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

September 9, 2019

AGENDA

6:00 p.m.

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

All public meeting locations are accessible. Please let the City Recorder know if you will need any special accommodations to attend any meeting. Call (541) 387-5212 for more information. Oregon Relay Service 1-800-735-2900

I CALL TO ORDER – Cell Phone Reminder

Land Acknowledgement Statement and Pledge of Allegiance

II BUSINESS FROM THE AUDIENCE

This is an opportunity for members of the audience to bring to the Council's attention any item not otherwise listed on the Agenda. Comments will be limited to three (3) minutes per person, with a maximum time of 15 minutes for all items. Speakers may not yield their time to others. If you wish to address the Council under "Business From The Audience" please sign up in advance on the sheet provided by the City Recorder.

III PRESENTATIONS

1. 2020 Census – Marc Czornij

WORK SESSION

IV OPEN WORK SESSION

V AGENDA ADDITIONS OR CORRECTIONS

VI DISCUSSION ITEMS

1. Westside Streets, Transit, Bike, and Pedestrian Framework Plan, D. Nilsen PAGES 3-42
2. Downtown Hood River Parking Study Update and Parking Fee In Lieu, D. Nilsen PAGES 43

VII 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. Council Meeting Minutes – July 22, 2019 PAGES 44-52
- 2. OLCC Permit Application Approval PAGES 53-60
 - 64 oz., Full On-Premises, Commercial

IV REGULAR BUSINESS ITEMS

- 1. Mayor Vacancy - Report from City Recorder and Appoint Council Interview Question Committee, J. Gray PAGES 61-74
- 2. Planning Commission Appointment, D. Nilsen PAGES 75-94
- 3. Award Professional Service Contract for Design of the Waterfront Storm Line, W. Seaborn PAGES 95-96

V REPORT OF OFFICERS

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

VI MAYOR

VII COUNCIL CALL

VIII EXECUTIVE SESSION

Oregon Revised Statute 192.660 1 (e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions.

IX ADJOURN REGULAR MEETING

<u>CALENDAR</u>		
September 16, 2019	4pm/6pm	County Commission Work Session and Regular
September 16, 2019	5:30 p.m.	Planning Commission Meeting
September 17, 2019	5:00 p.m.	Port of Hood River
September 18, 2019	6:00 p.m.	Urban Renewal Agency Special Meeting
September 19, 2019	5:30 p.m.	Urban Renewal Advisory Meeting
September 23, 2019	8:00 a.m.	KIHR Radio
September 23, 2019	6:00 p.m.	City Council Meeting
October 7, 2019	7:00 p.m.	County Commission Meeting
October 15, 2019	6:00 p.m.	City Council Meeting
October 15, 2019	6:00 p.m.	Urban Renewal Agency Meeting

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: September 9th, 2019

To: City Council

From: Dustin Nilsen, Director of Planning

Subject: Westside Streets, Transit, Bike, and Pedestrian Framework Plan

Background:

As presented before City Council at its March 25th, 2019 meeting, the Workplan for Westside Concept Plan Draft Report has been initiated with deliberations by the Planning Commission and subsequent recommendations on the Neighborhood, Streets and Transit, Pedestrian and Bicycle Framework Plan components of the Report. Significant testimony and discussion have occurred before Planning Commission and based upon its deliberations the Streets, Transit, Pedestrian, and Bicycle Frameworks of the Westside plan have been recommended to Council for consideration.

Included with this coversheet is the Streets and Pedestrian Framework Plans of the Westside Area Concept Plan Report, which serves as the multimodal transportation plans of the area. The Streets and Pedestrian Frameworks serve as guidance to the development of the City's Transportation System Plan. In addition to the plan, input from the Planning Commission and public were included as part of the recommendation. The PC recommendations are included in the attached draft document. The most significant departures between the Concept Plan Report draft and Planning Commission recommendations appear in the proposed street cross sections. These departures, in addition to the various areas of consensus, will be highlighted in a staff presentation before Council.

Staff Request:

Accept the Streets and Transit, Bicycle and Pedestrian Framework Plans with Planning Commission recommendations and authorize staff to prepare an update of the City's Transportation System Plan and Municipal Codes to begin the implementation and codification of the proposed changes.

Suggested Motion:

Motion to approve the Streets and Pedestrian Framework and authorize staff to begin preparing updates for the Transportation System Plan and Municipal Codes on tonight's consent agenda.

Alternative Motion:

Motion to have Planning Commission reconsider the Streets and Pedestrian Framework recommendations in order to address outstanding issues.

Attachments:

Planning Commission Draft Recommendations
Streets and Pedestrian Framework Plan



CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 Second Street, Hood River, OR 97031 Phone: 541-387-5210

Yellow highlights are modifications based on PC's 08/19/19 directions

To: Mayor and City Council

From: Planning Commission

Date: September 09th, 2019

Re: Recommendations for Westside Area Concept Plan Frameworks (File No. 2018-07)

During public hearings on April 15, May 20, June 3, June 17, July 1, July 29 and August 19, 2019, the Planning Commission sought feedback from the public regarding the Westside Area Concept Plan Report's "Streets & Transit Framework", "Pedestrian & Bicycle Framework" and "Park & Open Space Framework" prior to deliberation.

As part of the Commission's review and deliberation over these Frameworks, numerous policy topics and recommendations for refinements were identified for consideration by the City Council. The information below summarizes the Commission's recommendations for the Streets & Transit Framework" and "Pedestrian & Bicycle Framework" (recommendations for the "Park & Open Space Framework" will be presented separately).

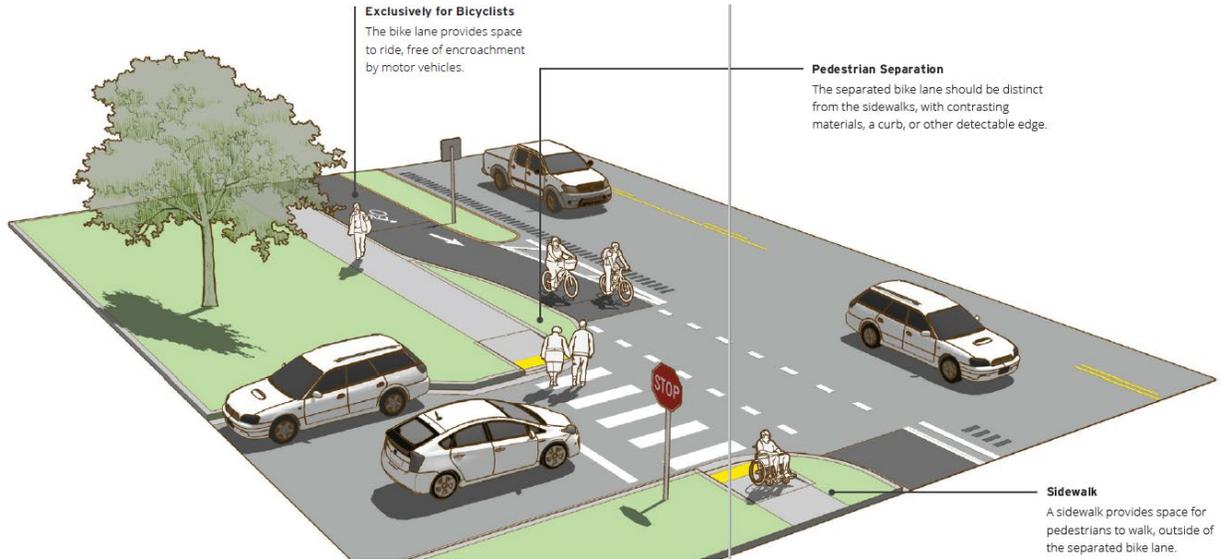
STREETS & TRANSIT FRAMEWORK

The Concept Plan Report includes recommendations for updates to street classifications, alignments and cross sections, as well as project funding. The City's Transportation System Plan (TSP) and development standards should be updated to reflect the Streets & Transit Framework as a refined by the Commission, thereby allowing updated street cross-sections to be used throughout the City.

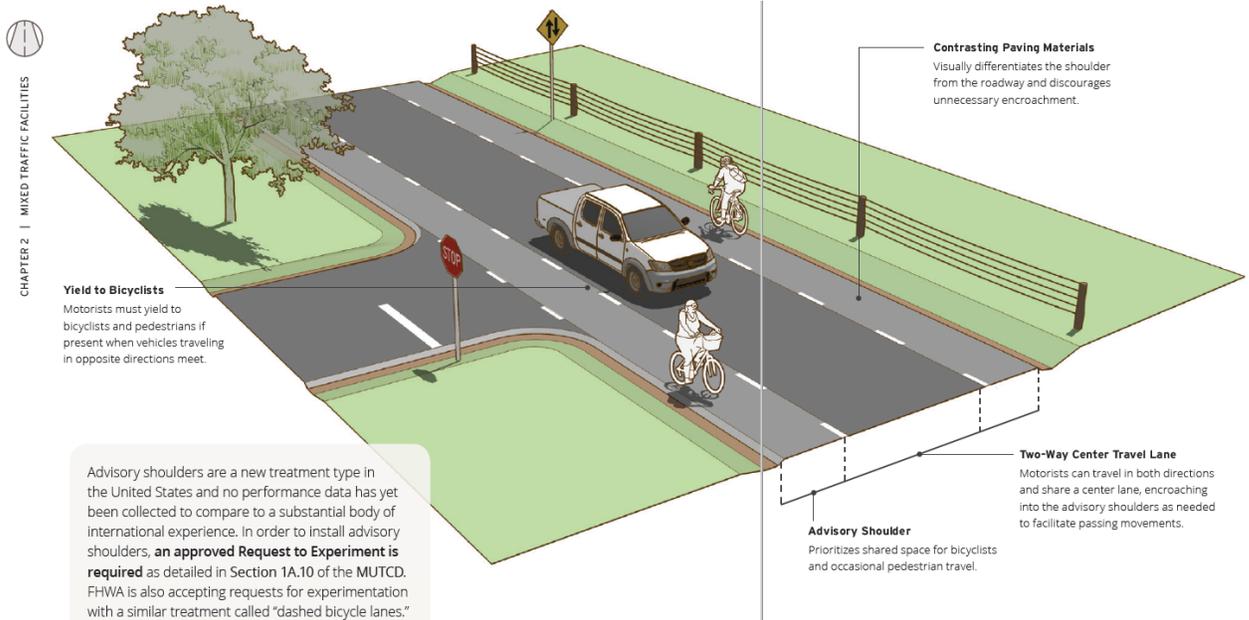
The Planning Commission recognizes that approval of the concepts is the first step in policy and regulatory implementation, and its recommendations do not automatically implement new standards. Revisions to zoning-, subdivision-, and engineering codes should be considered following approval of the concepts. The Planning Commission recommends the City Council act on the following measures to implement and update the City's Transportation System Plan (TSP) and Engineering Standards:

- Update the TSP's "financially constrained" project lists for pedestrian, bicycle and motor vehicle systems in order to facilitate funding of identified projects.
- Relocate the "Mt. Adams extension" between Wine Country Ave. and May St. to "Alignment D" and support, as a preferred alternative and where feasible, the use of roundabouts rather than traffic signals at the intersections of Mt. Adams Ave. at Wine Country Ave., and Mt. Adams Ave. at May St.
- Update the Motor Vehicle System Plan of the TSP to be consistent with the Streets & Transit Framework with alternative methods of traffic control (e.g. roundabouts) at specified intersections including at Mount Adams Ave. and Cascade Ave.
- The Westside Area Concept Plan Report includes new cross sections for Minor Arterial streets, Neighborhood Connector streets and Local streets. The Planning Commission recommends that these new cross sections are applied throughout City subject to the following modifications:

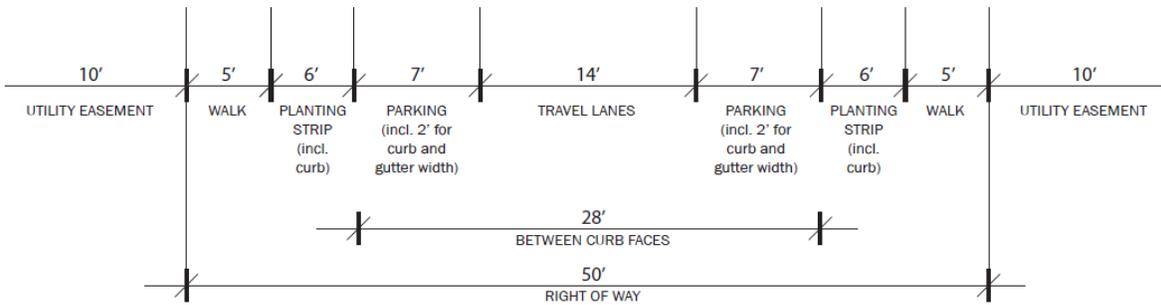
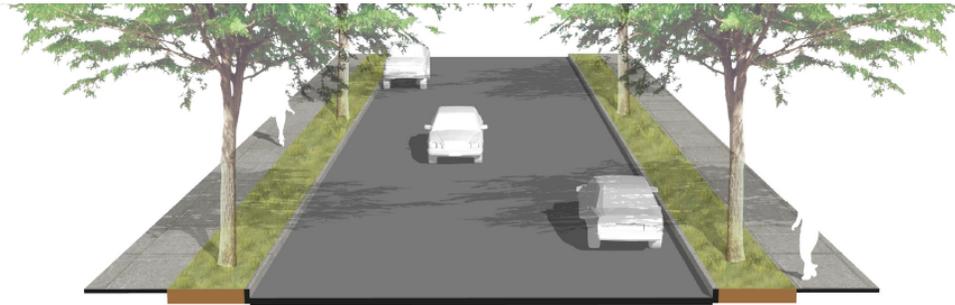
- Revise the proposed Minor Arterial cross-sections (specifically “Alignment D” of the “Mt. Adams extension”) to replace on-street buffered bike lanes with physically separated bike lane as depicted in the Federal Highway Administration’s “Small Town and Rural Multimodal Networks” publication (see image below). However, also consider maintenance requirements for physically separated bike lanes. The separated bike lane design is intended to better accommodate novice and younger cyclists, and it provides an additional buffer between vehicles and pedestrians. As depicted in the following image, the bicycle path returns the cyclists back to the road at intersection locations.



- Revise the proposed “Neighborhood Connector” cross section to incorporate “advisory shoulders” where on-street bicycling shares space but is visibly separated from two-way, alternating, vehicle passing movements (see concept below). The cross section should include physically separated sidewalks that are a minimum of 6 feet in width wherever possible. The suggested half-street cross section includes a 6-foot-wide sidewalk, 7-foot-wide planter strip, 7-foot-wide on-street parking, 4-foot-wide bike lane, all used in combination with a single 12-foot-wide vehicle travel lane that accommodates two-way traffic.



- Revise the proposed Local Streets cross section to include 6-foot-wide sidewalks if pavement width can be narrowed from 28-foot- to 26-foot wide (retain 5.5-foot-wide planter strips).



- The Commission supports incorporating traffic calming measures on 30th Street north of May Street to slow and limit cut-through traffic by using specific design features identified in the Concept Plan Report (see examples below). The specific methods and locations of traffic calming measures should be determined by the City Engineer as needed.

Neighborhood Traffic Management Tools

Neighborhood Traffic Management (NTM) describes strategies that can be deployed to slow traffic, and potentially reduce volumes, creating a more inviting environment for pedestrians and bicyclists. NTM strategies are primarily traffic calming techniques for improving neighborhood livability on local streets, though a limited set of strategies can also be applied to collectors and arterials. Mitigation measures for neighborhood traffic impacts must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers, such as emergency responders.



(www.pedbikemages.org/Dan Burden)
Chicaines are a series of raised curb extensions on alternating sides of a street forming an S-shaped travel way, reducing vehicle speeds.



(www.pedbikemages.org/Dan Burden)
A "Choker" is a pinch point placed on either side of the street to narrow the center of the lane such that two drivers have difficulty passing through simultaneously. They are appropriate where travel speeds are already low.



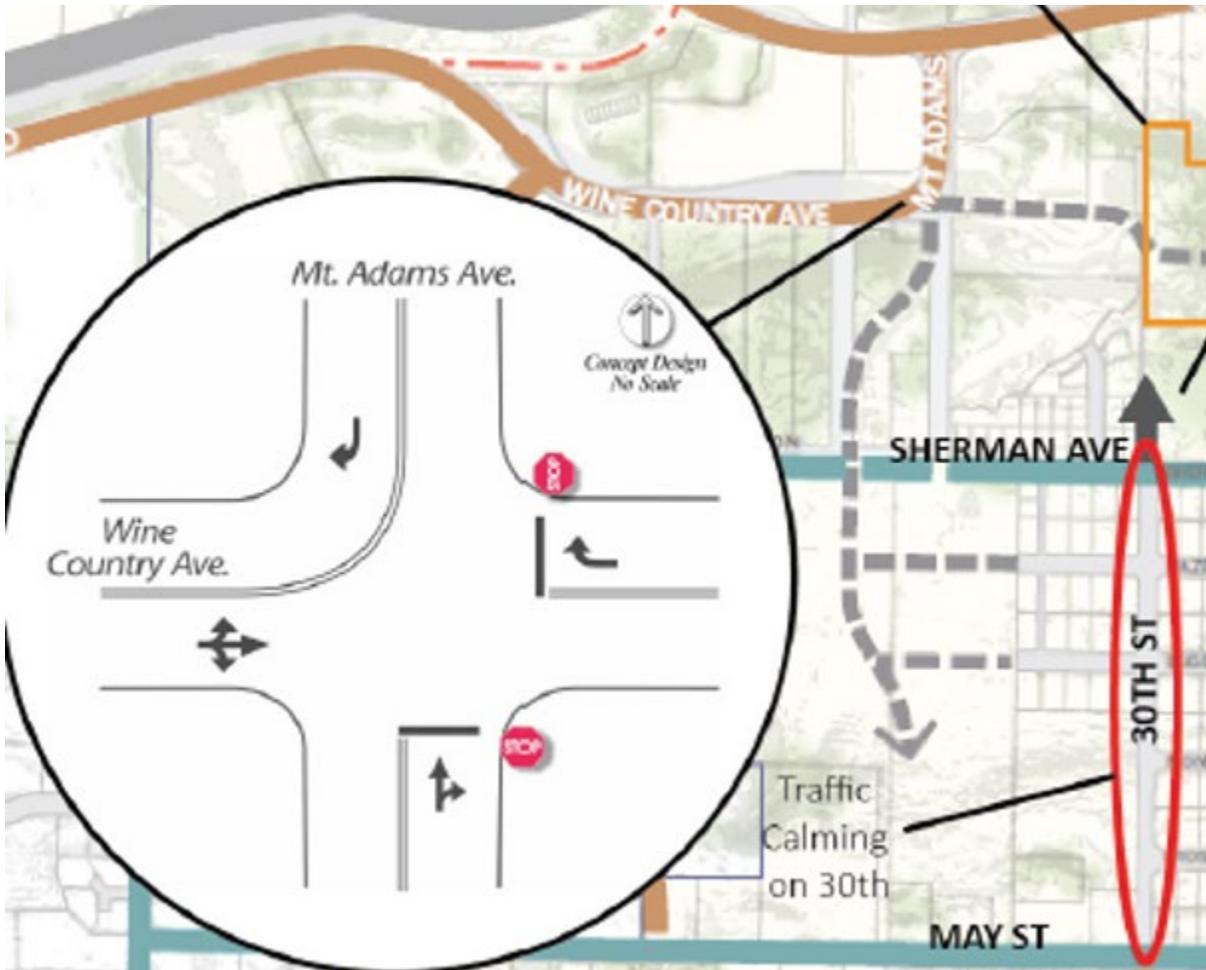
(www.pedbikemages.org/Carl Sundstrom)
Curb extensions reduce the pedestrian crossing distance and improve motorists' visibility of pedestrians waiting to cross the street. They can also serve as good locations for bike parking, benches, public art, and other streetscape features.

- On 30th St. south of May St. where on-street parking has been allowed to replace a bike lane temporarily, the Commission recommends the bike lane is restored to provide a direct connection to and from the future Post Canyon/Belmont extension.
- The Commission supports a roundabout at the intersection of Mount Adams Ave. and Cascade Ave. (see concept below) as an alternative to a traffic signal for purposes of improving traffic flow and safety (including mass evacuation scenarios due to its limited reliance on electricity). However, signalization is supported if a roundabout would delay construction of traffic control improvements.



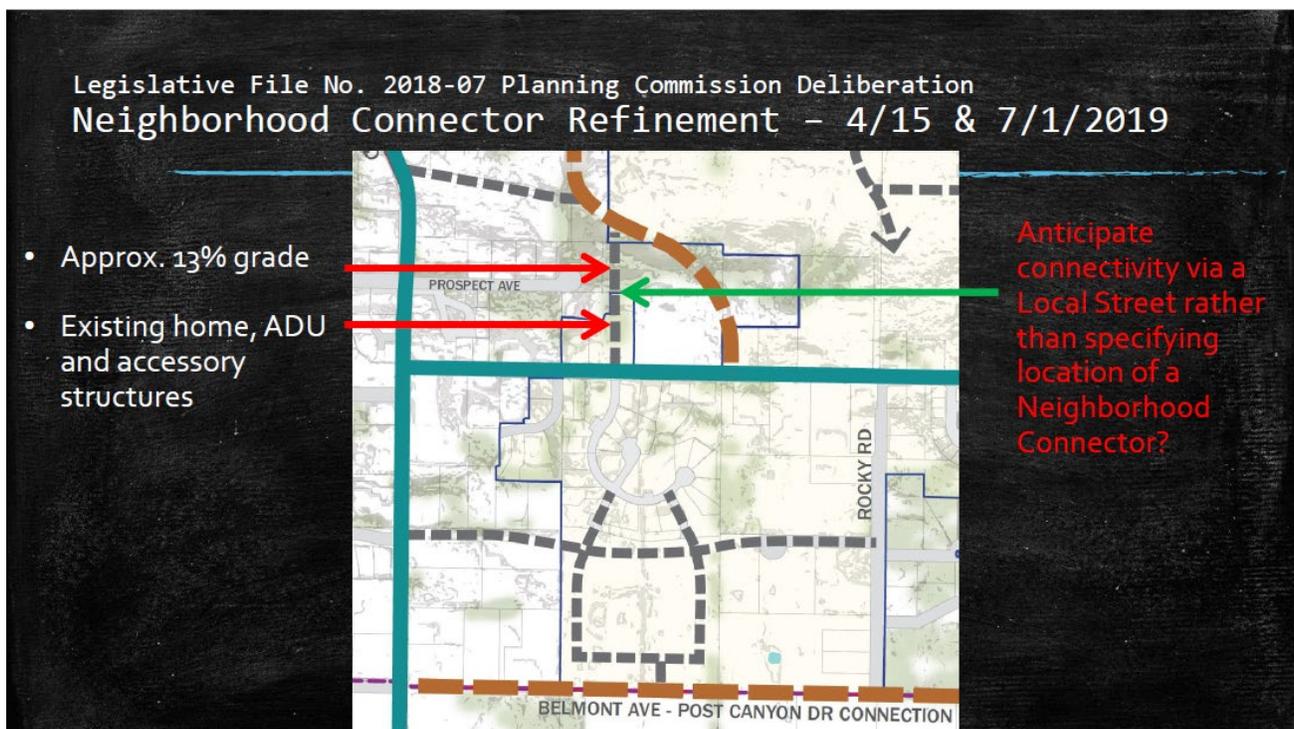
- The Commission supports revisiting the 2005 Programmatic Agreement between the City, Hood River County, the Oregon Department of Transportation, the Oregon State Historic Preservation Office, and the Federal Highway Administration (no. 19942) in order to consider a roundabout at the intersection of Cascade Ave. and Mt. Adams Ave., as well as to modify street cross-sections that have been adopted for Cascade Avenue (Historic Columbia River Highway) in order to improve bicycle safety. This agreement should facilitate a safe and efficient multimodal transportation system and an urban design package that is sympathetic to the historic nature of the highway and that results in a streetscape providing a welcoming gateway to the city.
- **The Commission recommends working with ODOT to find funding opportunities for improvement of the bicycle corridor along the Historic Columbia River Highway.**
- In order to promote a strong entry corridor to Hood River along W. Cascade Ave., the Commission recommends a greater emphasis on “gateway” features by focusing on urban design, appropriate land use, transit features and the overall built environment.

- In order to promote a more pedestrian friendly mixed-use district, the Commission recommends consideration of an alternative traffic control method to the median barrier shown in the Street Framework at the intersection of Wine Country Ave./Mt. Adams Ave.



- The City Engineer should determine the preferred location for a Neighborhood Connector street north of Sherman Ave., either aligning it with Max's Loop or locating it over existing stormwater lines to the east.
- A 60-foot-wide right-of-way is recommended for 30th St. between Sherman Ave. and Wine Country Ave., with street designed for limited vehicular traffic coupled with improved bike access. A Neighborhood Connector or Commercial/Residential Collector classification may be appropriate.
- The "financially constrained" project list in the TSP should be updated to include to add an improvement to the intersection of May St. and Rand Rd. (mini roundabout or traffic signal) if housing capacity is expanded generally consistent with Land Use "Scenario A" per the Westside Area Concept Plan Report's traffic impact analysis.

