, the City of Hood River recognizes the importance of bringing together all generations and engaging in activities that promote physical, mental, and emotional well-being for the benefit of all; and

Whereas, Hood River can enhance the lives of older Americans in our community by:

- promoting home- and community-based services that support independent living;
- involving older adults in community events and other activities; and
- providing opportunities for older adults to work, volunteer, learn, lead, and mentor.

Now, therefore, we of Hood River, Oregon do hereby proclaim May 2020 to be Older Americans Month. We urge every resident to take time during this month to recognize older adults and the people who serve them as essential and valuable members of our community.

Dated this [day] day of [month], 2019

[Name of person/entity approving proclamation]

[Seal, if applicable]