- May St. west of Rand Rd. should not include on-street parking on both sides of street – it should feature bike lanes only or bike lanes with parking on one side only.
- A driveway separation standard should be established for Neighborhood Connector streets (same as for Local Streets?).
- The Framework Map should be amended to depict arrows for Neighborhood Connectors into and out of the Willow Ponds PUD at Carr Drive and Post Canyon.
- Traffic calming is recommended at the intersection of Rand Rd. and Sherman Ave.
- The Commission recommends reviewing feasibility of Neighborhood Connector street north of intersection of May St. and Nina Lane due to presence of existing homes and accessory structures, as well as grade. Alternatives may include eliminating or replacing it with a Local Street (location to be determined in association with future development), or aligning it with Elan Drive and connecting to W. Prospect Ave.



- Based on testimony submitted by Columbia Area Transit (CAT) dated July 5, 2019, which recommends inclusion of four key concepts in the Westside Area Concept Plan (i.e. Transit Friendly Streets, Transit Stops, Transit Gateways and Transit Supportive Development), the commission recommends the following:
 - The terminology (e.g. “Transit Friendly Streets”) should be clearly defined.
 - The City Engineer or consultant should review the proposed Transit Friendly Streets and provide recommendations to minimize conflicts with other transportation modes, public facilities, etc.
 - Except for any objections made by the City Engineer, include the following “Transit Friendly Streets” in the Streets & Transit Framework:

- Cascade Avenue between Mount Adams and Downtown
- Rand Road –between Wasco and Belmont Street
- May Street –between Frankton and 12th
- Belmont Street between 30th and 12th Streets
- Mt. Adams Ave. extension (aka Alignment “D”)
- Incorporate the concept of Transit Friendly Streets into the Transportation System Plan or Development Code (e.g. HRMC 17.20) with the intent of improving coordination with CAT during the development review process and during the design of public improvements on these street segments.
- Consider focusing financial resources for bicycle facility improvements on streets that are not designated as Transit Friendly Streets in order to reduce conflicts between transit vehicles and cyclists, unless there is adequate right-of-way width to accommodate both modes safely.
- Recommend updating the Municipal Code (e.g. Chapter 13.52) to include a process for designating transit stops on existing public streets. If criteria are to be used in evaluating requests for transit stops, prioritize transit over on-street parking.
- Incorporate “Transit Gateways” (or alternative name) in the Streets & Transit Framework for anticipated transit nodes at the following intersections:
 - Cascade Ave. & Mt. Adams Ave.
 - Cascade Ave. & Rand Rd.
 - May St. & Frankton Rd.
 - May St. & 30th St.
 - May St. & Rand Rd.
 - Rand Rd. & Sherman Ave.
 - Rand Rd. & Belmont Ave.
- Incorporate the concept of “Transit Gateways” (or alternative name such as “hubs”) into the Transportation System Plan or Development Code (e.g. HRMC 17.20) with the intent of improving coordination with CAT during the development review process and during the design of public improvements at these intersections.
- When deliberating over a preferred Land Use Scenario and implementing ordinances, consider CAT’s recommendations for Transit Supportive Development including the following design principles:
 - Greater density than community average
 - A mix of uses
 - Quality pedestrian environment
 - Defined public realm

BICYCLE & PEDESTRIAN FRAMEWORK

The Bicycle & Pedestrian Framework should be adopted to accompany the Streets & Transit Framework as a refinement and update to the City's 2011 Transportation System Plan, and also to compliment the Park & Open Space Framework where off-street trail connections overlap and capital facilities will be programmed. The Concept Plan will advance the specificity of future project funding, and it will also provide a linkage between open space, recreation, and transportation plans.

- The commission recommends updating the Pedestrian System Plan and the Bicycle System Plan of the City's 2011 Transportation System Plan (TSP) to be consistent with the Westside Area Concept Plan Report's Pedestrian and Bicycle Framework subject to amendments recommended by the Commission, including adding off-street trails to the TSP.
- Bike and pedestrian facilities should be added to the "financially constrained" list in the TSP and/or Park Master Plan in order to qualify for SDC funding.
- **Implementation of the Bicycle and Pedestrian Framework is expected to** require amendments to the zoning ordinance (e.g. HRMC 17.20) as well as to the subdivision ordinance.
- Land dedication and fee-in-lieu provisions should be included in the zoning ordinance **for Parks and Open Space**. It has been suggested that multi-use path and trail facilities could be considered transportation facilities eligible for construction using Transportation SDCs **when consistent with the City's Transportation System Plan**, or could be considered Park and Open Space improvements eligible for construction using Parks SDCs **when consistent with an adopted Parks Master Plan**. The City of Sandy, Oregon's Parkland and Open Space ordinance allows developers to pay a fee in lieu of land dedication under certain circumstances. The commission recommends that any "fee-in-lieu" provisions adopted for Hood River do not allow developers to avoid construction of multi-use paths and trails.
- Coordination of bike and pedestrian improvements is needed between the TSP and Park & Open Space Framework.
- Verify if there is overlap/redundancy between sidewalks, bike, path and trail facilities and determine where priority should be given for funding.
- "Bikeability" of steep roads is a concern. Henderson Creek trail alignment appears to be preferable for bikes due to gentler grade in many areas, but the Framework currently anticipates use of 6-foot-wide trail by pedestrians only rather than a multi-use path.
- Establish a Henderson Creek Trail in a buffer along the creek between the UGB (south end) and Cascade Ave. (north end), including where creek may have been piped.
- Correct the alignment of the Henderson Creek Trail on the Pedestrian and Bicycle Framework map so that it follows the alignment of the creek.

“Henderson Creek Trail”:

- Support trail inside a proposed buffer along the creek
- Map refinement needed south of May St. to depict trail along creek corridor



- Add the Westside Community Trail to Pedestrian and Bicycle Framework map immediately north of May St., tying into the Henderson Creek Trail on the school district’s property.

“Westside Community Trail”:

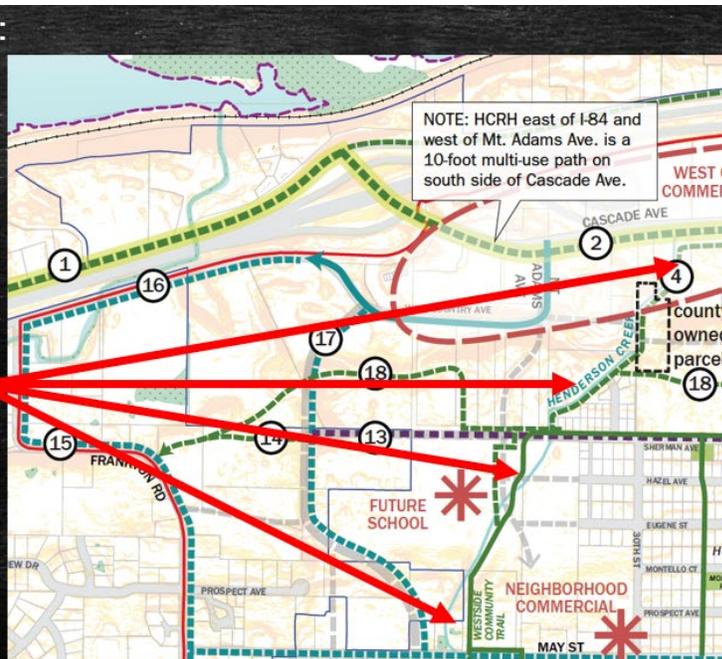
- Along Rocky Rd., pedestrians should not be on street.
- Retain existing segment immediately north of May St.



- Avoid use of streets/sidewalks for portions of off-road trails (e.g. where Henderson Creek Trail crosses Sherman Ave.) but, if necessary and if constructed as a multi-use path, add seamless protected bike lanes where paralleling street.
- An off-street pedestrian connection is not needed along a Neighborhood Connector street on the school district’s property south of Sherman Ave. and west of Henderson Creek Trail.
- Ensure east/west pedestrian connections on Hazel Ave. and Eugene St. between Fox Hollow subdivision and school district’s property.
- Provide a connection between the Mt. Adams extension (i.e. “Alignment D”) and the Henderson Creek Trail along north side of May St.

"Henderson Creek Trail":

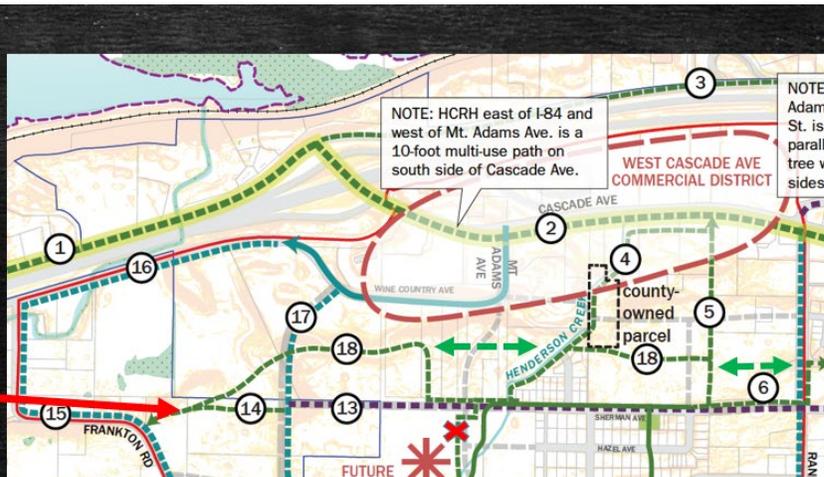
- Minimize segments relying on sidewalks with bikes on streets (avoid if possible).
- Map refinements needed north of May St.



- Establish a Ridgeline Trail in the alignment depicted on the Bicycle and Pedestrian Framework, including adding an off-street connection over the existing Mt. Adams Ave. "road cut," and extending the trail east to Rand Rd.

"Ridgeline Trail":

- Support new trail
- Minimize segments relying on sidewalks with bikes on street (avoid if possible).
- Refinement of location needed near Frankton Rd.



- Change the location of Westside Community Trail east of Frankton Road (portion of Trail 12) to align with Carr Dr. rather than Blackberry Dr. due to nature of existing road easements.

“Westside Community Trail”:

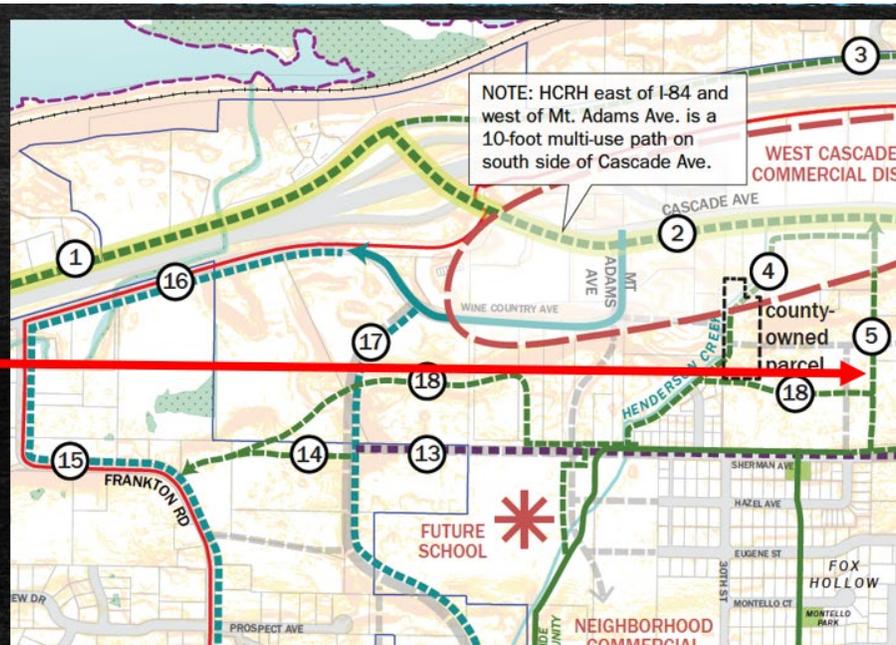
- Trail Segment 12 off of Frankton Rd. should be via Carr Drive rather than Blackberry Dr., through Willow Ponds to Rocky Rd.



- The Westside Community Trail north of Sherman Ave. (portion of Trail 5) should align with the future Neighborhood Connector street (City Engineer to determine if future street must align with Max's Loop, or if it should be located over existing stormwater utilities).

Trail Segment 5 (4' firm and stable surface):

- May need to include stairs
- Not needed parallel to future Neighborhood Connector street with sidewalks



- A portion of the Upper Terrace Neighborhood path (Path 10) is not needed adjacent to a future Connector Street between May St. and Post Canyon Dr. (however, retain trail segment between Post Canyon Dr. and Belmont Dr.).

**Trail Segment 10
(10' off-street
asphalt or
concrete path):**

- Not needed parallel to future Neighborhood Connector street with sidewalks



- A multi-use path is a priority interim improvement for Post Canyon Dr. between Frankton Rd. and 30th St. unless/until UGB is expanded and additional right-of-way is obtained for southern half of Post Canyon Dr. (to be constructed as a Minor Arterial, recommended to include a physically separated bike path).

**Trail Segment 11
(10' multi-use
path):**

- Path is a priority interim improvement until road and sidewalks are constructed.



- The commission recommends changing the term “Bicycle Boulevard” in the TSP to “Neighborway,” or designating bicycle boulevards as neighborways. Neighborways are residential streets designed for low volumes and speeds for auto traffic, where bicycle and pedestrians in the street are given priority over vehicles. According to advocates, painted stencils on the street and painted designs at intersections can create visual markers that make streets safer for children, pedestrians and bikers. Neighborway

improvements typically are implemented through neighborhood initiative after new Local Streets are constructed.

- The bicycle boulevard on Montello Ave. should be extended from Rand Rd. to 30th St. via Eugene St. or Prospect Ave. Figure 2 of the TSP, Bicycle System Plan, should be updated to depict the alignment.
- Staff should critique the Pedestrian/Bicycle Trail/Path list and provide further recommendations.
- The Pedestrian and Bicycle Framework map is conceptual, and City will work with developers to finalize locations/alignments of trails and paths.
- Provide greater detail in the TSP about the intended treatment of bicycle boulevards and “Neighborways.”
- Develop a cross section for a high traffic/speed multi-use path along Henderson Creek that features dedicated lanes for two-way bicycle and pedestrian users such as may be found in the Netherlands, including design details for intersections of such paths with streets. The CROW Design Manual for Bicycle Traffic is considered the main guide to Dutch bikeway engineering, and the US equivalent is the NACTO (National Association of City Transportation Officials) Urban Bikeway Design Guide. The American Association of State Highway and Transportation Officials (AASHTO) published a Guide for the Development of Bicycle Facilities (4th Ed., 2012) that includes design recommendations for shared-use paths, as does the Federal Highway Administration’s guide for Small Town and Rural Multimodal networks depicted below:

CHAPTER 4 | PHYSICALLY SEPARATED FACILITIES

SMALL TOWN AND RURAL MULTIMODAL NETWORKS

Shared Use Path

A shared use path provides a travel area separate from motorized traffic for bicyclists, pedestrians, skaters, wheelchair users, joggers, and other users. Shared use paths can provide a low-stress experience for a variety of users using the network for transportation or recreation.

BENEFITS

- Provides a dedicated facility for users of all ages and abilities.
- Provides, in some cases, a short-cut between cities or neighborhoods.
- Provides, in some cases, access to areas that are otherwise served only by limited-access roadways.
- Supports tourism through convenient access to natural areas or as an enjoyable recreational opportunity itself.
- Provides nonmotorized transportation access to natural and recreational areas, which can especially help low-income people obtain access to recreation.
- Paths have a small footprint and can display a distinctly rural character.

APPLICATION

Speed and Volume
Paths operating in independent corridors are fully separated from traffic. Facility provision is based on opportunity and connectivity rather than roadway context. In some cases, an independent corridor may offer similar connectivity and access to destinations as a nearby roadway.

Network
Serves connections independently of the street network. May function as a network alternative road and highway connections.

Land Use
Generally appropriate outside of built-up areas, and also as a corridor connection with built-up areas.

Shared Use Path

Shared use paths offer network connectivity opportunities beyond that of the roadway network. These facilities are often located in parks, along rivers, beaches, and in greenbelts or utility corridors where there are few conflicts with motorized vehicles. For paths adjacent to roadways, see Sidepath.

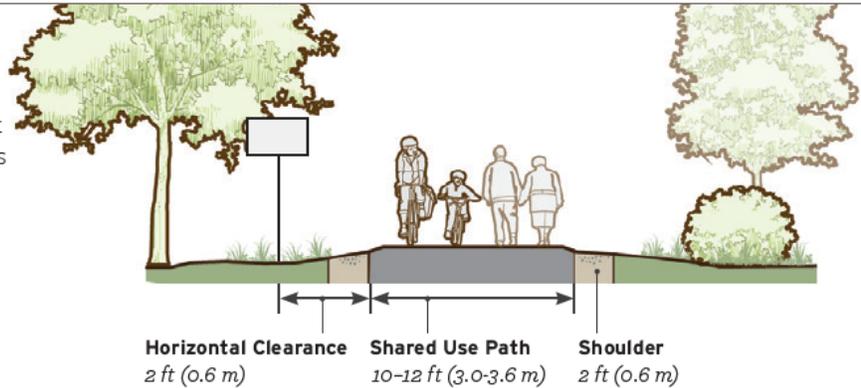


Figure 4-1. Shared Use Path Dimensions

- 8 ft (2.4 m) is the minimum allowed for a two-way bicycle path and is only recommended for low traffic situations or for short lengths.
- 12-14 ft (3.6-4.3 m) is recommended for heavy use situations with high concentrations of multiple users.
- Wider paths are useful to accommodate maintenance vehicles; on steep grade to allow for comfortable passing and meeting; and through curves to provide more operating space.

STREETS FRAMEWORK

Streets as Public Places

The Streets Framework (Figure 12) is intended to implement the vision to create an interconnected community that includes streets, trails, and paths that are “walkable, connected, and green.” The streets of the Westside Area will comprise the largest component of the public realm. They will not only serve as transportation corridors for all users, but also as community gathering places, view corridors, utilities corridors, and other similar uses. A highly-connected street system is essential to creating a cohesive community.

Building on Hood River’s Transportation System Plan

The Streets Framework depicts the hierarchy of street types for the Westside Area, consistent with the street classifications used in Hood River’s Transportation System Plan (TSP): Minor Arterials, Collectors, and Local Streets (see Figure 13). To supplement this adopted hierarchy, the Streets Framework also depicts “Neighborhood Connector” Streets. The Neighborhood Connectors are selected local streets that are intended to be continuous through neighborhoods, providing direct and convenient connectivity with wider planter strips to better accommodate stormwater treatment. They are graphically shown as straight lines, but do not need to be rigidly straight alignments. They may be curved or shaped to natural features of the land provided that they still create a direct and convenient local street connection.

The Hood River TSP was the starting point for creating the Streets Framework. Updates to the TSP roadway and functional classifications for several streets in the Westside Area have been identified. The primary update is the relocation of a future North-South Minor Arterial street between Wine Country Avenue and May Street previously designated in the TSP. As the city grows, this street is expected to be a critical connectivity improvement in western Hood River that alleviates a significant amount of traffic from other corridors such as Cascade Avenue, Rand Road, and even 13th Street. Three alternatives were evaluated for this key route (see Appendix B for a detailed evaluation). The recommended route (“Alignment D”) runs from Wine Country Avenue to May Street in the transition area between the West Neighborhood and the Middle Terrace Neighborhood. The rationale for this alignment is that it:

- Can be designed to be less steep than other alternatives;
- Has less overall impact on developable properties;
- Avoids placement of a Minor Arterial at the front of the future school; and
- Has less disruption of neighborhood connectivity than other alternatives.

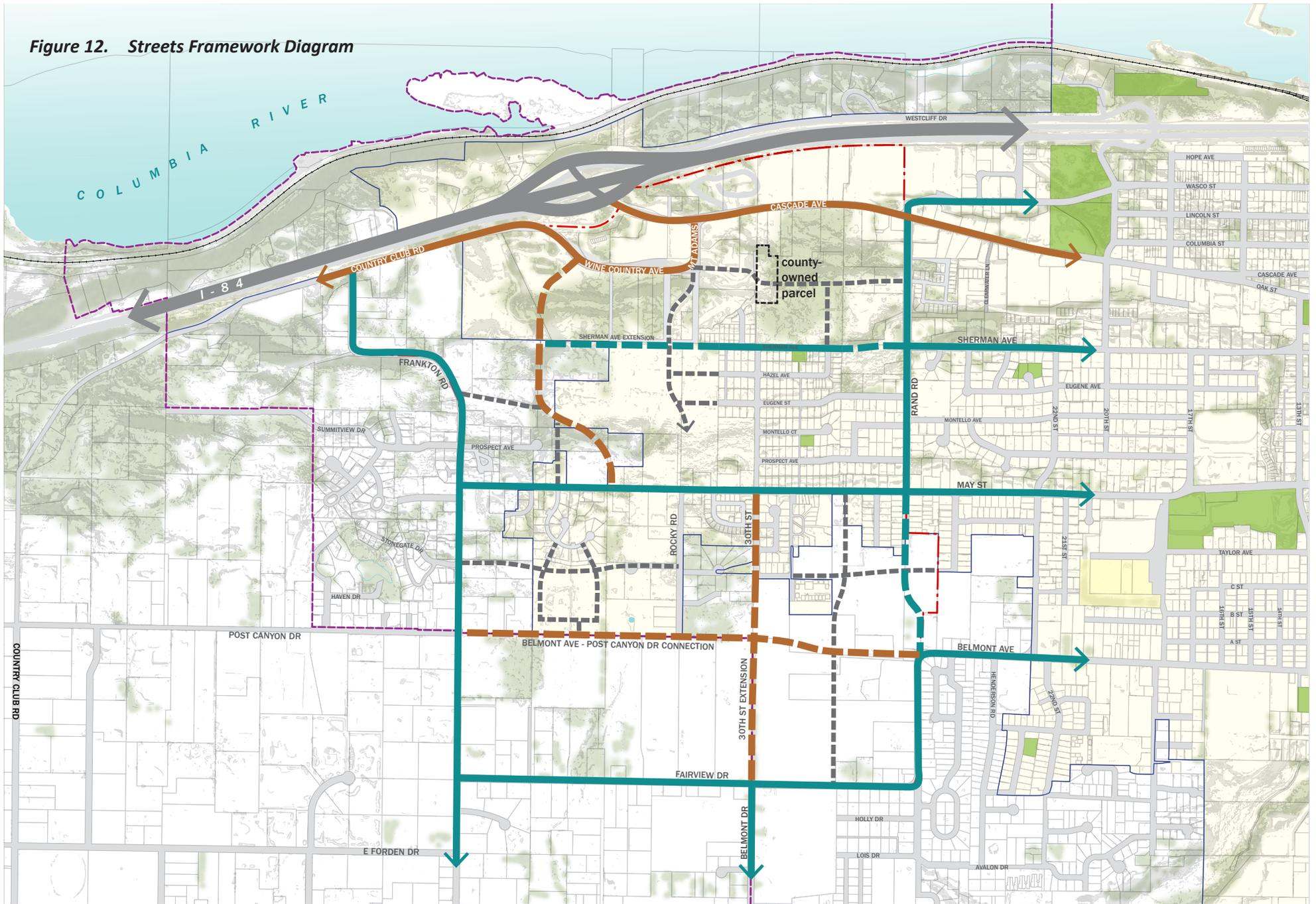


Photo Credit: Harold Litwiler



Photo Credit: Robert Ashworth

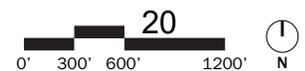
Figure 12. Streets Framework Diagram



STREETS FRAMEWORK

DECEMBER 19, 2017
HOOD RIVER WESTSIDE AREA CONCEPT PLAN

- | | | | | | |
|---|---------------------------------------|---|--------------------------------------|---|-----------------------|
|  | MINOR ARTERIAL
(existing/proposed) |  | NEIGHBORHOOD
CONNECTOR (proposed) |  | PROJECT AREA BOUNDARY |
|  | COLLECTOR
(existing/proposed) |  | EXISTING
STREET |  | CITY BOUNDARY |
| | | | |  | URBAN GROWTH BOUNDARY |

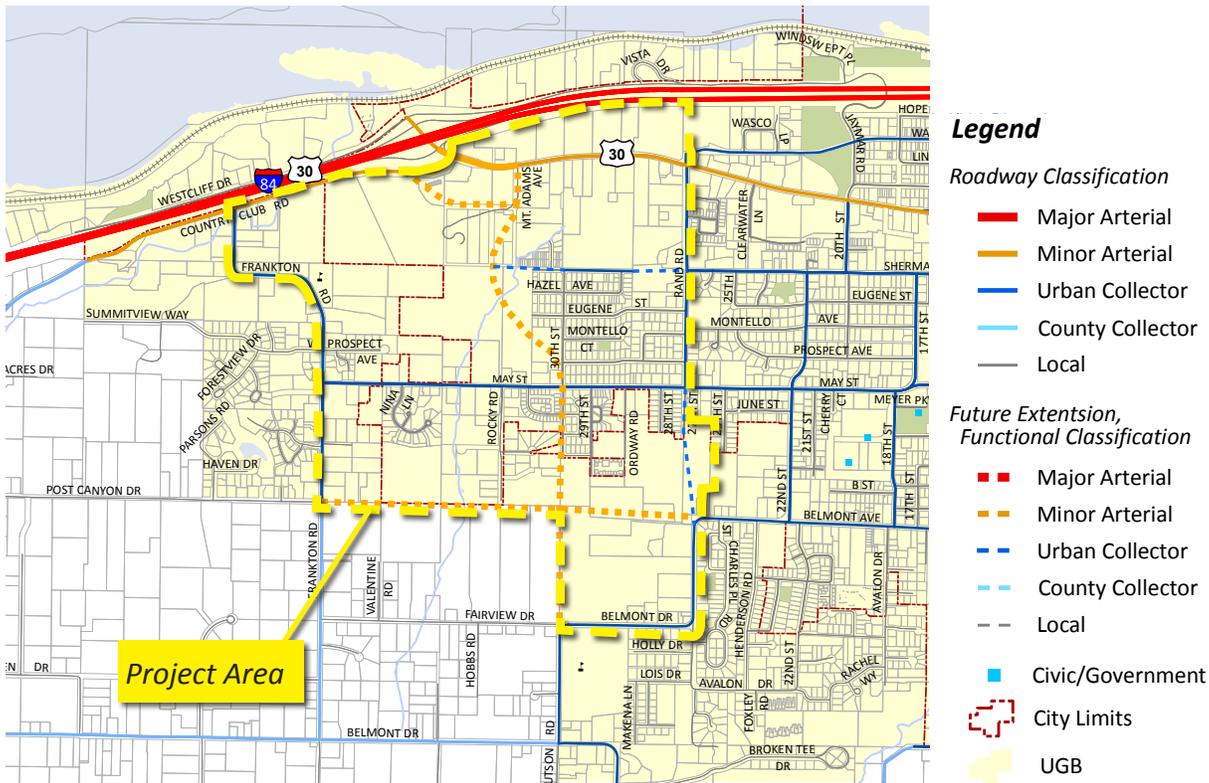


The transportation analysis for the Concept Plan validated the need for the transportation projects listed in the adopted TSP (see Appendix B for analysis). It identified several updates to streets and projects, including:

- Relocation of the “Mt. Adams Extension” Minor Arterial to Alignment D, as described above
- Relocation of the signals previously sited at Mt Adams/Wine Country and 30th/May to Alignment D/Wine Country and Alignment D/May (shifting the signals west).
- A signal or mini-roundabout at the Rand/27th/May intersection.⁷

Figure 13 below depicts the City’s adopted TSP Functional Classification Map, with annotations indicating “Potential Local Street Connections.” The TSP will need to be amended in order to combine recommendations from the Westside Area Streets Framework, including local street connections, with existing TSP recommendations.

Figure 13. City of Hood River Roadway Functional Classification – 2011 Transportation System Plan



⁷ Note: this improvement is only required if the Land Use Framework totaling 1,713 new dwellings is adopted. If the Land Use Framework is revised to achieve a lesser number of new housing units, the Rand/27th/May signal may not be needed to meet the City’s standards through the year 2040. For context, it is not required for the new growth associated with existing zoning (roughly 1,100 new dwellings).

Specific Street Recommendations and Issues

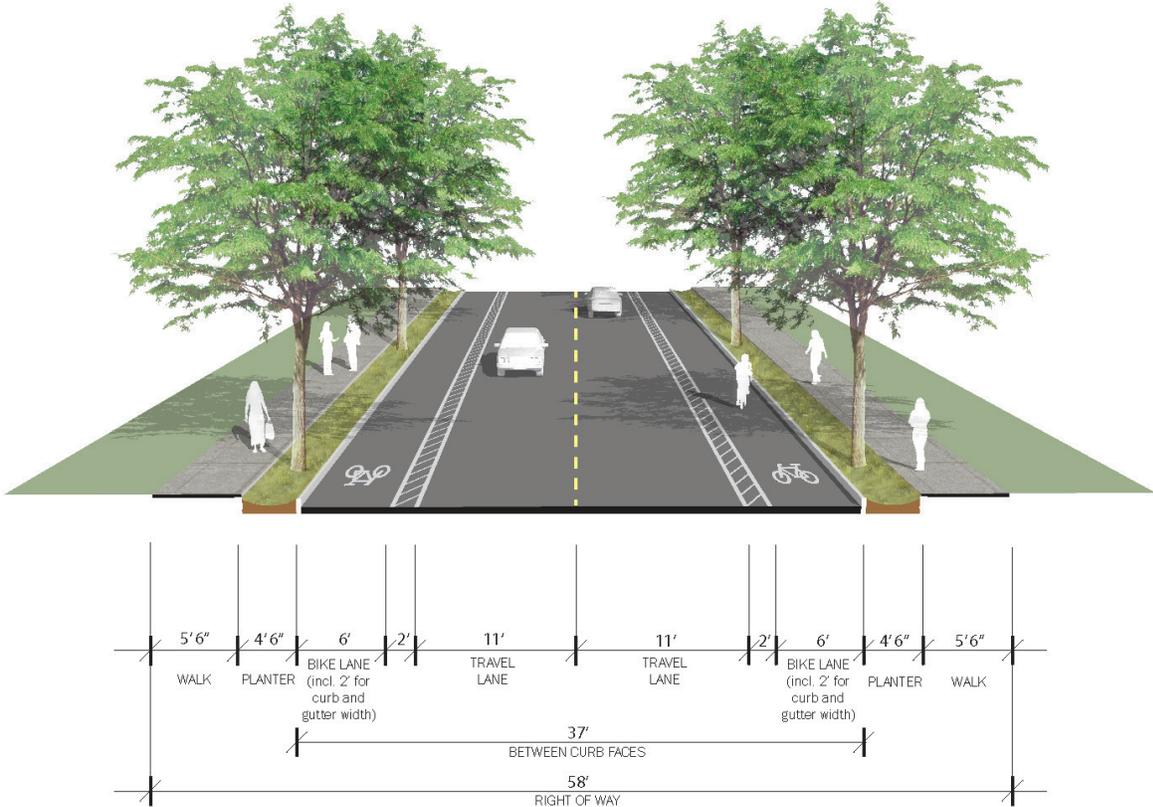
Alignment D's Design

The future Minor Arterial street connection from Wine Country Avenue to May Street, known as "Alignment D," requires special consideration so that it is designed as a context-sensitive street that balances the multiple needs of active transportation, north-south mobility, neighborhood impacts, street connectivity, physical constraints, and cost. It will serve the function of a Minor Arterial, but must be the most "people-friendly" Minor Arterial that can be implemented. With that goal in mind, the project team recommends following elements for the design of Alignment D:

- **Center turn lane:** Not continuous; turn pockets where needed. Result is a 2-lane street instead of the typical 3-lane street.
- **Auto lane widths:** 11 feet instead of the typical 12 feet.
- **Buffered bike lanes:** A striped 2-foot buffer and 6-foot bike lane is recommended
- **Design speeds and curve radii:** Consider designing to accommodate slower speeds.
- **Storm water:** Incorporate low-impact designs.

A new minor arterial cross-section is recommended, for Alignment D and other minor arterial connections within the City.. The cross-section shown in Figure 14 shows the typical condition - a left-turn lane is added at intersections where needed (see Appendix B for additional cross-sections).

Figure 14. Minor Arterial Option Cross-Section (Without Turn Lane)

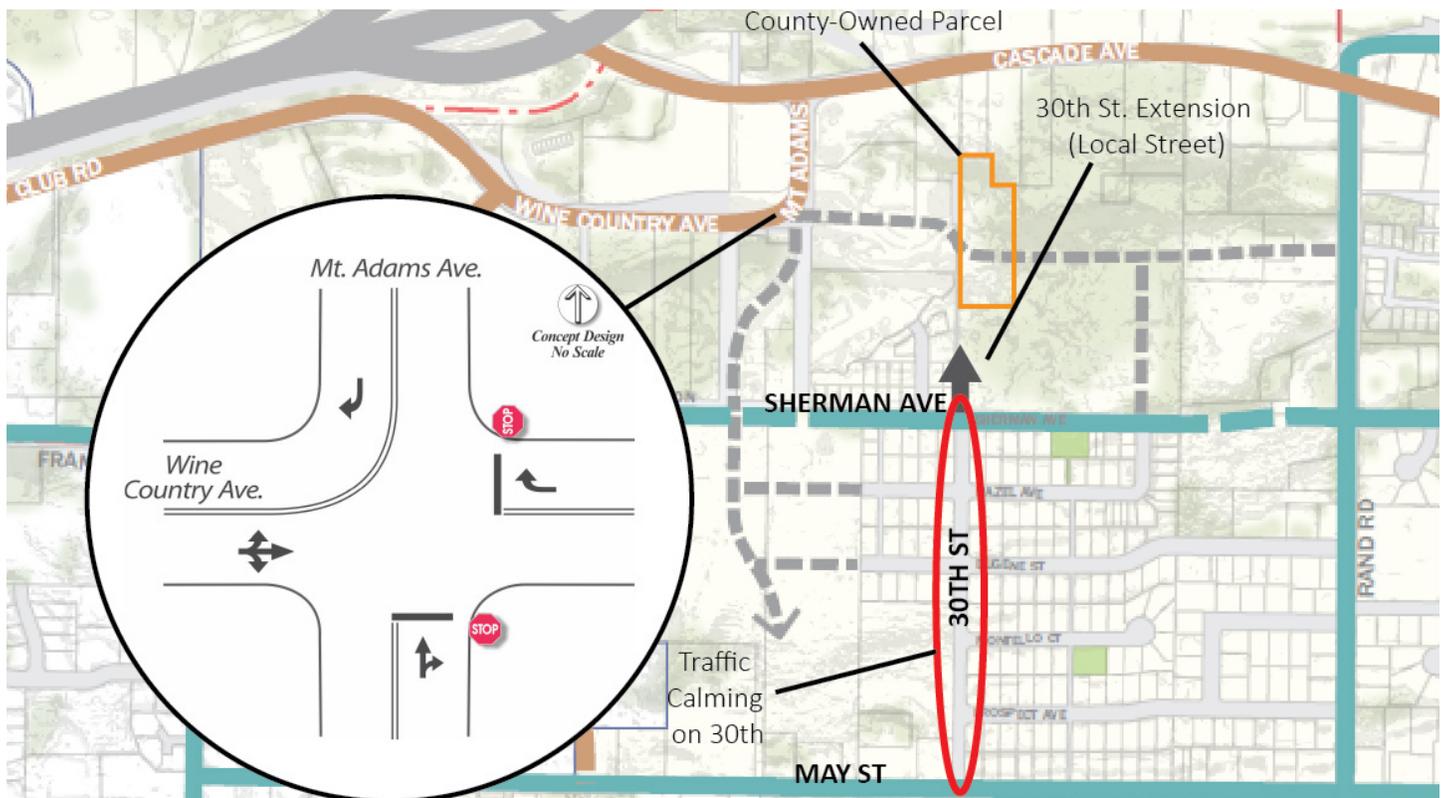


30th Avenue Traffic Calming North of May Street

From a network and traffic impact perspective, the relocation of the Mt Adams extension to Alignment D will reduce future traffic on 30th Street and near the future school, as compared to future conditions under the currently-adopted TSP. However, it is important that 30th Street, once extended north, does not exceed its local street function because it is a relatively direct route to Mt Adams and the Cascade Avenue corridor. To prevent this, the project team has several recommendations:

- The intersection of Sherman Avenue and 30th Street should be stop-controlled.
- The future intersection north of Sherman Avenue and an extended 30th Street should be stop-controlled.
- The five block section of 30th Street, between May and Sherman, should be traffic calmed. There are several options for traffic calming, including stop signs at one or two locations along this stretch of 30th, and a variety of others detailed on the following page. Speed bumps are generally not used in Hood River.
- When new connections are added to the curved section of Mt Adams and Wine Country (as shown on the Street Framework), turning movements should be restricted with a raised curb barrier to prohibit left turn movements across traffic. See Figure 15. (Design is preliminary and subject to review by City Engineer)

Figure 15. 30th Avenue Connections and Traffic Calming



Neighborhood Traffic Management Tools

Neighborhood Traffic Management (NTM) describes strategies that can be deployed to slow traffic, and potentially reduce volumes, creating a more inviting environment for pedestrians and bicyclists. NTM strategies are primarily traffic calming techniques for improving neighborhood livability on local streets, though a limited set of strategies can also be applied to collectors and arterials. Mitigation measures for neighborhood traffic impacts must balance the need to manage vehicle speeds and volumes with the need to maintain mobility, circulation, and function for service providers, such as emergency responders.



(www.pedbikeimages.org/Dan Burden)

Chicaines are a series of raised curb extensions on alternating sides of a street forming an S-shaped travel way, reducing vehicle speeds.



(www.pedbikeimages.org/Dan Burden)

A “Choker” is a pinch point placed on either side of the street to narrow the center of the lane such that two drivers have difficulty passing through simultaneously. They are appropriate where travel speeds are already low.



(www.pedbikeimages.org/Carl Sundstrom)

Curb extensions reduce the pedestrian crossing distance and improve motorists’ visibility of pedestrians waiting to cross the street. They can also serve as good locations for bike parking, benches, public art, and other streetscape features.



(www.pedbikeimages.org/Adam Fukushima)

Diverters – physical barriers that restrict access and movement. They can prevent specific movements or restrict access to local traffic only. Can also serve as good locations for public art, and other streetscape features.



www.pedbikeimages.org/Tom Harned)

Raised crosswalks - extend the sidewalk across the road and bring motor vehicles to the pedestrian level. They also improve accessibility by allowing pedestrians to cross at nearly a constant grade. They help to slow vehicles.



(www.pedbikeimages.org/Carl Sundstrom)

Traffic Circles can reduce vehicle speeds and crashes in low volume areas (less than 5,000 vehicles).

‘Share the Road’ signage can be used to raise awareness and legitimize the presence of bicycles on the roadways. This signage is applicable to roadways where bike lanes are not necessarily appropriate (e.g., roadways with low vehicle volumes and speeds). ‘Share the Road’ signage can be used to supplement shared lane markings.



Pedestrian Refuge Islands
Pedestrian refuge islands - allow pedestrians to cross one segment of the street to a relatively safe location out of the travel lanes, and then continue across the next segment in a separate gap in traffic. Refuge islands are most appropriate at midblock crossings where right-of-way allows for adequate space between opposing travel lanes.

30th Avenue Parking South of May Street

The City has received requests to eliminate existing bike lanes on 30th Street south of May Street in favor of on-street parking. This is due in part to limited on-street parking in a Planned Unit Development with narrow streets located at the southwestern corner of 30th & May. As 30th is extended south over time, it will be important to have bike lanes because the street is designated as a Minor Arterial south of May Street. Future development reviews should take this into consideration, with a goal of retaining the bike lanes on 30th. Providing connected block patterns and orienting new local streets with an east-west orientation, as well as providing parking bays for denser land uses will help prevent future conflicts.

Post Canyon Drive and 30th Street Right-of-Way Phasing

The current TSP and the Streets Framework show the “Belmont Avenue Post Canyon Drive Extension” and 30th Street (south of May Street) as Minor Arterial connections, with alignments abutting the UGB. According to the TSP, the ultimate right-of-way widths for these streets is 70 feet. Obtaining right-of-way will be done primarily through the development review process, and there are legal limitations on exactions for right-of-way dedication and street improvements. Therefore, it is recommended that the City work with property owners and developers to obtain at least half of the needed right-of-way (i.e. minimum 35-foot-wide) for an interim level of improvements. In the future, if it is determined that the abutting property that is currently located outside of the UGB should be urbanized, remaining right-of-way and street improvements should be obtained to complete the full width of these streets to meet requirements for Minor Arterials.

Street Cross Sections

The following cross sections apply to development in the Westside Area. Some are in the City’s current TSP, and others were developed specifically for the Westside area. New cross sections are intended to supersede standard adopted cross-sections, where applicable. Cross-sections are considered typical and subject to modification as determined by the City Engineer. (See Appendix B for the full list of cross sections). Further, it is recommended that the standards for private streets are updated so as not to be more restrictive than standards for shared private driveways.

Highways and Arterials

- Historic Columbia River Highway – US 30 I-84 Eastbound to Mt. Adams Avenue)
- Historic Columbia River Highway – US 30 Mt. Adams Avenue to 13th Street/OR 281)
- Minor Arterial
- Minor Arterial Option (Alignment D) – With Turn Lane **(NEW)**
- Minor Arterial Option (Alignment D) – Without Turn Lane **(NEW)**

Collectors

- Commercial/Residential Collector
- Neighborhood Collector

Local Streets

- Neighborhood Connector Street (**NEW**)
- Local Option A (
- Local Option B
- Local Option C
- Alley
- Path
- Industrial Street
- Private Street
- Six Home Private Street

Figure 16. Neighborhood Connector Street Cross Section

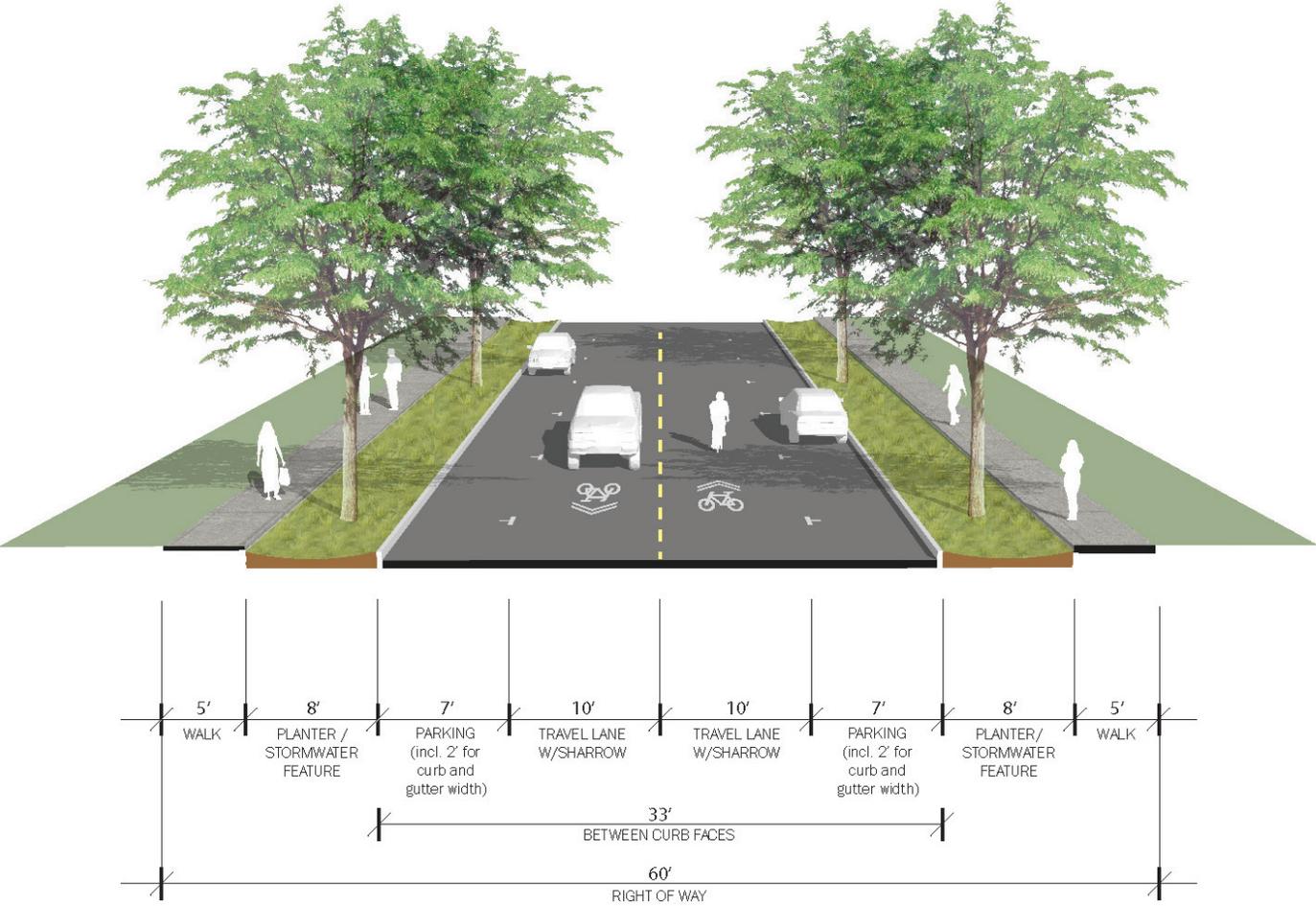
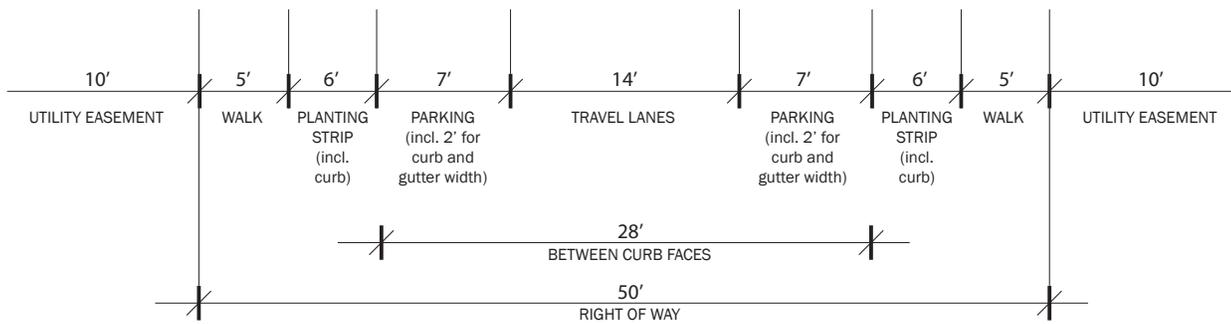


Figure 17. Local Street Cross Section

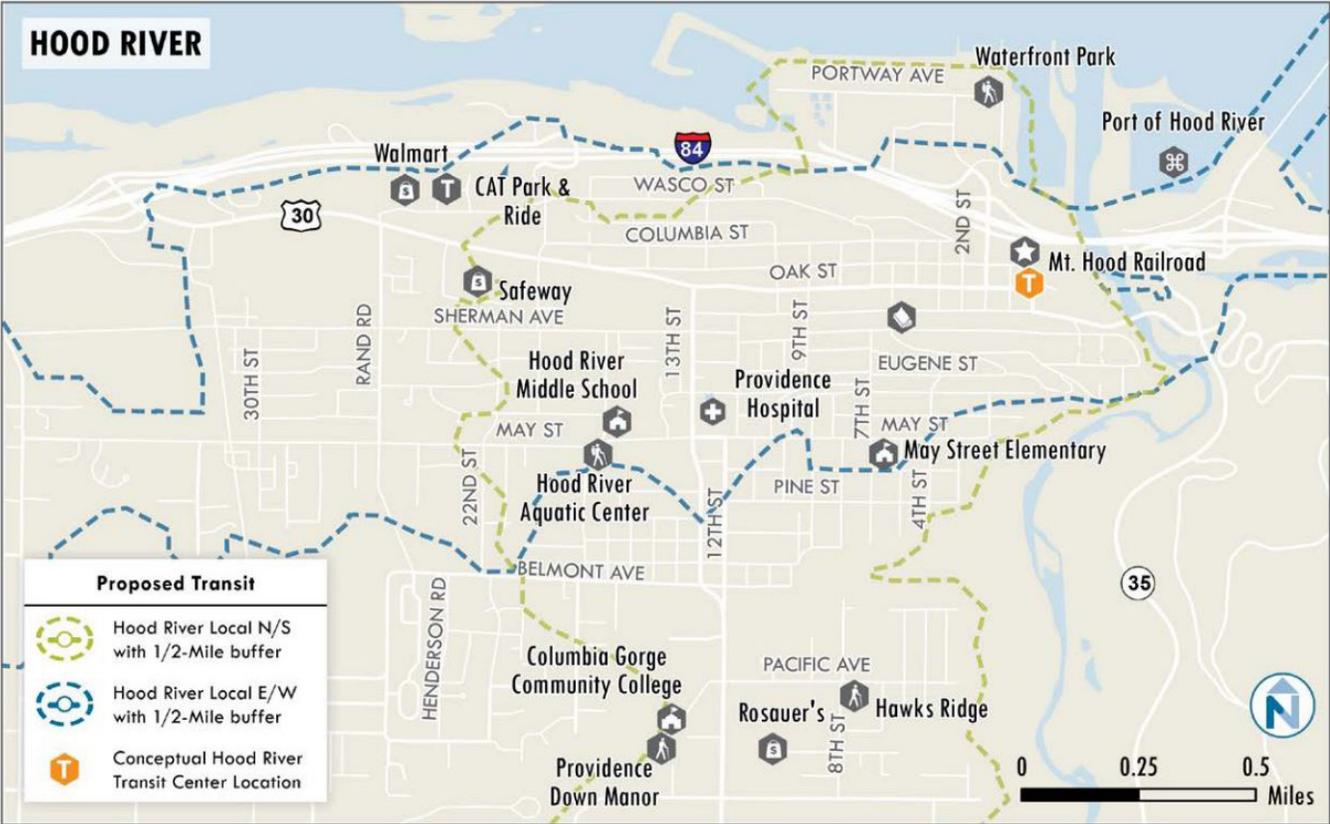


The Future of Transit in Hood River and the Westside

One of the guiding principles for this plan is to “plan land uses and transportation facilities so the area may be served by fixed route transit in the future.” In order to achieve this, the area must have good major connections to the rest of the city, an internal multi-modal circulation network that allows residents to access transit facilities, and sufficient residential density to support transit service. Intersection improvements in the Westside Area, such as the potential roundabout at Rand/27th/May , should be designed to accommodate transit vehicles.

Parallel to the Concept Plan work, Columbia Area Transit has prepared a Transit Master Plan for Hood River County, which includes future transit service to the Westside Area. In the medium-term, the recommendation is for two routes to serve Hood River: one serving east/west travel and one serving north/south travel. These services will allow for a significant amount of “deviation” to pick up and drop off to those with mobility issues near the route’s fixed stops. The recommended routing and deviation zone from the Transit Master Plan is shown in Figure 18 below, and will be updated as the street network and land uses within the Westside Area are built out.

Figure 18. Transit Master Plan Medium/Long-Term Local Service Map



PEDESTRIAN AND BICYCLE FRAMEWORK

The Vision

The Westside Area is envisioned as an extremely walkable and bikeable part of the City, with on-street and off-street paths connecting neighborhoods to green spaces and services within Hood River and the surrounding area. The Westside Area is at the intersection of the Historic Columbia River Highway, the Westside Trail, and a popular route to the Post Canyon area west of the City.

Existing Plans

Planning for bicycle and pedestrian access in the Westside Area has to date been addressed in the Transportation System Plan, which includes “Modal Plans” for the pedestrian system and the bicycle system. These plans identify a number of bicycle and pedestrian projects within the Westside Area, largely limited to sidewalks and bike lanes on May St. and Rand Road, and the Westside Trail.

Bicycle and Pedestrian Framework

Pedestrian and bicycle routes are a key component of the Concept Plan. In the November 2016 online open house, connecting neighborhoods with bicycle lanes was the highest-ranked transportation issue, with nearly two-thirds of respondents rating the issue as “Very Important.” Off-street walking paths and a connected system of sidewalks also received high scores, with over half of respondents rating the issue as “Very Important.”

The Pedestrian and Bicycle Connections Framework (Figure 19) depicts a connected network of pedestrian paths, bike routes, and trails that go “to and through” each neighborhood and district of the Westside Area. The goal is to provide many options for active transportation and reduced reliance on vehicle travel. The plan builds on designated and existing routes, including the Historic Columbia River Highway State Trail, the Westside Trail, and routes in the adopted TSP. Other connections have been added to connect activity centers such as the planned parks and schools.

Each of the trail and path segments have been evaluated and classified. Table 1 and Table 2 describe the type, intended users, width, and surface type for each segment. The alignment, width, and surface types are preliminary and subject to refinement during design.

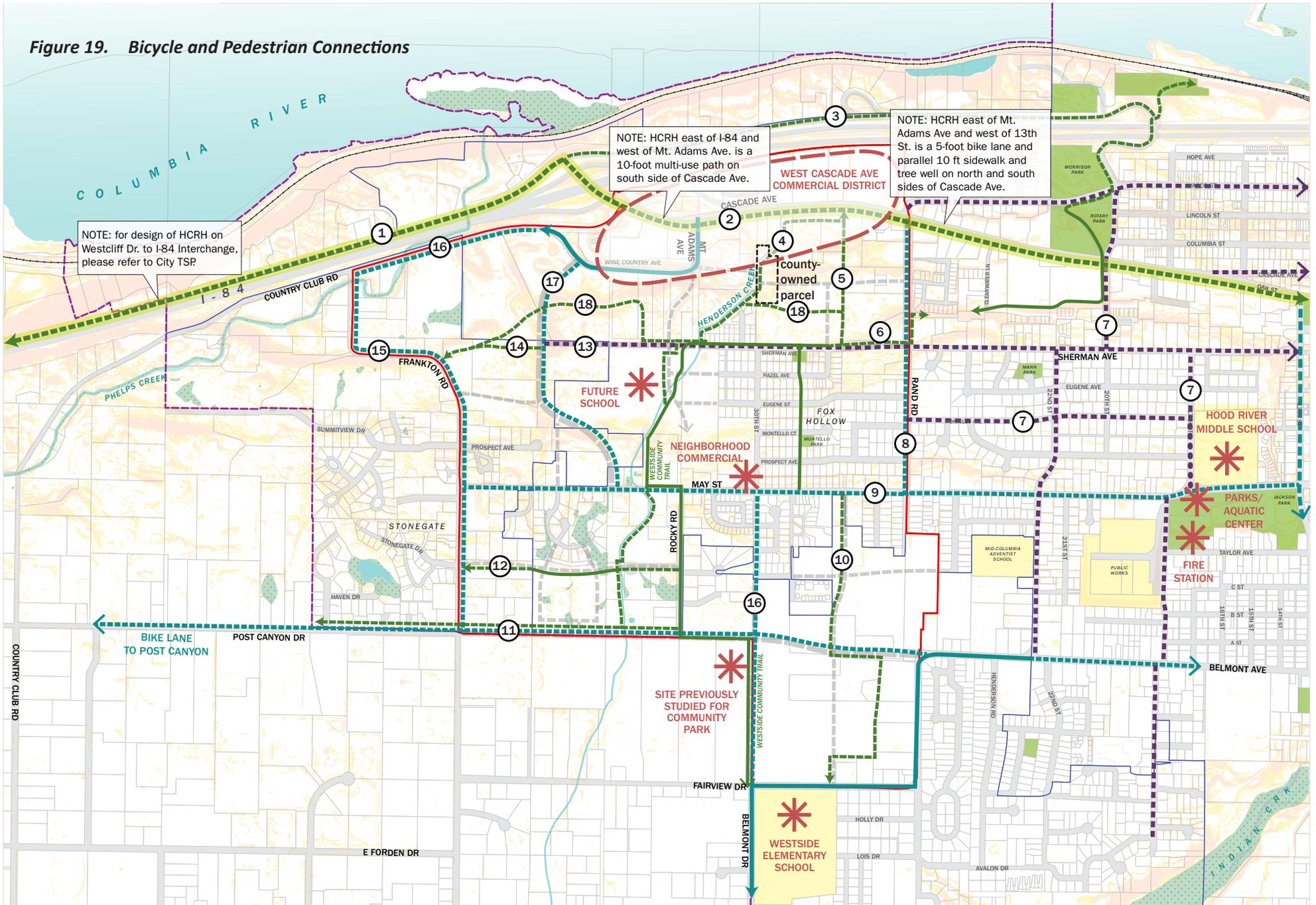


Hood River, OR
Photo Credit: Google Earth



Second Street Stairs, Hood River, OR
Photo Credit: Google Earth

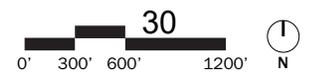
Figure 19. Bicycle and Pedestrian Connections



BICYCLE AND PEDESTRIAN FRAMEWORK

DECEMBER 19, 2017
HOOD RIVER WESTSIDE AREA CONCEPT PLAN

- HCRH STATE TRAIL
- EXISTING/FUTURE BIKE LANES
- EXISTING/FUTURE PED CONNECTION
- * ACTIVITY CENTER
- STUDY AREA BOUNDARY
- CITY BOUNDARY
- URBAN GROWTH BOUNDARY
- FUTURE SHARROWS



Three Key Trails for the Westside

Three key trails are envisioned through the Westside Area, as shown in Figure 19. The Westside Trail, which currently connects from the Westside Elementary School to Sherman Avenue, will remain and be improved. A new trail along Henderson Creek is also proposed, which will provide access to nature and an opportunity to improve the condition of the creek. A third major trail along the ridgeline through groves of retained trees is also included.

Table 1. Existing Bicycle and Pedestrian Facilities

Trail Segment	Type	Users	Approximate Width	Surface *
(A)	Westside Community Trail, between May & Sherman, then along Henderson Creek		~4'	Gravel, Natural Surface
(B)	Westside Community Trail, along Sherman		5'	Concrete Sidewalk
(C)	Fox Hollow Pedestrian Path		~4'	Asphalt
(D)	Westside Community Trail, on Rocky Road		~6'	Shared with Asphalt Road
(E)	Westside Community Trail, between Rocky Road & Fairview		~3'	Gravel
(F)	Westside Community Trail, west of Rocky Road		~4'	Gravel, Natural Surface
(G)	Belmont Rd/Fairview Bike Lanes		5'	Asphalt†
(H)	Westside Community Trail, north of Sherman		~4'	Concrete Sidewalk, Shared with Asphalt Road
(I)	Cascade Ave/Mt. Adams Ave Bike Lanes		~4'	Asphalt†

† These existing routes are high-stress for cyclists and should be upgraded to a wider and more clearly-marked or physically separated bike lane. See "Bicycle Routes by Stress Conditions" map.

* Wherever Westside Community Trail exists as gravel or natural surface, it should be upgraded to a firm and stable surface for improved accessibility.

Table 2. Proposed Bicycle and Pedestrian Framework Facilities

Trail Segment	Type	Users	Approximate Width [†]	Surface [*]
①	Historic Columbia River Hwy Trail		8'	Asphalt
②	Historic Columbia River Hwy Trail (design varies by segment; see map)		12'	Asphalt or Concrete
③	Westcliff Dr pedestrian path		6'	Concrete Sidewalk or other Firm & Stable Surface
④	Henderson Creek Trail		6'	Firm & Stable Surface
⑤	Westside Community Trail extension to Cascade Ave		~4'	Firm & Stable Surface
⑥	Westside Community Trail extension east and north to waterfront		~4'	Firm & Stable Surface
⑦	Bike Boulevards on Montello Ave, 17th St, 18th St, and 20th St		N/A (Shared Lane Markings)	Shared Asphalt Road
⑧	Rand Rd Bike Lanes		6'	Asphalt Bike Lane
⑨	May St Bike Lanes		6'	Asphalt Bike Lane
⑩	Upper Terrace Neighborhood Trail: May St to Fairview St		~10' Off-Street Path	Asphalt/Wide Sidewalk
⑪	Post Canyon bike lanes and off-street multi-use path		6' Bike Lane, 10' Off-Street Path	Asphalt or Concrete
⑫	Completion of Westside Community Trail connection west to Frankton Rd		~4'	Firm & Stable Surface
⑬	Sherman Ave Bike Route		N/A (Shared Lane Markings)	Shared Asphalt Road
⑭	Trail from Sherman Rd to Frankton Rd		~4'	Firm & Stable Surface
⑮	Frankton Rd Bike Lanes		6'	Asphalt Bike Lane
⑯	Country Club Rd Bike Lanes		6'	Asphalt Bike Lane
⑰	Future Minor Arterial Bike Lanes		6'	Asphalt Bike Lane
⑱	Ridgeline Trail north of Sherman		6'	Firm & Stable Surface

[†] Preliminary. Final cross-sections to be determined during design.

^{*} Preliminary. Final surface materials to be determined during design.



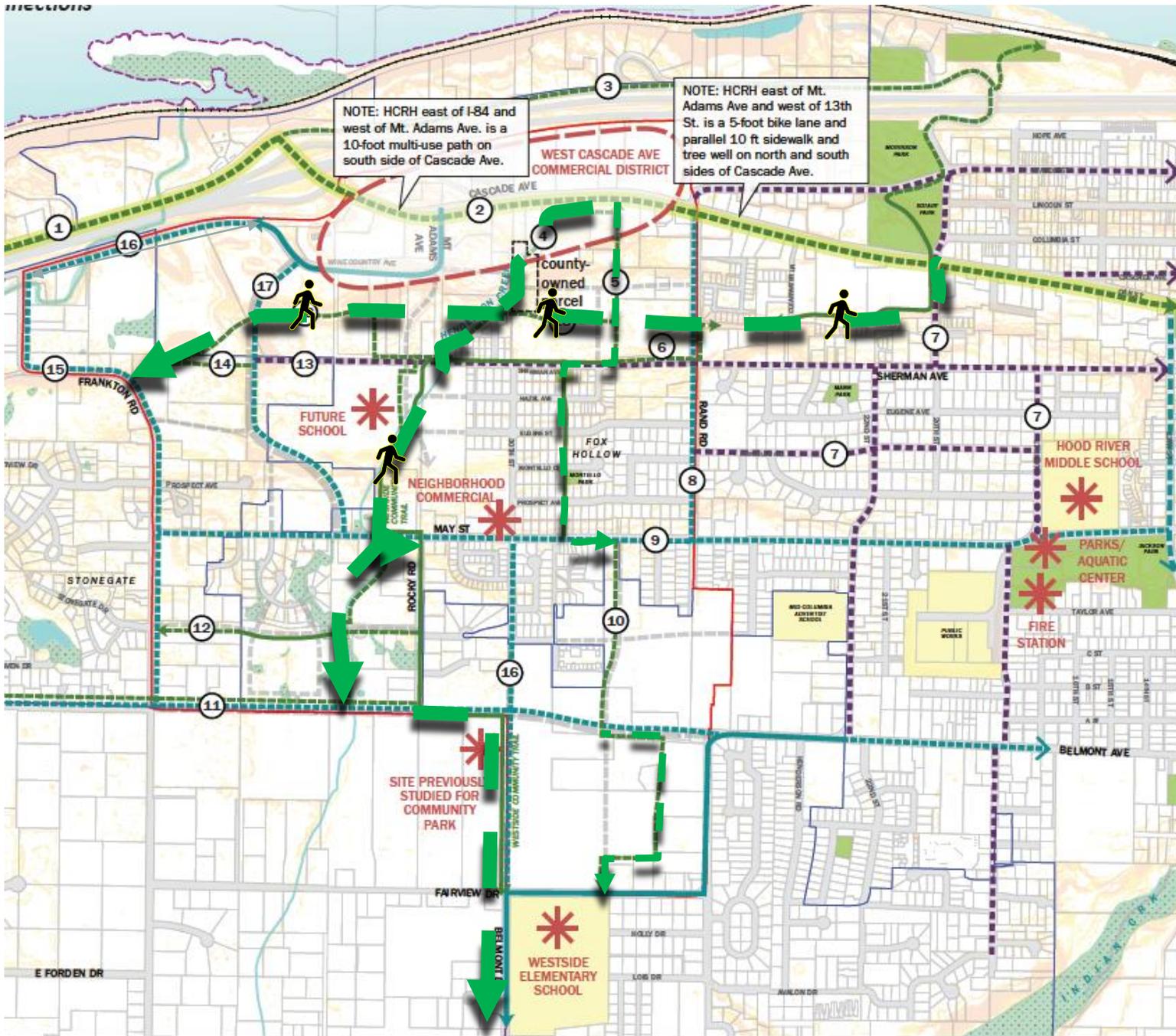
HOOD RIVER
WESTSIDE AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets



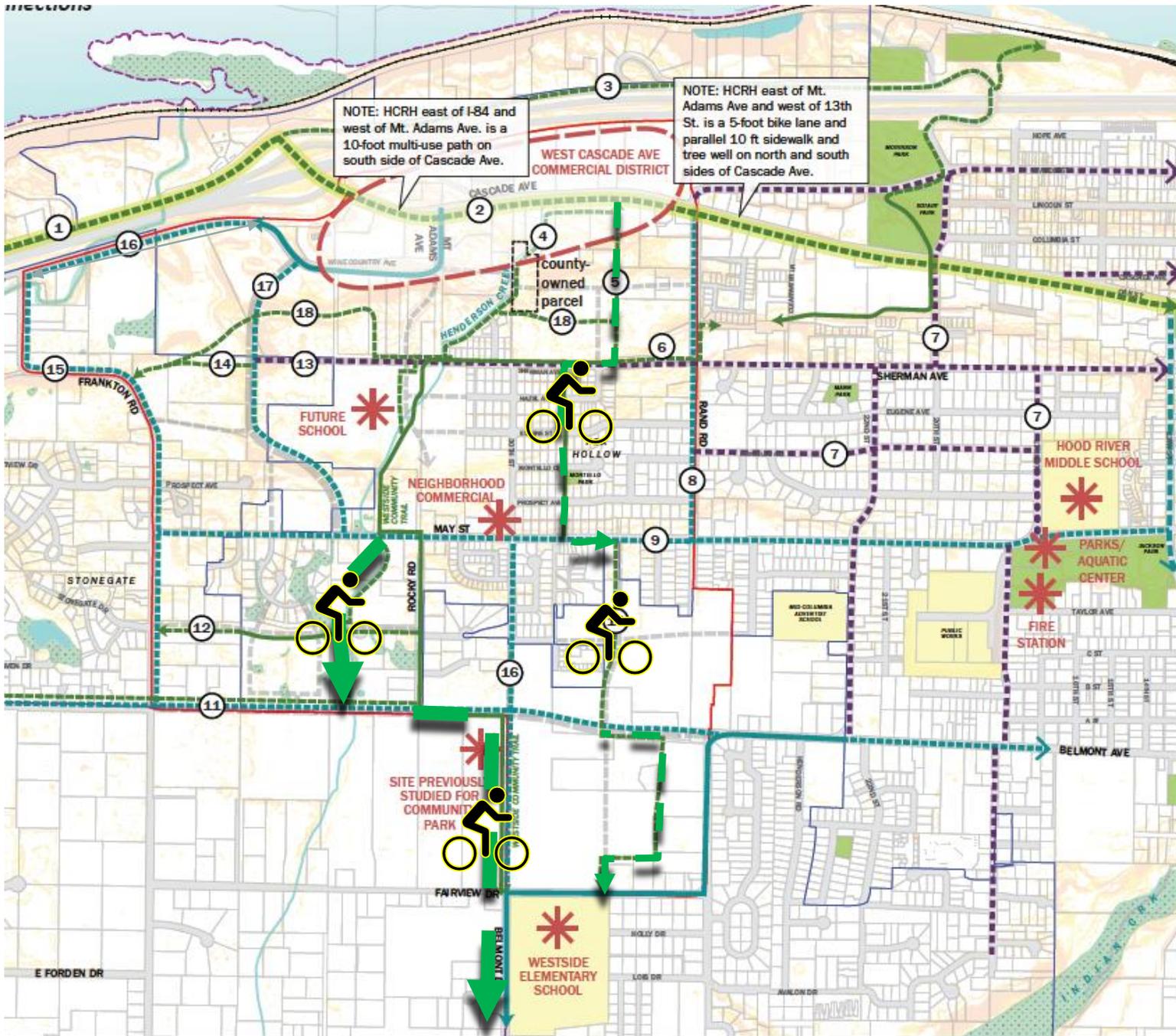
HOOD RIVER
WESTSIDE
AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets



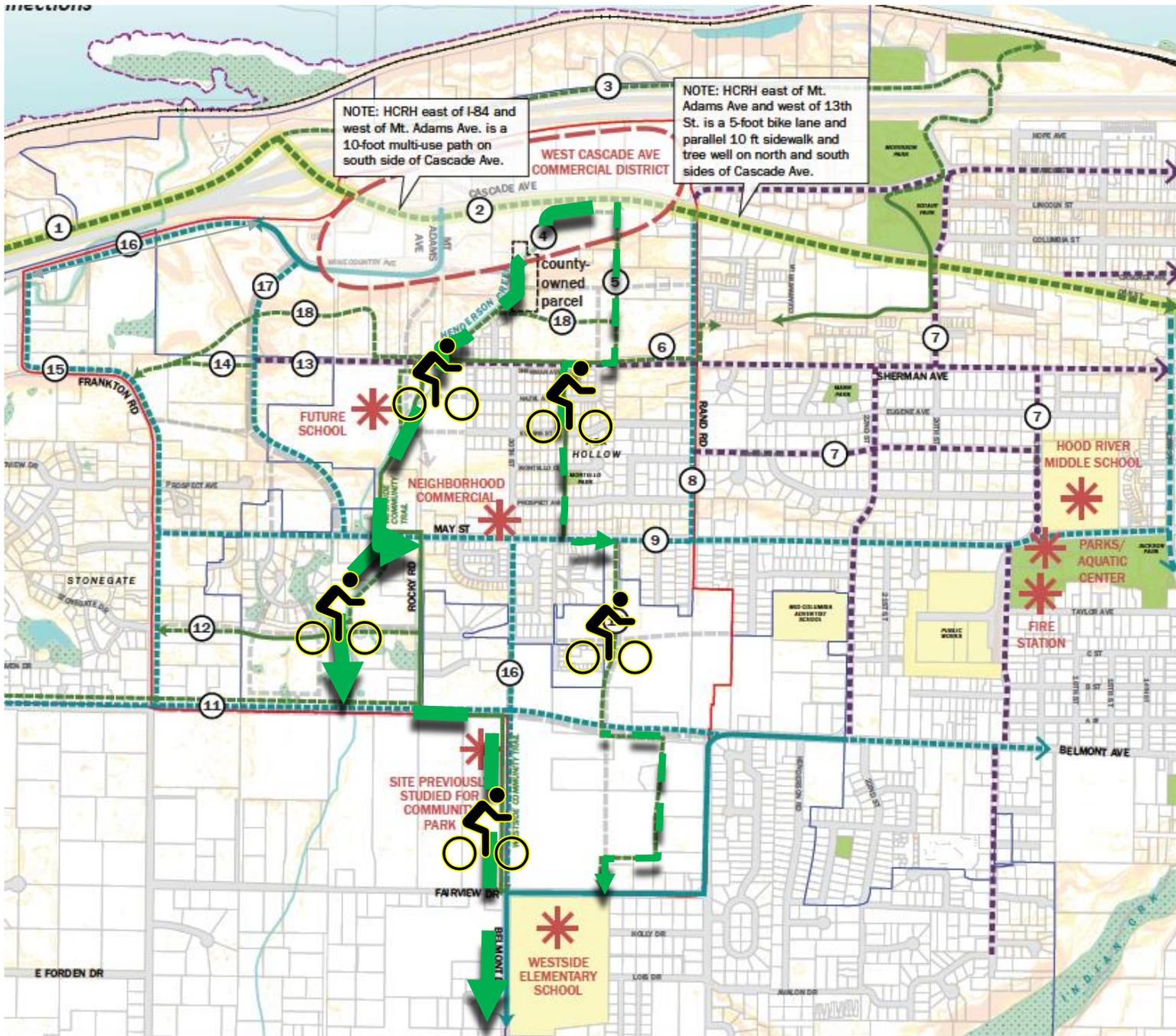
HOOD RIVER
WESTSIDE AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets



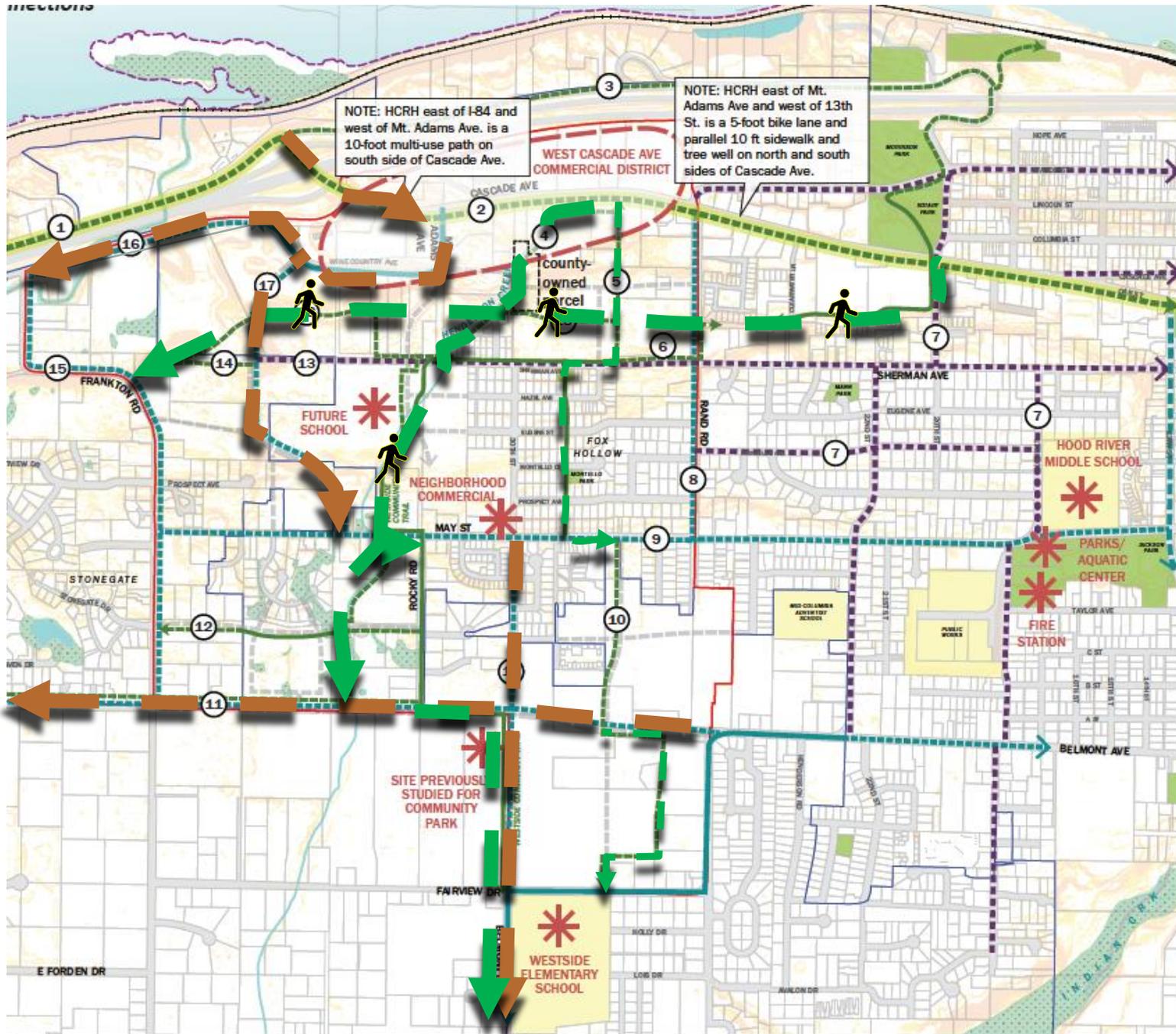
HOOD RIVER
WESTSIDE AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets



HOOD RIVER
WESTSIDE AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets



HOOD RIVER
WESTSIDE AREA
Concept Plan

CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets



HOOD RIVER
WESTSIDE AREA
Concept Plan

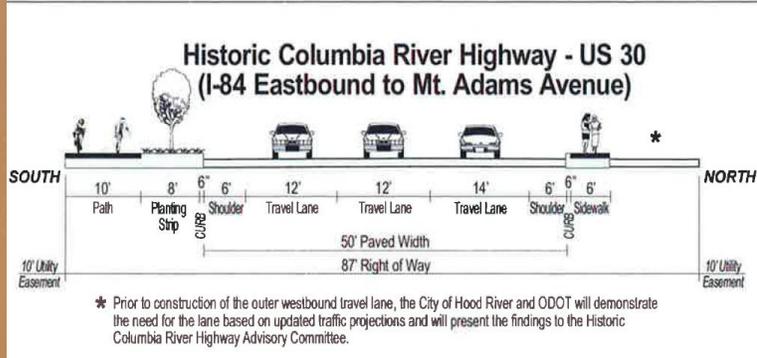
CONCEPT PLAN REPORT

Pedestrian and Bike Framework Planning Commission Recommendation

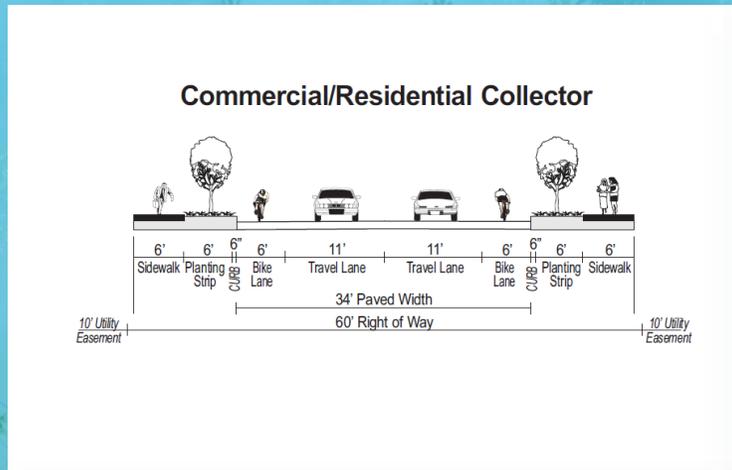
Facility

- Off Road Trails 
- Physically Separated Bike and Ped Street Facility 
- On Street Bike Facility and Sidewalk 
- Pedestrian Only 
- Bike Boulevard/Neighborway shown in Purple on existing streets

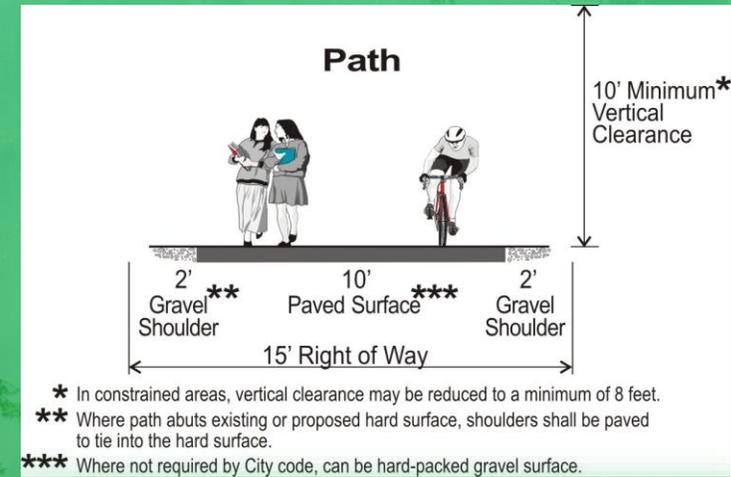
Physically Separated Ped and Bike Facility



On Street Bike Facility and Sidewalk



Off Street Path and Trail



Separated Bike Lane

A separated bike lane is a facility for exclusive use by bicyclists that is located within or directly adjacent to the roadway and is physically separated from motor vehicle traffic with a vertical element.

Exclusion for Bicyclists
The bike lane provides space to bike. The use of an enclosure is not required.

Physical Separation
The separated bike lane should be defined from the roadway with curbing, materials, a curb, or other delineation.

Speed and Volume
For use on roads with high motor vehicle speeds and moderate to high-speed motor vehicle traffic.

Network
The network provides connections to major roads through and across neighborhoods.

Land Use
For use on roads with high motor vehicle speeds and moderate to high-speed motor vehicle traffic.

Benefits

- Provides a more comfortable experience on high-speed and high-volume roads than shared shoulders.
- Increases the degree of connectivity over a network, when configured as a one-way, one-directional facility on both sides of the street.
- Increases the degree of connectivity over a network, when configured as a one-way, one-directional facility on both sides of the street.
- Reflects a more urban street environment than shoulders. The use of a wide landscaped buffer may be required in some cases.
- Requires a side curbside arrangement to provide for separation, sidewalks, and bike lane areas.

Applications

- Local
- State
- Federal

Advisory Shoulder

Advisory shoulders are a new treatment type in the United States and no performance data has yet been collected to compare to a substantial body of international experience. In order to install advisory shoulders, an approved Request for Experimentation is required as detailed in Section 1A.30 of the MUTCD. This is also accepted requests for experimentation with a similar treatment called 'shared bicycle lanes.'

Contracting Paving Materials
Should differentiate the shoulder from the roadway and discourage unnecessary encroachments.

Yield to Bicyclists
Motorists must yield to bicyclists and prevent them from other vehicles traveling in opposite directions.

New Way Center Travel Lane
Motorists can travel in both directions and drive a center line, encroaching into the advisory shoulder as needed to facilitate passing movements.

Advisory Shoulder
Provides shared space for bicyclists and occasional pedestrian travel.

Speed and Volume
Allow appropriate use on roads with low to moderate volume and moderate speed motor vehicles.

Network
Adds to neighborhood connections between built-up areas.

Land Use
For use on roads, boulevards, and within built-up areas with bicycle and pedestrian demand and desired available paved roadway surface.

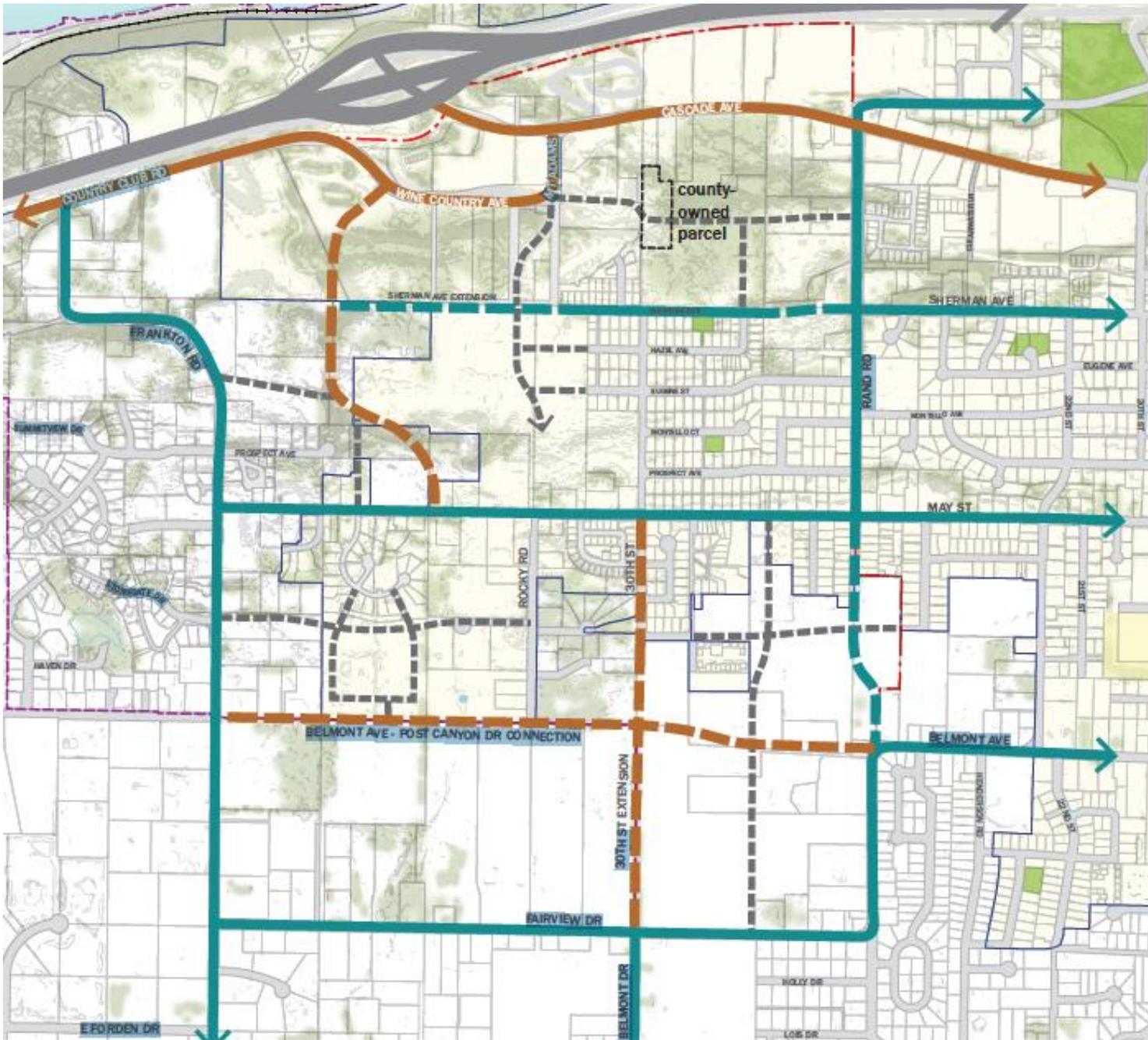
Benefits

- Provides a delineated but non-exclusive space available for bicycling and a readily identifiable space for dedicated shoulders.
- Increases predictability and clarifies desired user positioning between bicycle and motor vehicle users.
- May reduce some types of crashes. Does not require motor vehicle lane markings.
- May function as an interim measure where plans include shoulder widening in the future.
- Supports the natural environment through reduced paved surface requirements.
- Requires well-located and small trees and shrubs to reduce traffic and wind contact.

Applications

- Local
- State
- Federal





HOOD RIVER
WESTSIDE
AREA
Concept Plan

CONCEPT PLAN REPORT

Streets & Transit Framework Pedestrian and Bike Framework Planning Commission Recommendation

Key Modifications to crosssections Minor Arterials

- Incorporate the sidepath concept from Federal Highways Rural Modes in lieu of On-street facilities within 70' ROW

Connector

- Incorporate the advisory shoulder and single through-lane concept in 60' ROW
- Prioritize walk width over tree parkway in order to achieve 6 foot sidewalk widths

Sections Color Coordinated to Map on the Following Page

Arterial Streets

Historic Columbia River Highway - US 30 (Mt. Adams Avenue to 13th Street/OR 281)

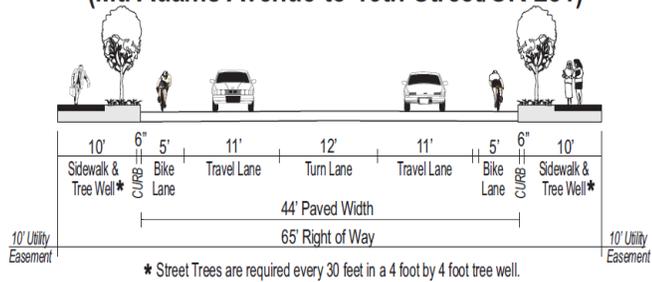
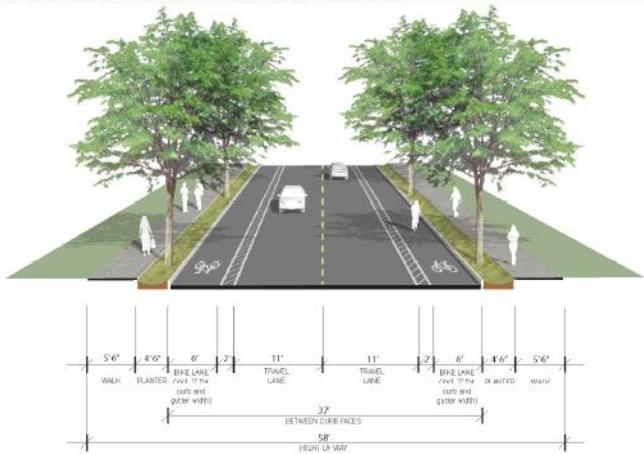
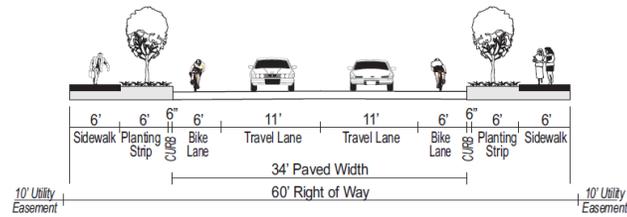


Figure 14. Minor Arterial Option Cross-Section (Without Turn Lane)

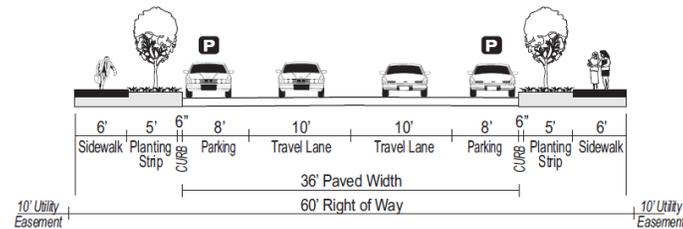


Collector Streets

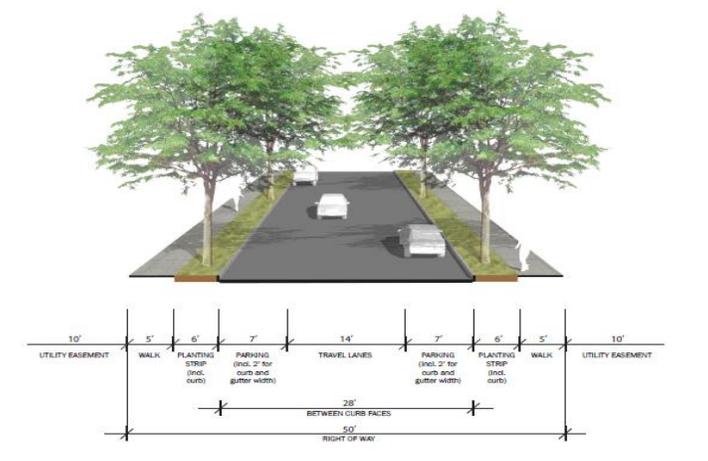
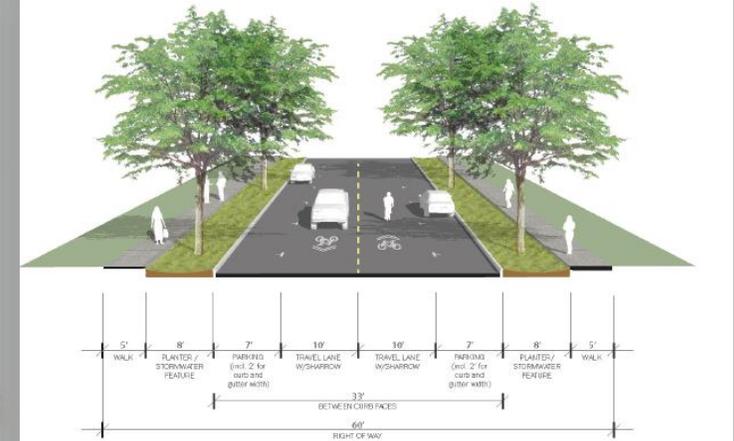
Commercial/Residential Collector



Neighborhood Collector



Connector & Local Streets



CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: September 9th, 2019

To: City Council

From: Dustin Nilsen, Director of Planning

Subject: Downtown Hood River Parking Study – Update

Background:

In December 2018, Council awarded a downtown parking study contract to Rick Williams Consulting. Since the award, the consulting team and project committee have held seven meetings, an open house, and conducted a public survey to guide and review the work completed to date. The majority of the work has focused on the analysis of background conditions, guiding principles of the parking strategy, current parking demand, and forecasted parking demand. These deliverables, outlined in the initial scope approved by Council, were shared as draft policy white papers and are available online.

Along with the white paper draft releases and public outreach, the consulting team is beginning the preparation parking strategy outline that will frame the final report. Final deliverables are anticipated in the Fall of 2019.

Prior to the development and consideration of the strategy outline and final report, staff and representatives of the consulting team have prepared an update for Council to gather feedback on the current progress and policy options.

A key issue raised by Council that shall be addressed as part of final includes a fee in lieu of parking policy. Such as policy has been used by the city over the past decade and has received significant attention and questions regarding its effectiveness. The forthcoming document shall provide an overview Hood River's existing policy and the various options of fee in lieu programs.

Staff Request:

Staff requests Council feedback, input, or questions from the presentation that it wishes to share with the committee, the public, stakeholders, or agencies partners as part of the downtown parking plan development. It also requests preliminary input regarding the proposed strategies and fee in lieu options.

Fiscal Impact:

The parking study is budgeted through FY19/20 and is anticipated for completion in the fall of 2019.

Environmental Impact:

The parking study itself has limited environmental impact.

Attachments:

Fee In Lieu Whitepaper

White Paper # 5: Strategic Use of Fee-in-Lieu as a Source of Funding for Public Parking

1.0 Introduction

Parking standards in city codes often require that each land use provide parking on-site. This can limit density, increase development costs, challenge small and/or historic sites, and discourage shared use parking. A common solution to this problem allows developers to pay fees into a municipal parking fund *in lieu* of providing the required parking on-site. The fees are then used to provide centralized public parking in place of on-site parking for individual properties.

Fees-in-lieu allows a new or intensified development to buy out of a requirement to provide a minimum number of parking stalls. Fees paid by the developer are used by the City to fund development of new public parking facilities.

By consolidating parking in centralized public lots or structures and offering developers an alternative to providing parking on-site, a fee-in-lieu system can encourage infill development and redevelopment in existing downtowns, support land use intensification, and reduce the overall amount of built parking through more efficient use of the supply.

1.1 Hood River's Fee-in-Lieu (Current Code)

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 (see **Section 3.2**, below).

The fact that Hood River offers fee-in-lieu is progressive; however, current parking requirements, program format, and fee may not consider integration with other funding sources necessary to develop new parking and support the intensification of uses. In addition, the current code does not provide clarity on the strategic intent for use of the fees collected, establish expectations of an *access entitlement* that may or may not be granted to fee payers, nor outline a consistent and market-based methodology for calculating fees.

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

1.2 Purpose

The City is interested in evaluating the existing fee-in-lieu option, particularly in its use as a reasonable funding source for new public parking facilities and as a stimulus to new development. The discussion herein will provide a framework for such an evaluation and for potential revisions to Hood River's existing fee-in-lieu program. The discussion will also be informed by a reevaluation of the City's current minimum parking requirements, which will need to be strategically integrated into whatever fee structure is developed.

It is important to note that implementing a fee-in-lieu program commits the City to playing a key role in developing and managing off-street parking, a role that Hood River already fills. This paper assumes the City intends to continue playing a prominent role in owning, managing, and ultimately growing its off-street parking supply. Examining and refining the current fee-in-lieu program supports the City's efforts to create a more strategically coordinated parking management plan for the downtown.² This will entail active planning for future parking and identifying additional sources of funding³ to supplement and leverage funds derived from fee-in-lieu.

This paper assumes the City intends to continue to play a prominent role in owning, managing, and ultimately growing its off-street parking supply. Therefore, examining and refining the current fee-in-lieu program supports the City's efforts to create a more strategically coordinated parking management plan for the downtown.

2.0 Framework Approach – Parking Fee-in-Lieu

2.1. Background

Hood River has a unique and vibrant downtown and growth in parking demand is becoming an issue. New development and visitors attracted to Hood River bring new demand for parking which may create additional constraints in the existing parking supply. Surface parking lots will become attractive development sites, resulting in potential loss of parking as new development and redevelopment projects progress. The cost of providing parking, especially structured parking, can adversely impact the financial feasibility of new development. As down town redevelops, the City must find the right balance between its role and the role of the private sector in financing and building parking to support new growth.

Most fee-in-lieu programs around the country generally cover the cost of new parking development by *coupling fee-in-lieu with other strategically identified revenue sources* to create a package of funds that can fully support new parking development.

2.2. Challenges

Key challenges for Hood River in this process are:

² Many cities do not have fee-in-lieu or similar programs related to public off-street parking, choosing to put the responsibility for off-street parking growth completely on the private sector.

³ Including fees generated from parking, bonds, infrastructure financing districts, parking benefits districts, etc.

- Continuing to attract new development to the downtown.
- Supporting developments constrained by the cost of parking development while reducing reliance on surface parking areas.
- Addressing site constraints, including historic preservation that may limit the ability to incorporate parking.
- Removing barriers to new development or redevelopment of existing buildings.
- Maintaining and encouraging an urban form for new development that is consistent with the downtown vision and Hood River's unique identity and character.
- Appropriately recognizing previous investments in parking both public and private.

Fee-in-lieu should be considered one *option* for providing parking, and private development should not be discouraged from providing required parking without City assistance. A strong fee-in-lieu program can be a powerful tool for achieving efficient development through the provision of common, centralized, and/or district parking facilities. Giving developers the option to reduce or eliminate their on-site parking requirement can result in better-designed and more productive developments and streetscapes.

A fee-in-lieu rate is generally set at a level less than the cost for a developer to provide on-site parking. Overall, a fee-in-lieu option encourages developers to consider downsizing their parking supply, and to explore shared-use opportunities in reasonable proximity to their development site. When successfully structured, fee-in-lieu programs can reduce development costs, making projects more feasible and providing a revenue source that the City can invest in a consolidated parking development plan. By offering a reduced-cost option for providing parking, many cities that offer fee-in-lieu must also identify other funding sources to create a package of funds that can fully support new parking development.

3.0 Program Elements

As previously stated, the waiving of minimum parking requirements for private development projects through a fee-in-lieu option assumes an intent or commitment by the City to provide public parking in Downtown. Clear expectations regarding the City's use of funds raised by fee-in-lieu payments are therefore necessary.

For Hood River, there are several considerations in designing and refining the existing fee-in-lieu option. The following sections describe several program elements that should be considered.

3.1. Current Code Minimums

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

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

⁵ Hood River's code requirements for commercial uses are very 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

3.2. Use of Funds

Per 17.024.010 B, the City directs funds collected from fee-in-lieu payments to be deposited “in a dedicated fund for the development and provision of public parking facilities.”

Moving forward, the City should clarify that the fund is flexible enough to allow the City to:

- Develop new parking structures.
- 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)

3.3. Level of Expectation

Fees-in-lieu are generally calibrated to the level of commitment the City makes to the payer for access to an off-site parking supply: an “entitlement” to parking access.

The lower the payer’s expectation of an entitlement to parking as a result of the fee, the lower the fee assessed. Conversely, the higher the expectation of entitlement to parking, the higher the fee. 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

Currently, Section 17.24.010 provides a process for setting fees but does not specifically state the City’s intent for assessing the fee. The disparity between the residential and commercial/industrial fees could lead some to assume that any entitlement to parking access is not implicit in the commercial/industrial standard given the low per space fee. The higher residential fee, however, may imply some greater entitlement to parking from the City.

The City will need to create clear expectations regarding its obligations for funds raised by fee-in-lieu payments. These obligations need to be developed and adopted concurrent with whatever fee is implemented. The lower the expectation for the payee that parking is being provided as a result of the fee, the lower the fee assessed. Conversely, the higher the expectation that the payee is entitled to parking, the higher the fee assessed.

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>)

Moving forward, the City will need to determine its comfort level in terms of expectation which should then dictate the assessed fee. Creation of clear expectations regarding its obligations for funds raised by fee-in-lieu payments will result in a more efficient fee-in-lieu parking program and better integrate into strategic planning efforts related to the parking supply. These obligations need to be developed and adopted concurrent with whatever fee is implemented.

3.4. Key Questions the City Should Answer

Several key questions about fee-in-lieu are outlined below. The consultant has provided single answers to the questions, *but only for context as to how they might be addressed*. It is recommended that these questions form the basis of future stakeholder discussions regarding the role of fee-in-lieu within the downtown parking management plan. Consensus answers derived from this process would then inform a revised fee-in-lieu program and set of specific expectations:

- a. **What type of access entitlement is a development assured in return for payment of a fee-in-lieu fee based on an established minimum parking requirement?** Entitlements do not imply ownership, but long-term rights to parking. These access rights can be attached to the property title and carried with it over time, including transfer in a sale. Because the fee-in-lieu is assessed at a rate less than the cost of construction, those entitled to parking agree to pay the current posted rates in facilities built with fees-in-lieu in the form of monthly passes, daily, and hourly rates. These rates can be transferred to tenants, employees, and customers.
- b. **Is a development entitled to full access to a specific parking facility, or can access be spread across multiple locations?** The payment of the fee-in-lieu to the City would allow a development to take advantage of all available parking under the City's control but would not guarantee parking at any specific facility. This can be an important element when cities begin to assemble fee-in-lieu payments in advance of building a new parking facility; using surplus in existing supplies to accommodate fee-in-lieu entitlements until new supply is put on line. Further it allows for land use flexibility and infill development as the City's needs for growth ebb and flow based upon market conditions.
- c. **Are there proximity entitlements that assure access within a specified distance of a development site?** The City would ensure that development of new parking funded with fee-in-lieu revenues is located within the Downtown Parking Management area. The area boundaries and, in turn, the reasonable proximity to the development would be determined by the City. The current code references "adjacent or nearby off-site off-street locations," though this could be better clarified in 17.03.040, G.1.d.
- d. **Can access entitlements be changed over time? For instance, could parking be moved from one location to another over time as development patterns evolve?** Yes. The City would retain the right to redevelop parking facilities and to provide entitlement parking in different locations within the downtown over time. This type of flexibility is important, as was referenced in (b) above. The City may need to create temporary or interim sites as new structures are built.

Surpluses within the parking system will need to be actively monitored so that entitlements may be allocated accordingly.

- e. **What if the City is collecting fee-in-lieu payments, but cannot concurrently build a parking facility?** Fee-in-lieu could be used to build interim surface lots to meet entitlements until a new supply (e.g., a garage) is both needed and feasible. If the City cannot meet near-term fee-in-lieu demand requirements, the program can be suspended to ensure that existing/paid entitlements can be accommodated.
- f. **Can fee-in-lieu payments be used by the City to fund other forms of access (e.g., transit or bike/walk options)?** In some cities, that is the case. However, given the costs necessary to develop structured parking, it is not anticipated that fee-in-lieu payments, as currently configured, would allow the City of Hood River to fund other forms of access.
- g. **Are there any other charges associated with fee-in-lieu to those with access entitlements?** There could be. Given that most fee-in-lieu entitlements are assessed at a rate less than the cost of actually developing off-street parking supply, agreements formalizing the entitlements would allow the City to charge the then-posted monthly, daily, and hourly rates at public facilities in the downtown. As demand for parking increases, monthly and daily rates would also increase. Such charges are necessary to cover, at minimum, costs of maintenance, operation, and administration of the public facilities, as well as debt service.
- h. **What happens if a development does not fully utilize its access entitlements?** Given that access is an entitlement and not a form of ownership, the City (or owner of the parking facility) has the right to sell underutilized parking to the general public on a month-to-month basis. This ensures that the City can maximize parking on weekdays, weekends, and evenings. Access entitlements give priority to those with entitlements, but do not prevent the City from capitalizing on unused space. Management of fee-in-lieu entitlements will require accurate and ongoing data on occupancy and utilization of parking.

4.0 Rate and Format

4.1. Case Study Review

The appropriate rate for a fee-in-lieu varies by city and is influenced by the type of parking provided (surface versus structure), costs of land and development in specific areas, and expectations associated with the level of entitlement granted with payment of the fee. The following case studies are provided for reference in developing recommendations for Hood River.

- **Bend, OR:** \$26,000/per stall.⁷ Established in 1992, the fee was initially much lower (\$510/per stall). However, City Council annually sets the fee and policies regarding fee-in-lieu. The fee goes into a fund designated “only for the planning, acquisition, development, and maintenance of off-street parking facilities located in and/or adjacent to the CBD.”
- **Corvallis, OR:** \$10,560/per stall. Funds to be used by the City to construct publicly available parking spaces. “It should be recognized that Fee-in-Lieu Parking Program fees may construct spaces that do not directly serve the parcels from which the fee was collected.”⁸
- **Tualatin, OR:** \$3,500 per stall required.⁹

A 2008 study of 27 cities by Carl Walker Consulting established a range of fees between \$2,000 and \$27,520, with an average of \$11,500 per stall. The formula for determining rates in the sampled cities was generally based on a wide variety of factors, both parking-related and non-parking-related.

As shown, there is no clear standard, and Hood River’s fee-in-lieu program should be tailored to local conditions.

4.2. Recommendations

It is recommended that the City of Hood River consider restructuring its current fee-in-lieu program according to the following guidelines:

1. The current unit cost of garage development in the Pacific Northwest is approximately \$32,000 to \$45,000 per stall, including land, design, and construction. Variation in the range is most typically influenced by land cost. This range offers a good starting point for a fee-in-lieu rate discussion, which would be refined *with further research on the actual cost of developing parking in Hood River* versus the average used here for discussion purposes.
2. Once a unit cost is established for parking in Hood River, base the cost of fee-in-lieu at a rate less than this cost —e.g., 60%.¹⁰ As described earlier, the lower cost is intended to encourage developers to downsize their on-site parking and rely on shared parking within a consolidated public parking supply. The fee-in-lieu rate should provide a reasonable funding base from which the City can then develop a full funding package that would likely leverage other funding sources (i.e., user fees, bonding, local improvement district, urban renewal, etc.).

⁷ Bend’s fee-in-lieu program (Chapter 3.3) only applies to the Central Business District.

⁸ Corvallis City Council Policy Manual, Section 7.15.025 December 15, 2014)

⁹ Tualatin’s original fee-in-lieu was calibrated at approximately 50% of the cost of developing *surface parking* and Bend’s fee was calibrated at approximately 67% of the cost of *structured parking*.

¹⁰ This figure was chosen only for purposes of discussion. It is hoped that this report is used as a basis for structuring work sessions and/or in-depth discussions with stakeholders to develop a rate format that is both appropriate and feasible for Hood River.

3. Establish a periodic review of the fee-in-lieu program, allowing the City to evaluate (a) the number of developments exercising the options, (b) factors contributing to developers' use or non-use of the program, and (c) adjustments to the rate as necessary based on (a) and (b). The periodic review would also evaluate the capacity of the City to absorb new fee-in-lieu entitlements.
4. Adjust the fee-in-lieu payment annually based on the Engineers News Record Index (ENRI). The ENRI is a respected standard within the industry and would provide an objective index for adjusting City fees and charges associated with a fee-in-lieu program.¹¹
5. Recognize that other funding sources will be necessary for successful development of public parking facilities, particularly structured facilities. These could include public facility districts, business improvement districts, local improvement districts, general fund allocations, and state and local grants.

Assuming the City intends to create a more efficient downtown capable of accommodating the intensification of land uses, continuing to offer a fee-in-lieu option is both reasonable and strategic. This is underscored by the financial challenges associated with developing structured parking facilities. It is recommended that the City reevaluate and refine its current fee-in-lieu program so that it can be successfully applied as new development and intensified uses emerge. That process should take place within the context of the elements outlined above.

5.0 Summary

Hood River already provides for a fee-in-lieu option for new development and/or intensification of land uses. The program needs to be reevaluated to ensure that it offers developers a reasonable option to consider and provides a sound financial basis for the City to build new parking facilities. The fee must be calculated using a credible market-based methodology that can be regularly updated as economics and parking development costs evolve. The rate must be calibrated to reasonable expectations for access that the payer can rely on. Finally, the fee must be strategically coordinated with other funding sources to ensure that the City has a financially feasible system for offering the fee-in-lieu option as a development incentive and can meet any demand for parking by those who pay the fee.

This memo provides context and document key elements of a fee-in-lieu program as an option for managing and growing downtown Hood River's parking supply. This information is intended to facilitate additional discussion and questions from staff and stakeholders on the continuing role of fee-in-lieu and how it is integrated into the downtown's parking and economic development planning. Rate formulation estimates are only a means to focus discussion and create a platform for examining, refining, and clarifying Hood River's current program. The consultant team hopes the information provided helps to increase understanding of the complexities of fee-in-lieu and stimulate discussion on the appropriate role for such a program in the larger context of a strategic downtown parking management plan.

¹¹ There are other construction indexes as well, including the Rider Levett Bucknall quarterly construction cost index and the Turner Construction index.

**City of Hood River
City Council Work Session
July 22, 2019**

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

Staff: City Manager Rachael Fuller, City Attorney Dan Kearns, Finance Director/ACM Will Norris, Public Works Director Mark Lago, City Engineer Stoner Bell, Planning Director Dustin Nilsen, Police Chief Neal Holste, City Recorder Jennifer Gray

Absent:

Mayor Blackburn stated a land acknowledgement. For the centuries before our people came here there were centuries of people that were here already. He believes it is important to keep that in mind.

I CALL TO ORDER – Cell Phone Reminder & Pledge of Allegiance – 6:00p.m.

Mayor Blackburn administered the Oath of Office to Reserve Police Officer Francisco Javier Salgado.

II BUSINESS FROM THE AUDIENCE

Erica Gerald and Niko Ruhlen, Downtown business owners, Hood River, OR – they addressed Council regarding the topic of downtown parking. After the community open house that was held on July 9, Nikko was advised by Councilor Counihan to write down their suggestions for parking in a letter to the City Council, in addition to filling out the parking survey. Before Erica read the list of suggestions, she asked Council if the goal of the parking study is to find solutions to help people access the local businesses, or is it solely focused on parking turn over, aimed to achieve 65% parking impact. The community parking open house presentation gave her the impression the goal of this study is to primarily increase turnover, creating access to quick parking. While that is great, it is slightly skewed from what the downtown business are hoping to achieve. They constantly promote “shop local” and give to abundant number of causes and charities in the community, yet meters are a barrier to their efforts, preventing residents from parking local so they can continue to make budgets and give back to the community. So far, nothing has been discussed to help locals access Downtown. Erica read the list of suggestions. Her full statement has been added to the record.

Bonnie New, Hood River, OR – she is an affordable housing advocate and the Chair of the housing committee of the Ageing in the Gorge Alliance. She appreciates Council's dedication for advancing affordable housing in Hood River. Earlier this week she spoke with a 70-year-old woman who was born and raised in Hood River. She is losing her housing because her rent is increasing for the third time in four years. New questioned how and where this resident is going to find stable housing for \$680/month, including utilities? Stories like this speak of how vitally important Council's work is on affordable housing. On behalf of the AGA Housing Committee, their network of affordable housing advocates and the many people seeking low income housing, she is here to convey their thanks to Council's dedication. She thanked them for staying a course of a very challenging environment in

the past year.

Jim Klaas, Hood River, OR – he asked that City Councils put effort to be open, transparent, and put more information out to the public. He would like to streamline the process for audio copies of Council meetings and Planning meetings. He recommends the recordings be made available on the City's website. He noted there are some City meeting minutes that are not posted on the website. This makes it hard to do research.

III PUBLIC HEARINGS

1. Appeal of City Denial of Access to Tax Lot 903 on Wasco

Mayor Blackburn opened the public hearing at 6:14 p.m. hearing and read the rules regarding public hearing conduct.

Council Disclosures:

Councilor McBride stated someone who is involved in the application, but she is not sure who, called her husband Rich McBride to ask him about this particular lot a few months ago because he is a real estate agent. Her husband told her someone was trying to get an access off of Wasco Street. He asked her what they needed to do. She told him they would need to talk to the Planning Department or the Engineer. She told her husband it may come to Council for a decision, so she cannot discuss it.

Councilor Zanmiller stated he walked down to the site to view the property.

Councilor Haynie stated he drove by the property today.

There were no questions or challenges.

Bell (City Engineer) presented the staff report. Bell's PowerPoint has been added into the record. Bell stated the application was denied by the Engineering Department. The applicant appealed six reasons why the denial for access should be overturned. Bell stated in his opinion, the applicant does not address the approval criteria listed in code which provides additional information that warrants change to the City's decision, to deny access from Lot 903 to Wasco Street. The City's Engineer denial of the applicant's alternative access request on Wasco Street, was based on multiple provisions of the Hood River Municipal Code and Hood River Engineering Standards.

Bell stated based on the Engineering report, Council will have the alternatives to grant the applicants appeal and approve the access permit for Lot 903 on Wasco Street as requested, grant the applicants appeal and approve the access permit for Lot 903 with conditions, or deny the applicants appeal and uphold the City Engineers decision and deny the requested access permit for an alternative new access onto Wasco Street.

In favor of the Applicants Position and Appeal:

Mike Nykreim, property owner 903 Wasco – he and his daughter Kara Gapon own the property. Gapon did the design conceptual that is in the packet. He gave a high-level overview; he is highly familiar with the public process, right of way development and the necessity of proper engineering to create safe streets. He stated the City Engineer's photos do not match theirs and they are clearly

incorrect. The tangent points were taken from a property line, not where the curb line is front of their property. It is almost line in sights straight to the west all the way down Wasco. He is very disappointed in the presentation that Council was shown. It does not match what they had presented, and it does not match their State of Oregon license traffic engineer presented. He stated this is a challenging piece of property, but he has built on more challenging sites. This is small development (2,000 sq. ft. commercial building) and three cars for off street parking. They are trying to do the right thing and alleviate the congestion of parking.

Cara Gapon, property owner 903 Wasco – from a design point of view as she puts together a building layout and also from being a good neighbor, they were excited to purchase this property to have a cool starter project in Hood River. The last thing they want to do is interrupt the neighborhood. That was the main point at the end, do the right thing for the neighborhood and be involved. She understands it is a difficult site but at the same time there is parallel parking on Wasco; cars are constantly stopping for cars that are getting in and out of parallel parking spots. She spoke about the dangers on Columbia Street with residents backing in and out of easements. She and her father prepared the packet, with the request with a safer option which would be off of Wasco Street.

Councilor Zanmiller asked what her dream goal is for development on that site. She stated she likes the idea of a mixed-use space. She knows housing is an issue for Hood River. If it were to be a mixed use, one unit could be a long-term rental/retirement home and the other could be an office space. If it were to be all office spaces, they would settle with that and figure out how to make it work. She wants it to be a fun space and a positive thing for the community.

Steve Mutkosk - property owner of 730 Columbia Street. They have owned this home for 11 years. Several years before they purchased the home, it was the original parcel on which seven properties now sit. Overtime, four townhomes were built by Maui Meyer in the early 2000's. The property to the east of their home, built two townhomes. Those townhomes were granted a 10-foot easement. He believes it is important to establish who granted the easement and who didn't. This is a messy piece of property. He is a lawyer by training. He does not do land use, but he has spent the last 10 years reading all of these interconnected documents to understand when someone purchased this piece of property and what they can and can't do.

He is here tonight informally representing all seven of those properties. He says informally because initially they were supposed to be represented by legal counsel for they have done a lot of work on this issue, but counsel has become unavailable. He was notified at noon today that he needed to be here. He stated all seven property owners are looking for support for access from below on Wasco Street. He stated there are 10 children that live on these properties. They routinely have challenges with traffic coming in and out. Typically, one or two of the units has a renter in them and not all are courteous or careful. Children ride their skateboards and bikes in this area. At best right now, there is a 10-foot easement. The driveway that was built, is very challenging. He stated the driveways on Columbia Street are not safe; they have had a car hit them as they pulled out of their driveway. There is zero visibility and it's a burden already. He stated because of the way the driveways come out of the two car garages on the townhomes, there is a strange embankment that is built out, that cuts into the width of the driveway. His property never gave an easement for the 10-foot egress and ingress. That was meant to come from the other property. They believe there is a couple of inches under 10 feet without getting on their property, and they fully agree with the position of not being able to back out and turn around. The shared driveway is extensive and it's a part of the extensive easements. They have been working on potential options for a way in which the property could be developed. One of the positions he has made clear, is they will not allow someone to turn around on the property. Whatever comes in, it will have to go straight back out. Having a car backout is even more

dangerous. He stated there was no intention to having more cars go through the driveway. When he purchased his property, they had a parking area that is very close to the right of way. He asked a lot of questions around this and read all the documents. It is surprising to him as that lot was sold; he found people were under the impression they would bring vehicles through there.

Opposed to the Applicants Position and Appeal:

Lesley Haskell, Hood River, OR – she is representing Michelle Harvey. Harvey's property is the adjacent property directly south of the proposed site. Haskell explained Harvey first learned about this evenings hearing when she received a flier earlier this week. It was very alarming to Harvey. The flyer insinuates that everything is going to happen, and they must choose the lesser of two evils. She stated the applicants said all neighbors are in favor of this. They did not ask this neighbor and she is a primary neighbor who is not in favor of the Wasco access. Haskell stated the statement that all neighbors are in favor of this is a misrepresentation to Council. Wasco Street is a very busy street and she asked Council to listen to the City Engineers recommendation regarding the site distance and stop distance. The statement that Columbia Street is busier than Wasco Street is false. If the other neighbors believe this, a traffic study should be done. She made a formal request to be included on the notification list when the next application comes in or if the appeal goes anywhere else.

Applicants Final Rebuttal:

Mike Nykreim – as a developer he learned many years ago to meet with all the neighbors, get your card out there and let them get to know you. For this issue, they sent out information to 75 addresses. They were not asked to notify anyone; they did this one their own. He is surprised and curious why the Harvey's are not in favor of this because the request for access would lessen the impact on Harvey's property. Nykreim explained correspondence with the neighbors has been through their attorney Johnson Dunn. He had received an email that the entire neighborhood was in complete agreement with what they are trying to promote. He also spoke about concerns regarding fire accessibility to the property.

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

Kearns addressed the title issues, easement and access. The easement is in the record on Page 33 of the packet. It specifically talks about the easement being 10 feet wide for an egress and ingress in utilities, not just for pedestrian access. It is also referred to on the sale deed on Page 18. The lot was created in 1996. This lot is not very old but what is very old is the 1958 agreement. When he first saw this file, he could not find the right of access. What he has determined is in Nykreim appeal statement on Page 9, he speaks about the 1958 agreement. This agreement dealt with the vacation of right of way the City held at the time for 6th and 7th Street. In the agreement, the City agreed to vacate 6th and 7th for the dedication for new right of way for Wasco Street. Nykreim quotes the agreement "the entire frontage is now improved to the entire satisfaction approval of the City Engineer and streets department." Kearns stated the provision Nichol is sighting is in the recitals of the agreement, and it refers it inferentially about what the City is going to construct by way of Wasco Avenue right of way. It was in terms of what the street in the future be constructed. It says nothing about access or lots on to Wasco Street. As the City Attorney, he is very concerned about when people have a dedicated deed of access. That is a bid deal. Otherwise in this case, the only access is the easement access on Page 33 to Columbia Street. It is illustrated on Page 49. If they are wanting more or different access, go to the code section under the Public Works part for right of way permit under Chapter 13.36.030. That is where they are today. Nykreim applied for right of way access permit for a new different access on Wasco Street, to comply with the City's requirements.

Those were the focuses and bases of the City Engineer's denial for the permit; Pages 53-59 are based on the double frontage lot. In Kearns view, this lot does have frontage access on Columbia, as well as frontage on Wasco. It is subject to that double frontage lot access requirement that exits off the lower classification street (Columbia Street). The City hired an outside independent engineer to evaluate the permit request and the legitimacy of the City Engineers denial. That is the last exhibit in the record, Pages 71-73. Ferguson Engineering came to the same reasons as the City Engineer. The double frontage lot taken from the lower classification street does not meet intersection site distance requirement which is also a basic traffic safety requirement. It does not meet stopping sight distance which is a basic safety requirement. Kearns noted Lancaster Engineering had also stated due to horizontal curb on Wasco Street, roadside east of the proposed access locations in retaining wall to the west, the minimum recommended site distance cannot be sufficiently met. Kearns stated all of the engineers in the record appear in his view to agree that it does not meet intersection or stopping sight distance requirements, and the double frontage lot would dictate access only from Columbia.

Nilsen noted as provided, the lot is zoned C-1 as well as all of the lots surrounding it and all of the lots between 7th and 8th for 1,000 feet to the south. C-1 is defined in the Municipal Code as office residential; it does allow both uses. The professional office uses are permitted subject to site plan review which would be the process in which Staff would provide notification to the neighbors for official hearing, rights of appeal, solicit comments from agents' bodies and allow them to provide arguments and bindings. At this point, they do not have a site plan request. Therefore, they have not triggered any of those uses or notices. He has no findings, no record or bases to make any waivers, variances or approvals on this matter. That is all outside of context of this request.

Bell added that driveways on collectors have to be located directly across from another road or another driveway. There needs to be a 100-foot minimal spacing between those which also would be very problematic. It would not meet the City's standards. He stated there is a lot of logistical issues with the proposals from the applicant. Bell spoke in response to several of the statements brought up by the applicant. Bell added the area is going to develop both industrial and commercial. The City is trying to create infrastructure that will meet the area, as it is developed. Wasco and Industrial will have more large truck traffic; that is planned, and they need to evaluate the access appropriately based off that.

Council agreed to close the record.

Mayor Blackburn stated he does not believe it would be in the best interest for the City to waive the City Engineers recommendations. He does not believe a driveway access on that curve on Wasco Street is a good idea. It is a bad spot for a driveway.

Councilor McBride stated she agreed with Mayor Blackburn's statement. All three engineers that reviewed this had the same comments and concerns. She has reviewed a lot of easements in the past and she agrees the easement is not just for walking.

Counselor Counihan stated he also agreed. He hopes the property owner finds some type of unique way to develop the property.

Councilor Saunders stated it's a tough site. She trusts the engineers and their recommendations.

Councilor Haynie stated that, with respect to the municipal code interpretive issue, he agreed with the applicant and supporters of the application that there is only one frontage. Councilor Haynie also

expressed concern about an apparent medical emergency associated with counsel for one of the supporters of the application, and wished he could attend, but also noted that no one who spoke at the hearing was requesting a continuance. Also, Councilor Haynie remarked that, even if the applicant's application could be considered to have satisfied all elements of the municipal code, in Councilor Haynie's view the applicant had not overcome staff's discussion with respect to the additional elements required to be proven, under the separate and applicable engineering standards, to sustain the application.

Councilor Zanmiller stated he believes everyone spoke well but this is a safety issue; the engineering standards and the fact that the applicants engineer stating unless something special is done they can not make the corner safe. To him that is the bottom line.

Councilor Metta agreed that meeting the engineer standards for safety clearly needs to be done.

Motion: I move to Deny the Applicant's appeal, uphold the City Engineer's decision, and deny the requested access permit for an alternative/new access onto Wasco Street.
First: Saunders
Second: McBride
Discussion: None
Vote: Motion passed (roll called)
Ayes: Blackburn, McBride, Zanmiller, Saunders, Coughlin, Metta, Haynie
Nays: None
Abstentions: None
Excused: None

Mayor Blackburn adjourned the public hearing at 8:06 p.m.

REGULAR COUNCIL MEETING

I OPEN REGULAR COUNCIL MEETING – 8:12 p.m.

II AGENDA ADDITIONS OR CORRECTIONS – Removal of the Regular Business Item; Dog Area Lease and Resolution 2019-09

III CONSENT AGENDA

1. Council Meeting Minutes – July 8, 2019
2. OLCC Permit Application Approval
- Naked Winery, 606 Oak Street (New Location)

Motion: To approve the Consent Agenda as amended.
First: Saunders
Second: McBride
Discussion: Councilor Haynie stated he will be abstaining himself from voting to recuse himself from voting on the OLCC permit. Councilor Haynie had one minor word edit to the July 8 minutes. Gray will correct the minutes.
Vote: Motion passed (roll called)

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

IV REGULAR BUSINESS ITEMS

1. Initiative Measure 14-67 (City Charter amendment), D. Kearns
Kearns stated what Council has before them is a requirement in State Law dealing with Initiative Measures. This has to do with the Charter amendment that was proposed and circulated to get on the November ballot. Sufficient number of signatures were collected; it will appear on the November ballot. It was filed with Council at the last meeting. Under State law Council has 30 days to decide on one of three options: (1) the Council may adopt/accept the measure, in which case it will still proceed to a vote as required for all Charter amendments; (2) reject the measure and recommend a competing ballot measure, both of which will proceed to a vote in the November election, or (3) do nothing, and Measure 14-67 will still appear on the November ballot.

Councilor Saunders stated there is a general rule that you don't amended the charter to solve a single issue. There is a reason why they don't amend the Constitution to deal with the National Parks System. You can see this in the Constitution, in Measure 5 and Measure 50. There were some unintended consequence 20 years later. In addition, the Charter gives Council power to allocate all of City property (buildings, road, sewer, water). Put trust in Council to allocate all of those resources correctly. Lastly, the issue of Goal 8 policy interpretation threatening future parks. She does not believe that is a true threat. If it is a threat, she does not see this addressing that problem. You can certainly turn to Goal 8 Policy 1 in a way that would threaten parks and just not sell or lease them.

Councilor Zanmiller applause the people who fought for Morrison Park. He gives them props for working hard. He believes the Charter amendment is not the way to do this for most of the reasons Councilor Saunders stated. It is also most of the reasons he votes no on most Constitution amendments. This is a legislative thing. The public can vote the Mayor and Councilors out of office. If that is the best way to do it, that is what should be done. He believes Council should put it on the ballot without supporting it.

Councilor McBride agreed with Councilor Saunders and Councilor Zanmiller. She knows this has to do with what has happened in the past couple of years, with one specific park in mind. She does not believe this is the way to do it. The way to do this is to elect the officials to make decisions. People voted the current Council to make decisions for the people of the City. There will be future elections when changes could be made.

Council Counihan stated he has generally never been opposed to having the people decide certain things. He understands that arguments that have been made so far but Council has made a decision. He believes Council would have saved themselves a lot of trouble if they would have put the Morrison Park issue on the ballot. Given what he knows about the people of Hood River and their commitment to social justice

and diversity, he would be surprised if it had not passed. He has faith in the people of Hood River to do the right thing.

Councilor Metta appreciates the comments made by Councilors who have been on Council longer. They are points she was also thinking.

Councilor Haynie stated the significant amount of number of people who signed the petition raised a concern with him. Ultimately the park land is a public asset of the people, not Council. It is our Charters Council to be the best stewards for our community. Because this was such a limited exception for the people speaking up and wanting to have a say with respect to public assets, it feels appropriate to let the people speak.

Motion: I move to that Council do nothing and Measure 14-67 it will appear on the ballot.

First: McBride

Second: Saunders

Discussion: Councilor Counihan stated it if were up to him, they would put the Morrison Park issue for a vote on the November ballot. If this happened, he believes they would have a positive outcome.

Vote: Motion passed (roll called)

Ayes: Blackburn, McBride, Zanmiller, Saunders, Metta

Nays: Counihan, Haynie

Abstentions: None

Excused: None

2. Dog Area Lease and Resolution 2019-09 – REMOVED

V REPORT OF OFFICERS

A. Department Heads

1. Announcements
2. Planning Director Update

VI REPORT OF COMMITTEES

1. Visitor Advisory Committee – Metta and Saunders

Councilor Saunders gave a brief update. The name of the group is changing; she will confirm the name later. They are working on goals. They discussed goals of increasing expenditures but also looked at the impacts on the community; negative impacts to local residence. Mayor Blackburn stated when he sat on the Visitors Council there was some type of counter baring goal that also included protecting and enhancing quality of life for all. He believes this is important to not to lose site on. Councilor McBride agreed it should be local friendly.

VII MAYOR

VIII COUNCIL CALL

Councilor Haynie cannot attend the next ACT Region 1 meeting. Councilor Counihan will attend in his absence.

Councilor Saunders has noticed new signs in the private lots at the waterfront. The next waterfront parking meeting will be held in October. She believes some things (permanent signage) have happened that were not discussed at the last meeting. Council agreed to not take immediate action and wait for the October meeting.

Councilor Saunders stated she has continued to follow the Pacific Power Shutoff meetings.

- IX EXECUTIVE SESSION** – 8:44pm – 9:12pm
Oregon Revised Statute 192.660 1 (e) To conduct deliberations with persons designated by the governing body to negotiate real property transactions.
- X ADJOURN** – Adjourned by unanimous consent at 9:12 p.m.

Kate McBride, Council President

Jennifer Gray, City Recorder

Approved by City Council on _____



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 1 st Location	Date application received and/or date stamp:
<input type="checkbox"/> Brewery 2 nd Location	Name of City or County:
<input type="checkbox"/> Brewery 3 rd Location	Recommends this license be:
<input type="checkbox"/> Brewery-Public House 1 st location	<input type="checkbox"/> Granted <input type="checkbox"/> Denied
<input type="checkbox"/> Brewery-Public House 2 nd location	By: _____
<input type="checkbox"/> Brewery-Public House 3 rd location	Date: _____
<input type="checkbox"/> Distillery	OLCC USE ONLY
<input checked="" type="checkbox"/> Full On-Premises, Commercial	Date application received:
<input type="checkbox"/> Full On-Premises, Caterer	8/26/19
<input type="checkbox"/> Full On-Premises, Passenger Carrier	By: <i>Jan Z.</i>
<input type="checkbox"/> Full On-Premises, Other Public Location	License Action(s):
<input type="checkbox"/> Full On-Premises, For Profit Private Club	G/Priv
<input type="checkbox"/> Full On-Premises, Nonprofit Private Club	
<input type="checkbox"/> Grower Sales Privilege 1 st location	
<input type="checkbox"/> Grower Sales Privilege 2 nd location	
<input type="checkbox"/> Grower Sales Privilege 3 rd location	
<input type="checkbox"/> Limited On-Premises	
<input 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 1 st Location	
<input type="checkbox"/> Winery 2 nd Location	
<input type="checkbox"/> Winery 3 rd Location	

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

HANK TANK INC.

(Applicant #1)

(Applicant #2)

(Applicant #3)

(Applicant #4)

3. Trade Name of the Business (Name Customers Will See) 64oz.		
4. Business Address (Number and Street Address of the Location that will have the liquor license) 208 Oak Street		
City Hood River	County Hood River	Zip Code 97031

OLCC Liquor License Application (Rev. 4.6.19)



OREGON LIQUOR CONTROL COMMISSION

LIQUOR LICENSE APPLICATION

5. Trade Name of the Business (Name Customers Will See) 64oz.			
6. Does the business address currently have an OLCC liquor license? <input checked="" type="checkbox"/> YES <input 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) PO Box 753			
City White Salmon		State Washington	Zip Code 98672
9. Phone Number of the Business Location 541-436-4677		10. Email Contact for this Application lorrlyons@gmail.com	
11. Contact Person for this Application Lorraine Lyons		Phone Number 541-921-3030	
Contact Person's Mailing Address (if different) PO Box 753	City White Salmon	State WA	Zip Code 98672

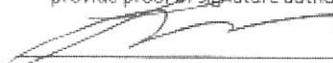
Please note that liquor license applications are public records. A copy of the application will be posted on the OLCC website for a period of several weeks.

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
CORPORATION QUESTIONNAIRE

Please Print or Type

Corporation Name: HANK TANK INC Year Incorporated: 2014

Trade Name (dba): 64oz

Business Location Address: 208 Oak Street

City: Hood River ZIP Code: 97031

List Corporate Officers:

LORRAINE LYONS	PRESIDENT
(name)	(title)
RODNEY STEWARD	VICE PRESIDENT
_____	_____
_____	_____

List Board of Directors:

LORRAINE LYONS

(name)

RODNEY STEWARD

List Stockholders: (Note: If any stockholder is another legal entity, that entity may also need to complete another Corporation Questionnaire. See Liquor License Application Guide for more information.)

Stockholders:	Number of Shares Held:	Number of Stock Shares:			
LORRAINE LYONS	1	<table border="1"> <tr> <td>Issued: <u>2</u></td> </tr> <tr> <td>Unissued: <u>0</u></td> </tr> <tr> <td>Total Shares Authorized to Issue: <u>2</u></td> </tr> </table>	Issued: <u>2</u>	Unissued: <u>0</u>	Total Shares Authorized to Issue: <u>2</u>
Issued: <u>2</u>					
Unissued: <u>0</u>					
Total Shares Authorized to Issue: <u>2</u>					
RODNEY STEWARD	1				
_____	_____				
_____	_____				

Server Education Designee: LORRAINE LYONS DOB: 11-04-1965
(See Liquor License Application Guide for more information)

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

Officer's Signature: [Signature] Date: 8/21/19
(name) (title) (title)

1-800-452-OLCC (6522)
www.oregon.gov/olcc

(rev. 08/11)



OREGON LIQUOR CONTROL COMMISSION
INDIVIDUAL HISTORY FORM

1. Name: (LAST) Steward (FIRST) Rodney (MIDDLE) Warren

2. Other Names Used (Maiden, Etc.)

3. Do you have a Social Security Number (SSN) issued by the U.S. Social Security Administration?
 Yes No If yes, please provide your SSN: _____

SOCIAL SECURITY NUMBER DISCLOSURE: As part of your application for an initial or renewal license, Federal and State laws require you to provide your Social Security Number (SSN) to the Oregon Liquor Control Commission (OLCC) for child support enforcement purposes (42 USC § 666(a)(13) & ORS 25-785). If you are an applicant or licensee and fail to provide your SSN, the OLCC may refuse to process your application. Your SSN will be used only for child support enforcement purposes unless you indicate below.

Based on our authority under ORS 471.311 and OAR 845-005-0312(6), we are requesting your voluntary consent to use your SSN for the following administrative purposes only: to match your license application to your Alcohol Server Education records (where applicable), and to ensure your identity for criminal records checks. OLCC will not deny you any rights, benefits or privileges otherwise provided by law if you do not consent to use of your SSN for these administrative purposes (5 USC § 552(a)).

Do you voluntarily consent to the OLCC's use of your SSN as just described? Yes No

4. Date of Birth (MM/DD/YYYY): 07 / 08 / 1968 5. Contact Phone: 903.559.6741

6. Driver License or State ID #: _____ 7. State: Oregon

8. Residence Address:
110 3rd Street Hood River, OR 97031

9. Mailing Address (if different):
PO Box 753 White Salmon, Wa 98672

10. E-Mail (optional):

11. Do you have a spouse or domestic partner? Yes No

If yes, list his/her full name: Lorraine A. Lyons

12. If yes to #11, will this person be involved in the management of, or have control over the business?
 No Yes

13. In the past 10 years, have you been **convicted** ("convicted" includes paying a fine) in Oregon or another U.S. state of driving a car with a suspended driver license or driving a car with no insurance?
 No Yes (Please include explanation below) Unsure (Please include explanation below)

14. In the past 10 years, have you been **convicted** ("convicted" includes paying a fine) in Oregon or another U.S. state of a **FELONY**?
 No Yes (Please include explanation below) Unsure (Please include explanation below)

15. Have you ever been in a drug or alcohol **diversion program** in Oregon or another U.S. state? A diversion program is where you are required, usually by the court or another government agency, to complete certain requirements in place of being convicted of a drug or alcohol-related offense.
 No Yes (Please include explanation below) Unsure (Please include explanation below)

16. Do you, or any legal entity that you are a part of, currently hold or have previously held a liquor license or a recreational marijuana license in Oregon or another U.S. state? (Note: alcohol service permits and marijuana worker permits are not liquor licenses)

No Yes (Please include explanation below) Unsure (Please include explanation below)

We currently hold a Liquor License for 64oz which we are relocating

17. Have you, or any legal entity that you are a part of, ever had an application for a license, permit, or certificate denied or cancelled by the OLCC or any other governmental agency in the U.S.?

No Yes (Please include explanation below) Unsure (Please include explanation below)

18. Are you applying for a Full On-Premises, Limited On-Premises, Off-Premises, or Brewery Public House license?

No Please skip questions 19 & 20. Go directly to question 21
 Yes Please answer questions 19, 20, and 21.

19. Do you or will you have any ownership interest in a business that manufactures, wholesales, or distributes alcohol in Oregon or another U.S. state?

No Yes (Please include explanation below) Unsure (Please include explanation below)

20. Does or will an alcohol manufacturer, wholesaler, or distributor in Oregon or another U.S. state have any ownership interest in your business?

No Yes (Please include explanation below) Unsure (Please include explanation below)

21. Do you currently have, or will you have, any ownership interest in any business in Oregon with a Full On Premises, Limited On Premises, Off-Premises, or Brewery Public House license?

No Yes (Please include explanation below) Unsure (Please include explanation below)

We currently operate 64oz, which we are relocating

You must sign your own form. Another person, like your attorney or a person with power of attorney, may not sign your form. I affirm that my answers are true and complete. I understand the OLCC will use the above information to check my records, including but not limited to, criminal history. I understand that if my answers are not true and complete, the OLCC may deny my license application.

Name (LAST)	(FIRST)	(MIDDLE)
Steward	Rodney	Warren
Signature		Date
		02/23/2019

OLCC Form 1000-001 (Rev. 06/2017)



OREGON LIQUOR CONTROL COMMISSION
INDIVIDUAL HISTORY FORM

1. Name: (LAST) LYONS (FIRST) LORRAINE (MIDDLE) ASHLEIGH		
2. Other Names Used (Maiden, Etc.):		
3. Do you have a Social Security Number (SSN) issued by the U.S. Social Security Administration? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, please provide your SSN: _		
<p>SOCIAL SECURITY NUMBER DISCLOSURE: As part of your application for an initial or renewal license, Federal and State laws require you to provide your Social Security Number (SSN) to the Oregon Liquor Control Commission (OLCC) for child support enforcement purposes (42 USC § 666(a)(13) & ORS 25.785). If you are an applicant or licensee and fail to provide your SSN, the OLCC may refuse to process your application. Your SSN will be used only for child support enforcement purposes unless you indicate below.</p> <p>Based on our authority under ORS 471.311 and OAR 845-005-0312(6), we are requesting your voluntary consent to use your SSN for the following administrative purposes only: to match your license application to your Alcohol Server Education records (where applicable), and to ensure your identity for criminal records checks. OLCC will not deny you any rights, benefits or privileges otherwise provided by law if you do not consent to use of your SSN for these administrative purposes (5 USC § 552(a)).</p> <p>Do you voluntarily consent to the OLCC's use of your SSN as just described? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No</p>		
4. Date of Birth (MM/DD/YYYY): 11 / 04 / 1965		5. Contact Phone: 541-921-3030
6. Driver License or State ID #:		7. State: WA
8. Residence Address: 40 RIO VISTA DRIVE WHITE SALMON, WA 98672		
9. Mailing Address (if different): PO BOX 753 WHITE SALMON, WA 98672		
10. E-Mail (optional): lorryons@gmail.com		
11. Do you have a spouse or domestic partner? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No If yes, list his/her full name: Rod Steward		
12. If yes to #11, will this person be involved in the management of, or have control over the business? <input type="checkbox"/> No <input checked="" type="checkbox"/> Yes		
13. In the past 10 years, have you been convicted ("convicted" includes paying a fine) in Oregon or another U.S. state of driving a car with a suspended driver license or driving a car with no insurance? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (Please include explanation below) <input type="checkbox"/> Unsure (Please include explanation below)		
14. In the past 10 years, have you been convicted ("convicted" includes paying a fine) in Oregon or another U.S. state of a FELONY ? <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (Please include explanation below) <input type="checkbox"/> Unsure (Please include explanation below)		
15. Have you ever been in a drug or alcohol diversion program in Oregon or another U.S. state? A diversion program is where you are required, usually by the court or another government agency, to complete certain requirements in place of being convicted of a drug or alcohol-related offense. <input checked="" type="checkbox"/> No <input type="checkbox"/> Yes (Please include explanation below) <input type="checkbox"/> Unsure (Please include explanation below)		

OLCC IH Application (Rev. 06/2017)

16. Do you, or any legal entity that you are a part of, currently hold or have previously held a liquor license or a recreational marijuana license in Oregon or another U.S. state? (Note: alcohol service permits and marijuana worker permits are not liquor licenses).
 No Yes (Please include explanation below) Unsure (Please include explanation below)
 HANK TANK INC. DBA 64oz.

17. Have you, or any legal entity that you are a part of, ever had an application for a license, permit, or certificate denied or cancelled by the OLCC or any other governmental agency in the U.S.?
 No Yes (Please include explanation below) Unsure (Please include explanation below)

18. Are you applying for a Full On-Premises, Limited On-Premises, Off-Premises, or Brewery-Public House license?
 No Please skip questions 19 & 20. Go directly to question 21.
 Yes Please answer questions 19, 20, and 21.

19. Do you or will you have any ownership interest in a business that manufactures, wholesales, or distributes alcohol in Oregon or another U.S. state?
 No Yes (Please include explanation below) Unsure (Please include explanation below)

20. Does or will an alcohol manufacturer, wholesaler, or distributor in Oregon or another U.S. state have any ownership interest in your business?
 No Yes (Please include explanation below) Unsure (Please include explanation below)

21. Do you currently have, or will you have, any ownership interest in any business in Oregon with a Full On-Premises, Limited On-Premises, Off-Premises, or Brewery-Public House license?
 No Yes (Please include explanation below) Unsure (Please include explanation below)

You must sign your own form. Another person, like your attorney or a person with power of attorney, may not sign your form. I affirm that my answers are true and complete. I understand the OLCC will use the above information to check my records, including but not limited to, criminal history. I understand that if my answers are not true and complete, the OLCC may deny my license application.

Name: (LAST)	(FIRST)	(MIDDLE)
LYONS	LORRAINE	ASHLEY +
Signature:	Date: 8/23/17	



**OREGON LIQUOR CONTROL COMMISSION
BUSINESS INFORMATION**

Please Print or Type

Applicant Name: HANK TANK INC Phone: 541.436.4677

Trade Name (dba): 6402

Business Location Address: 208 OAK ST.

City: HOOD RIVER ZIP Code: 97031

DAYS AND HOURS OF OPERATION

Business Hours:

Sunday 3 to 8
 Monday 3 to 10
 Tuesday 3 to 10
 Wednesday 3 to 10
 Thursday 3 to 10
 Friday 3 to 11
 Saturday 3 to 11

Outdoor Area Hours:

Sunday 3 to 8
 Monday 3 to 10
 Tuesday 3 to 10
 Wednesday 3 to 10
 Thursday 3 to 10
 Friday 3 to 11
 Saturday 3 to 11

The outdoor area is used for:

Food service Hours: 9 to 9:30
 Alcohol service Hours: 3 to 11
 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: _____

DAYS & HOURS OF LIVE OR DJ MUSIC

Sunday _____ to _____
 Monday _____ to _____
 Tuesday _____ to _____
 Wednesday _____ to _____
 Thursday 7 to 10 *Third Thursday only*
 Friday _____ to _____
 Saturday _____ to _____

SEATING COUNT

Restaurant: 38 Outdoor: 4
 Lounge: _____ Other (explain): _____
 Banquet: _____ Total Seating: 42

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: _____ Date: 8/23/19

1-800-452-OLCC (6522)
 www.oregon.gov/olcc

(rev. 12/07)

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: September 9, 2019

To: Honorable Mayor and City Council

From: Jennifer Gray, City Recorder

Subject: Mayor Vacancy - report from City Recorder and appoint Council interview question committee

Background:

On May 28, 2019 Mayor Paul Blackburn announced his family would be moving out of state and he would be resigning from City Council in August 2019. Council opened the vacancy, with the deadline of August 23, for applications. Three applications were received. The City Recorder has verified requirements for Kate McBride and Edwin Wilder; both resided within the City limits for the preceding 12 months and have been a registered voter in the City of Hood River for the preceding 12 months. Status is pending for Jason Gibson. Staff has been unable to verify both requirements with the information provided by this applicant.

Interviews will be conducted during the September 23, 2019 City Council meeting. Interviews will be the first item on the agenda. Council will vote immediately after interviews, to select the next Mayor of the City of Hood River. The term for the Mayor position will expire December 31, 2020.

On June 24, 2019, Council approved a recommendation to appoint a Council subcommittee to develop interview questions. The subcommittee will develop questions that would be included, along with the applications in the September 23, 2019 Council meeting packet.

Staff Recommendation:

Appoint a committee of Council members, excluding Councilor Kate McBride to create questions to be asked at the September 23 interviews.

Determine final interview list.

Suggested Motion: I move to appoint the following councilors to the interview question sub-committee:

(TBD by City Council)

I move to interview the following candidates on September 23, 2019:

(TBD by City Council)

Alternatives: Take no action. If Council takes no action, the Council President will continue to serve in the Mayor's absence.

Fiscal Impact: No direct fiscal impact.

Environmental Impact: No impact.

Attachments: Applications for City Council.

1. Kate McBride
2. Edwin S. Wilder
3. Jason G. Gibson

going through this deep dive into a subject to come up with the overall best solutions, for most people, in the future.

My paid work background as Land Trust Manager for Friends of the Columbia Gorge (now retired) allowed me to work with owners of property that sometimes were adamantly opposed to the National Scenic Area. Developing relationships with these owners sometimes took years, but over time when the goal of the owner was to sell the land and the land trust was the right buyer, I was able to facilitate the transaction successfully. I worked with State and Federal agencies to transfer several of these properties to them.

I feel that I have a unique perspective of the City and County, as I was born and grew up here, living both inside and outside the city limits. I have learned that one of the consistent issues is change, which has been and will be inevitable. Navigating change while keeping livability values, for all people that make up the fabric of a thriving city, is very important to me.

Signature 

Date July 24, 2019

Please be advised that members of the City Council are required to file an Annual Verified Statement of Economic Interest with the State of Oregon.

Kate McBride

Hood River, OR 97031 •

MAYOR, CITY OF HOOD RIVER

Effectively preside over council meetings and deliberations. Appoint officers and sign all ordinances as approved by the full council. Represent the City of Hood River at public meetings/gatherings.

Results and detail-oriented, high-energy, hands-on with 14+ years' experience in Hood River City civic duties.

Key skills include:

- Able to make decisions and articulate reasons for decisions
- Good Communication Skills (listening and verbal)
- Time and willingness to take on additional committees/public representation of the City of Hood River
- Pride in representing all citizens

PROFESSIONAL EXPERIENCE

FRIENDS OF THE COLUMBIA GORGE, Hood River, OR

LAND TRUST MANAGER (April 2006-December 2017) Managed and helped conserve 26 sites for a total of over 1,500 acres within the National Scenic Area and the adjacent Wild and Scenic River Corridors. Sold or transferred several of these properties to public agencies. Duties included property stewardship, trail scouting, permitting, and trail construction.

Notable accomplishments:

- A \$5.5 million land acquisition campaign was completed in 2018 by the Land Trust to acquire 470 acres among seven Washington properties. Selection of these landscapes was the culmination of 10 years of analysis and negotiation, in which I worked with Gorge landowners and partner agencies to identify properties that preserved scenic beauty, offered opportunities to enhance wildlife habitat, preserve native ecosystems, and create trail connections in the vision of a 200-mile Gorge-wide hiking loop.

ACCREDITATION MANAGER (January 2017-September 2018-RETIRED) Compiled documentation for national accreditation submittal, for Friends of the Columbia Gorge Land Trust.

DON NUNAMAKER REALTORS, Hood River, OR

REAL ESTATE AGENT (1996 - 2006)

Worked with buyers and seller to facilitate their purchases and sales of residences, commercial property and bare land. Familiarized with land use regulations, environmental concerns for clients, lending practices, and contract structure.

HERSHNER AND BELL REALTY, Hood River, OR

REAL ESTATE AGENT (1994 – 1996 approximately)

Worked with buyers and seller to facilitate their purchases and sales of residences, commercial property and bare land. Familiarized with land use regulations, environmental concerns for clients, lending practices, and contract structure.

RECEPTIONIST (1989-1994 approximately)

Greet the public. Schedule showing appointments for real estate agents. Receive payments/pay invoices and balance books for property management of several commercial properties in Hood River.

DR. STEPHEN SNYDER, DMD, Hood River, OR

RECEPTIONIST (1975? – 1988) (approximately two years during this time I was not working while staying home and caring for my young children)

Greet the public. Work out financial arrangements with patients. Insurance billing. Patient appointment scheduling. Cross trained to take x-rays and assist dentist in procedures for times when others were on vacation.

LIFE/VOLUNTEER/CIVIC EXPERIENCE

- Volunteer – May Street School -classroom math assistant and formation of Hood River Skate Club
- Hood River Middle School – Co-chair of the PTO and formation of the Get Acquainted BBQ
- Hood River Valley High School – site council member
- Citizens for Responsible Growth-support anti-big box ordinance: Co-chair
- Hood River Energy Council: Committee Member, Buildings: Co-chair
- Safe and Healthy HRC-Political Action Committee: Treasurer
- City of Hood River Planning Commission (2005- 2012)
- Hood River Urban Renewal Agency Chair (2016 to present)
- Hood River City Council Member (2012 -present) (Council President 2016-present)

EDUCATION

HOOD RIVER VALLEY HIGH SCHOOL, Hood River, OR

REFERENCES

Jane Parker

Arthur Babitz

Stu Watson

**APPLICATION FOR CITY OF HOOD RIVER
(POSITION OF MAYOR) CITY COUNCIL VACANCY**

Name Edwin S. Wilder

Address _____

Phone _____ E-Mail _____

- 1) Have you resided within the city limits for the preceding 12 months? yes
- 2) Have you been registered to vote in the City of Hood River for the preceding 12 months? yes
- 3) Please state in your own words why you desire an appointment to the City Council?
- 4) Please describe your background or experience in working with diverse groups and stakeholders.
- 5) Please share any other information regarding your interests, relevant background information, etc. that you feel may be useful in evaluating your application.

Please feel free to attach additional pages. Attach a resume with application.

#3: Would like to lead the City in supporting and providing leading edge medical therapy with a hyperbolic chamber, acupuncture, massage and water therapy to increase the health and wellness of our citizens.

#3: Provide electric vehicles for the police force and support electric vehicle use.

#3: Pave streets and assist in the repair of sidewalks to ensure access for all.

#4: Just of 20 years of retail sales is my background in dealing with all stakeholders.



Signature

Aug. 6, 2019
Date

Please be advised that members of the City Council are required to file an Annual Verified Statement of Economic Interest with the State of Oregon.

Edwin S. Wilder

Hood River, OR 97031

Objective: Serve as the Mayor of the City of Hood River

Accomplishments:

Owner and Operator of Two Successful Businesses in the City of Hood River

Da Brewshop / Hood River Brewers Supply – 1997 to 2016

- ❖ Started in 1997 as a retail store selling home brew supplies and then added a small bar with growler fills and beer to go.
- ❖ Performed all aspects of the business from ordering supplies, interacting with vendors, processing paperwork, dealing with permits, cleaning the shop to retail sales.
- ❖ Gained valuable insight into dealing effectively with the public.
- ❖ By teaching home brew workshops, I gained the experience in breaking down a complex procedure for all to understand and learn.

Main Drag Scooter Sports – 2006 – 2016

- ❖ Sales and Service of Motor Scooters.
- ❖ Worked with the City of Hood River to provide free motorcycle parking in downtown Hood River in designated spaces.

Additional Work Experience

- ❖ Dakine – Sewing Machine Operator.
- ❖ Construction
- ❖ Phlebotomist
- ❖ Piano Restoration at Reeder Pianos, Inc.

Education:

Attended classes at Lansing Community College related to Architecture

**APPLICATION FOR CITY OF HOOD RIVER
(POSITION OF MAYOR) CITY COUNCIL VACANCY**

Name Jason B. Gibson

Address SEE ATTACHED ☺

Phone _____ E-Mail _____

- 1) Have you resided within the city limits for the preceding 12 months? yes
- 2) Have you been registered to vote in the City of Hood River for the preceding 12 months? yes
- 3) Please state in your own words why you desire an appointment to the City Council?
- 4) Please describe your background or experience in working with diverse groups and stakeholders.
- 5) Please share any other information regarding your interests, relevant background information, etc. that you feel may be useful in evaluating your application.

Please feel free to attach additional pages. Attach a resume with application.

Jason B. Gibson
Signature

August 23, 2019
Date 4:58 p.m.

Please be advised that members of the City Council are required to file an Annual Verified Statement of Economic Interest with the State of Oregon.



Jason Garrett Gibson

August 23rd, 2019

Search the internet, do you recognize the mug shot of this candidate? Many of you know this character and his STRAWMAN (DBA PERSONA) as JASON GARRETT GIBSON. A gainful sole-proprietor for the last twenty-seven years, Jason has been working throughout the Columbia Basin since 1987. He entered the workforce at age eleven and conducts his commercial affairs under the auspice of multiple characters for good reason. With the way business is being conducted in this country today, perhaps you should too Hood River.

In pursuit of beauty, creative economy, personal growth & freedom, Jason aka Angelo Swift is first and foremost an artist. Based in the Gorge since 2001, he is 49 years of age and has a son named Joshua Garrett who lives in Hillsboro Oregon.

“Where there is Peace there is Culture, where there is Culture there is Peace...”

While exploring the Gorge, Jason stumbled upon his family fetch and the work of his great grandparents Henry and Ethel Gibson who raised 7 boys in North Bonneville Washington back in the day. His uncles were contractor cowboys & his grandfather Bill served in the military. Bud was the country singer of the bunch with a great sense of humor and serves as Angelo's Guardian Angel from his dude ranch in Oahu Hawai'i.

Many of you know **Bud** as “**Justin-Time**” or **Jay Bob Handy - The Labor Ready Local** who has been serving the greater Gorge as a handyman/general laborer specializing in estate maintenance, exterior wood restoration and odd jobs for the last twenty years.

Bud G. Justice is the activist side of Gibson who serves as Jason's shield in forwarding the **Discovery of the Law of Time** and the objectives of the **World 13 Moon Calendar Change Peace Movement**. **Bud** also served as the arm & hammer behind the **Decriminalization of the Nation Campaign** to end the drug war with **Voter Power** in 2010, actively investing himself as a paid petitioner pushing for the most radical shift of economic policy to impact this country in at least two hundred years! **The Farm Bill Act** passed by Congress on December 20th, 2018 secretly ended Richard Nixon's \$57 billion dollar drug war scheme & set the tone for the legalization of **hemp kanabous** in all fifty states! **Hemp** for food, fuel, fiber, medicine & building materials; terpenes over trees for the stabilization of our biosphere. A new **Gorge Grown Garden Cultured Economy** is coming up within the wasteland of today's war economy, and YOU we're there!

***Bud G. Justice** also served as a cultural catalyst for the passage of **Oregon's Medical Marijuana Program** in 1998. Today the **O.M.M.P.** is the most lucrative income-generating program in the state of Oregon, serving as a life-saver when the recession of 2008 struck our nation.*

“Where there is Peace there is Culture, where there is Culture there is Peace...”

*Is it a coincidence that the state of Washington would also vote to regulate and legalize **cannabis** on Jason’s birthday November 6th, 2012? Could the national deficit be equalized by hemp? Time tells all...*

Through **Village Music Culture**, **Dr. Marti McRAWR** is the aspect of **Gibson** who represents the **Natural Time Calendar Change Peace Initiative** and **The FundaMental’s of Rhythm**. Established by means of the **Planet Art Network** “time-based art” community, along with the work(s) of **Dr. Jose’ & Lloydine Arguelles**, you may recognize **Marti** and friends kicking beats in the streets with **Hood Rio’s Samba Ensemble** under **13 Moons in Motion**.

While living in **Brightwood Oregon**, **Jose’** and **Lloydine** graced **Marti** and friends with the “**Day out of Time - Peace through Culture Festival**.” Held in **Portland Pioneer Square** from 1996-2000, both the **Mayor** and **Chief of Police** received the **Banner of Peace**, **The Calendar Change Peace Plan** and **The Bilingual New Time Economic Strategy** where “**time is art**.”

*The fruit of our global endeavors also resulted in the “**Alter~Nation 9.11**” social city-wide **Time-Based Art Experiment** or **TBA 19**, hosted every year by the **Portland Institute for Contemporary Arts (P.I.C.A.)**.*

You too can catch the wave which crest’s every year throughout the month of **September** and bring elegant closure to your summer season with **TBA**; let’s set the tone for the fall equinox!

Jason’s social networking skills, along with his media development experience have been instrumental in developing new social forms that have **BIG** influence. His background (**Integrated Media Communication**) will serve to improve dialog & re-establish rapport between government authorities and the general public (note how the majority of people are

“Where there is Peace there is Culture, where there is Culture there is Peace...”

either intimidated with utilities like facebook, or afraid of sharing their personal stories with others.)

With over twenty years of professional activism, Jason draws upon the expertise of staff and volunteer producers at **Metro East Community Media** in Gresham. Serving communities throughout the **Cascadia Bioregion**, **MEdia Hounds** have won various awards in catalyzing new ideas to convey local news, promote special events and assist with the outreach educational objectives for countless organizations and causes. *Jason intends to disarm the general public and the reservations people have towards social networking.* Through the art of learning, we will open doors and shape a new quality of life in harmony with the biosphere & our local ecology.

Significantly stoking the **Gorge** & inspiring future generations to come, our **20/20 VISION - “Peace through Culture Campaign,”** is attracting momentum and will most certainly serve as a calling card of sorts, to assist **Mayor Paul Blackburn** while he represents the **County of Hood River in Washington D.C.**

Please consider this submission in all humility and take some time to review Gibson’s online resumes available through facebook, Linked-in, and various search engines - thank you.

Ya’ll will most certainly get a kick out of your investigation of said claims and if that doesn’t cut it, then Jason’s checkered background is sure to intrigue & entertain bedeviled fans and skeptics alike.

"Where there is Peace there is Culture, where there is Culture there is Peace..."

A sense of humor will encourage your **Vote for Bud G. Justice** and the **Campaign for a New Time**. Let's give Jason a break and see what we can do; Either or it's **GAME ON in Hood Rio - SO GORGEOUS!**

Best Regards,

Jason Garrett Gibson
P.A.N. Agent 13:28



CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 Second Street Hood River, OR 97031 Phone: 541-387-5217

Date: September 9th, 2019
To: City Council
From: Dustin Nilsen, Director of Planning
Subject: Planning Commission Appointment

Background:

At the direction of Council in March, staff initiated a pilot selection process for Planning Commission appointments. The process included an open advertising for the position, the submission and review of candidate applications, and an interview with the Mayor, Council representative, and staff liaison, where each candidate was interviewed and evaluated based on qualifications, eligibility, and ability to serve the needs and roles of the Commission.

Candidate Recommendation: After all candidates were interviewed by the committee, the consensus opinion and highest-ranking candidate, Erika Price has been recommended to Council for appointment. A complete list of applications are included in Council packet for reference.

Council Selection: As previously discussed, Council is now being provided a recommendation from the interview committee where it can choose to interview the recommended Candidate before the entire body, reject the recommendation, or accept the recommendation and approve the matter as regular business at a future meeting.

Staff Recommendation: Staff recommends that the Council vote to appoint Erika Price to the Planning Commission. As part of the pilot selection process, staff would request Council feedback and discussion as part of a future Council work session.

Suggested Motion: I move to have the Council appoint Erika Price to a four year term as a Planning Commissioner.

Alternative Motion: Motion to interview all candidates and/or advertise for vacancies.
Motion to consider the appointment matter at a later meeting.

Fiscal Impact: None

Attachment: Applications

**CITY OF HOOD RIVER
PLANNING COMMISSION
APPLICATION**

The City Planning Commission is a 7-member lay body appointed by the Hood River City Council. Terms of office are for 4 years with each term beginning in October.

The Planning Commission acts as a hearing body on zoning actions including zone changes, variances and conditional uses, and makes advisory recommendations to City Council on such matters as annexations and street vacations. The Planning Commission also is responsible for developing and updating the Comprehensive Plan.

The Commission meets the first and third Monday of each month at 5:30 p.m., and additional special meetings may occur as often as twice a month. Meetings range from 1.5 to 3 hours in length, depending on the agenda. Additional time outside of meetings is required to prepare for the meetings.

Members of the Planning Commission are required to file an Annual Verified Statement of Economic Interest (SEI) with the State of Oregon. For a sample copy of the SEI, please contact the City Recorder at (541) 387-5212.

PLEASE PRINT (if filling out electronically, use Tab Key to advance to next box)

NAME: Erika Price

ADDRESS: Hood River, Or 97031

MAILING ADDRESS: _____

PHONE: _____

CELL PHONE: _____

OTHER PHONE: _____

EMAIL: _____

OCCUPATION: Architect

1. What is your interest in Land Use Planning in the City of Hood River and its Urban Growth Area?

As a lifelong lover of cities and architecture, I have always been passionate about the sustainable development of the cities I have lived in. Not just environmentally sustainable but also economically and culturally. As a property owner and resident, I want to see Hood River thrive and develop conscientiously balancing the needs of residents along with the demands of tourism that can be especially challenging in a geographically restricted locale. As a recent transplant to Hood River, I can offer a fresh perspective on land use and my knowledge of living in other locations including Steamboat Springs, Colorado another small city juggling the needs of an agrarian past with a resort/tourist based present. Hood River is my home, albeit new, but I am looking to support my new community and become an active participant in the well being of the County. My partner went to Hood River High School and my son attends May Street Elementary, we intend to be here for the long haul and I would like to make a positive impact here. This seems like an ideal opportunity!

2. What skills can you offer the Planning Commission?

Both my career and personal life experience enhance the skills I can bring to the planning commission. My undergraduate education was in architecture and construction management, and I hold a master of architecture from the University of Oregon. I work full time as an architect for an engineering firm as senior architect/project manager and am part of the company's senior management. I have skills in project management, public meeting facilitation, graphics (both digital and print platforms), a comprehensive understanding of the built environment including land use, zoning and building codes. Through my career, I have worked on many planning projects from site master planning to large scale transportation and community plans. In addition to my architectural career, I have been a small scale real estate developer of single family residential properties for the last 20 years. My dual experience as a consultant in architecture, engineering and planning along with my experience as a developer provide me with a unique understanding of urban planning and with diverse experience that would benefit the planning commission. My job demands excellent organization and communication skills.

3. Please list any other comments which would help the City Council in evaluating your skills for this position.

Although new to Hood River, I have lived Downtown and in Parkdale so have a an understanding of the challenges facing residents in town and in the upper valley.

I have worked with Native American communities in my professional career for the last 15 years and currently work for a Native American owned engineering firm. Although I am non-native, the experience I have gained from working with tribal nations and communities has taught me a lot about family and community. We can learn alot from tribal communities especially when it comes to taking care of the community and respecting the land. Above all else, working with tribal communities has taught me to listen, first.

I appreciate your consideration. Erika

Please list THREE references with contact information below (Phone number, address, email address, if applicable).

1. Don Stastny - Architect and Planner

2. Herb Fricke - President of Akana

3. Paul Lumley - NAYA Executive Director

Erika Price

Digitally signed by Erika Price
Date: 2019.05.06 11:10:42 -07'00'

Your signature allows the City to contact references.

1. What is your interest in Land Use Planning in the City of Hood River and its Urban Growth Area?

- 1) a way to give back to my community by volunteering my time.
- 2) land use planning sets the stage for the direction a community develops. it is very important to me that we grow responsibly and with fore thought.

2. What skills can you offer the Planning Commission?

- 1) i am a logical thinker and like to discuss options.
- 2) i have knowledge of land uses via my 20 year real estate career.
- 3) i feel as though i have the ability to look @ all sides of an issue.
- 4) i listen well

3. Please list any other comments which would help the City Council in evaluating your skills for this position.

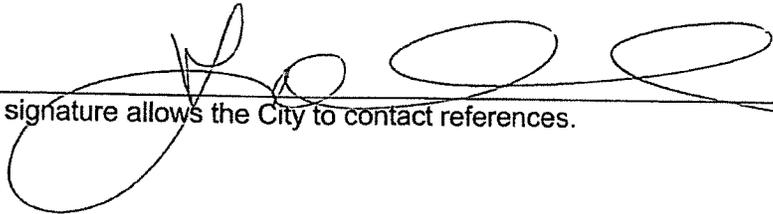
I don't have any agenda. I am not a developer. I don't have any clients that are working on any projects that are currently on in the near future coming to the planning commission. Truthfully, I don't even work with any large developers, so once again NO Agenda other than to help this community through the growing pains to come.

Please list THREE references with contact information below (Phone number, address, email address, if applicable).

1. Joel Krutson

2. Debra Himba T

3. Jon Davies


Your signature allows the City to contact references.

From:
To: [Dustin Nilsen](#)
Subject: possible open position on Planning
Date: Wednesday, November 7, 2018 4:19:34 PM
Attachments: [image003.jpg](#)

Hi Dustin,
Hope all is well with you and your family is loving your new home. I would be interested in running for the open planning commission position since Tim Counihan will become a city council member. I have expressed interest for several years but at the time, Nate DeVol(also my agent) was the chair and Cindy said there could only be so many real estate agents on the planning commission. Please consider me for that interim open position, as I think I could be beneficial to the community with my 20 years real estate experience. I don't have any agenda in mind except to want to get involved in giving back to a community that I have lived in for over 20 years.
Best regards,
vanessa

vanessa signature now



**CITY OF HOOD RIVER
PLANNING COMMISSION
APPLICATION**

The City Planning Commission is a 7-member lay body appointed by the Hood River City Council. Terms of office are for 4 years with each term beginning in October.

The Planning Commission acts as a hearing body on zoning actions including zone changes, variances and conditional uses, and makes advisory recommendations to City Council on such matters as annexations and street vacations. The Planning Commission also is responsible for developing and updating the Comprehensive Plan.

The Commission meets the first and third Monday of each month at 5:30 p.m., and additional special meetings may occur as often as twice a month. Meetings range from 1.5 to 3 hours in length, depending on the agenda. Additional time outside of meetings is required to prepare for the meetings.

Members of the Planning Commission are required to file an Annual Verified Statement of Economic Interest (SEI) with the State of Oregon. For a sample copy of the SEI, please contact the City Recorder at (541) 387-5212.

PLEASE PRINT (if filling out electronically, use Tab Key to advance to next box)

NAME: Tracey Tomashpol

ADDRESS:

MAILING

ADDRESS: Same as above

PHONE:

CELL PHONE:

OTHER PHONE:

EMAIL: t...

OCCUPATION: Writer / Volunteer / Retired (prior to retirement: Vice-President, West Coast Operations, McMaster-Carr Supply. Oversaw operations for west coast office. Details at www.linkedin.com/in/tracey-tomashpol)

1. What is your interest in Land Use Planning in the City of Hood River and its Urban Growth Area?

I believe that land use planning has the potential to affect the lives of the people who live here for years to come, and the environmental impact of thoughtful land use is equally high. We have opportunities to support families and individuals who want to live in the area by thoughtful development while creating or maintaining green spaces that provide a boundary where people and nature can interact. New choices in land use planning may help us reduce the need for some car use in the future, allow multiple generations to have or sustain homes in the area, and create opportunities for a diverse community to continue without sacrificing the natural beauty of the city and its surroundings.

I also think that wise land choices can also help us as a city, with reductions in the need for far-flung water distribution, sewer, and services. And because we live in an area surrounded by state and federal lands, which are also at high risk for disasters like fires, my interest in planning encompasses finding ways to be sure we are prepared for those issues too.

As someone who led a business for many years, I've also seen the benefits that accrue to people when they're able to work for a company that can earn enough profits to be able to pay strong wages and assist with employee benefits and education. Bringing companies like that to the area can enrich the lives of many people, because people who can both earn and learn at a company add to their communities as well. Our limited land poses challenges to the ability to attract companies in the "light industrial" type, but we should be aware of how positive they can be for a community.

Finally, my planning interest does go beyond Hood River. Although my decisions would only directly affect the city and its urban growth boundary, cities are tied together regionally. Our Gorge towns share a common physical environment, with both its beauties and its challenges. Finding ways to accommodate a population with wise land use planning throughout the Gorge will be a future challenge that I would like to accept.

2. What skills can you offer the Planning Commission?

I have 40 years of business experience leading large organizations. My education includes an undergraduate degree dual major in Spanish and Political Science. I have an MBA from Northwestern University (Illinois). I've taken graduate level classes in writing and a variety of online courses in subjects ranging from art to medieval manuscripts to understanding modern media.

I am familiar with budgeting, working with datasets, balancing the needs of business and community, researching complex issues, understanding and working towards accurate master data¹ and with doing research into new topics. I've led numerous company initiatives as well as smaller company design groups (focused groups that attempt to

¹ An example of master data would be an entry in a record of sales for property. When a property owner's name is listed 3 ways, or when the same street is sometimes called "Montello Street" vs "Montello Ave" vs "E Montello Street," finding patterns and using the data is made difficult for any planner.

answer a narrow set of business questions) and sprint teams.² As part of my work for many years, I worked with the ongoing development of our company's website and ecommerce plans, the creation of an information security policy, and the rollout of numerous web enhancements, so I'm comfortable with technology.

I like to understand new issues by seeking guidance and background from what has worked for others, while integrating that knowledge into what is appropriate for the situation at hand, and am comfortable reading and educating myself about those issues. I have worked with legal experts on a variety of topics including hazardous waste remediation, international trade, workers' compensation, employment, and recruitment, as well as on federal and state cannabis laws. I'm comfortable reading lengthy legal documents and rulings and attempting to interpret them (as a lay person). While I'm not remotely an expert in data visualization and design, I've taken an intro course and been exposed to the ways in which good data design and infographics can help others understand issues fairly quickly.

During my years leading our company's west coast operations (2003 to 2018) I was involved in a number of property and facility expansions, along with discussions with architects, city planners, and environmental engineers. At our business facility in California, I regularly talked with planners about seismic remediation, building and fire codes, underground methane, and soil structure. I'm not an engineer but I've talked with enough engineers that I'm comfortable asking questions when needed. I appreciated the working relationship we had with our city government. I've also seen first-hand the benefit of a strong business operation that is actively involved in the community, from philanthropy to job creation to the design of its physical spaces. I think I bring a broad range of experiences to the Planning Commission.

3. Please list any other comments which would help the City Council in evaluating your skills for this position.

I began to participate in the Hood River community as soon as I moved here, and had contributed to numerous community organizations even before I arrived. As an interested citizen, I've already been willing to dive into county data on property to better understand changes in the community home prices over time, and to present that data to the Commission. If a question comes up, I'm not at all hesitant about getting out to look at and try to understand the issue.

I'm interested in being part of the discussions and decisions with land use planning. I'm fluent in Spanish (though mostly focused on literature or business), but would do my best to expand the discussions with the Hispanic community through communication in Spanish where that's helpful in extending the reach of planning commission to a broad section of the community.

I am patient when listening to others and while not afraid of making my opinion heard, still respect the opinions of others and recognize that reasonable people won't always

² See <https://www.gv.com/sprint/>

agree on every subject. Healthy and respectful disagreement can lead to better end results on many topics.

Please list THREE references with contact information below (Phone number, address, email address, if applicable).

1. **Andy Walters,** ;

2. **Marianne Durkan,**

3. **Lynda McGrath**

Tracey Tomashpol

Your signature allows the City to contact references.

**CITY OF HOOD RIVER
PLANNING COMMISSION
APPLICATION**

The City Planning Commission is a 7-member lay body appointed by the Hood River City Council. Terms of office are for 4 years with each term beginning in October.

The Planning Commission acts as a hearing body on zoning actions including zone changes, variances and conditional uses, and makes advisory recommendations to City Council on such matters as annexations and street vacations. The Planning Commission also is responsible for developing and updating the Comprehensive Plan.

The Commission meets the first and third Monday of each month at 5:30 p.m., and additional special meetings may occur as often as twice a month. Meetings range from 1.5 to 3 hours in length, depending on the agenda. Additional time outside of meetings is required to prepare for the meetings.

Members of the Planning Commission are required to file an Annual Verified Statement of Economic Interest (SEI) with the State of Oregon. For a sample copy of the SEI, please contact the City Recorder at (541) 387-5212.

PLEASE PRINT (if filling out electronically, use Tab Key to advance to next box)

NAME: Lach R. Litwer

ADDRESS: Hood River OR 97031

MAILING ADDRESS: Hood River OR 97031

PHONE: _____

CELL PHONE: _____

OTHER PHONE: _____

EMAIL: _____

OCCUPATION: Strategy Consultant

1. What is your interest in Land Use Planning in the City of Hood River and its Urban Growth Area?

The decisions our City Council makes about land use today has generational impacts. My interest in helping with the planning commission is largely tied to my aspirations for the Hood River as my family's home. My wife and I have two young children, ages 2 and 4, who we hope will grow up loving this town as much as we do. To that end I would like to help City Council make planning decisions that allow our community to grow and thrive while keeping it's unique character and beauty.

As a small business owner, I also understand and am motivated to support plans that meet the economic needs of today's business community and appeal to entrepreneurs who want to grow their company here.

Public service has been an important part of my entire adult life, from my time in Americorps to the Army, and the federal civilian service that came after... For me, the opportunity to participate in the civic process of my home town is a natural fit and one I hope I am afforded the opportunity to pursue.

2. What skills can you offer the Planning Commission?

- Significant prior professional roles in public policy and stakeholder management.
- Experience researching and analyzing both quantitative and regulatory data to build executable proposals that were suitable, feasible, and reasonable for appointed and elected leadership.
- Berkeley MBA with a focus on real estate and affordable housing
- I have personal experience of having personally developed small scale (6 units) work-force townhouses in the City of Hood River, giving me insight into the regulatory framework of HRMC as well as an understanding professional developers perspective.

PLEASE PRINT

NAME: Joe Sheahan

ADDRESS: -

MAILING ADDRESS: same

PHONE:

CELL PHONE:

OTHER PHONE:

EMAIL:

OCCUPATION: Bartender/Server

(if filling out electronically, use Tab Key to advance to next box)

1. What is your interest in Land Use Planning in the City of Hood River and its Urban Growth Area?
I want to make sure that as Hood River grows the populations with the most need are looked out for. In addition the workers and renters of our community need to benefit. Responsible growth that encompasses, inclusivity, safety, multi-modal transportation and the environment.
2. What skills can you offer the Planning Commission? *Listening, reasoned questioning and knowledge of how the city and boards work.*
3. Please list any other comments which would help the City Council in evaluating your skills for this position. *I am in a unique position. I am a server in a popular local restaurant and I own my home. We have a lot of workers, service industry to engineers, in this community that struggle to find adequate housing. Working and being friends with them allows a perspective many in city roles do not have.*
4. Please list THREE references with contact information below (Phone number, address, email address, if applicable)

Chuck Hinman
Megan Saunders
Tim Counihar

CITY OF HOOD RIVER PLANNING

COMMISSION APPLICATION

The City Planning Commission is a 7-member lay body appointed by the Hood River City Council. Terms of office are for 4 years with each term beginning in October.

The Planning Commission acts as a hearing body on zoning actions including zone changes, variances and conditional uses, and makes advisory recommendations to City Council on such matters as annexations and street vacations. The Planning Commission also is responsible for developing and updating the Comprehensive Plan.

The Commission meets the first and third Monday of each month at 5:30 p.m., and additional special meetings may occur as often as twice a month. Meetings range from 1.5 to 3 hours in length, depending on the agenda. Additional time outside of meetings is required to prepare for the meetings.

Members of the Planning Commission are required to file an Annual Verified Statement of Economic Interest (SEI) with the State of Oregon. For a sample copy of the SEI, please contact the City Recorder at (541) 387-5212.

PLEASE PRINT (if filling out electronically, use Tab Key to advance to next box)

NAME: Matthew Roth

ADDRESS:

MAILING

ADDRESS: Same as above

CELL PHONE:

OTHER PHONE:

EMAIL:

OCCUPATION: Product Manager, Flickr

1. What is your interest in Land Use Planning in the City of Hood River and its Urban Growth Area?

Thank you for the opportunity to submit an application for the Hood River Planning Commission. I would love to be involved with the advisory body, should you find my experience and interest relevant.

We've been watching as the city has grappled with the ongoing issues of housing availability and affordability. I've read a number of studies commissioned by the City Council and elsewhere as the city has developed its STR policy and confronted the lack of affordable housing for sale or rent.

Since we moved here last summer and we've become a part of the community, we've come to intimately understand the need to incentivize more housing development so that supply can catch up with demand. Many of the families we've met are struggling with high rents and the steep barriers to home ownership in our current market.

From what I understand, the work already undertaken with the Westside Plan should produce some important policy proposals that could potentially be applied to the overall planning code and will lead to more housing not just in the Westside Plan area, but throughout the current urban growth boundary. This is very encouraging and I would look forward to making the Westside Plan a reality.

Furthermore, I think there are numerous projects around Oregon and in other states that could potentially work in Hood River. I've been taken by the ingenuity in the trend toward building smaller homes on smaller lot sizes, such as the Ross Chapin project Wyer's End in White Salmon or an under-construction project in Bend called The Hiatus. I reached out to Jesse Russell, the builder of The Hiatus, and learned he was directly inspired by Chapin's work building cottage communities (as well as the growing tiny home movement). He utilized the updates to the Cottage Housing Development provisions in state code to get approval for 23 units (in the equivalent of Hood River's R3 zone) on several lots that would normally support only one single-family home. According to Russell, units are selling quickly in The Hiatus and he's already purchased land to build his next cottage community in Bend. I could imagine the Planning Commission hosting a roundtable of similar developers in Hood River to share best practices from their work.

Relatedly, Square One Villages in Eugene provides another interesting perspective that might prove instructive for Hood River. The non-profit has mobilized individuals, architects, builders, community institutions, and city leadership to build tiny homes for the most vulnerable populations in Eugene and surrounding neighborhoods. Though Hood River might not have as large of a population at risk of homelessness, I think we ought to prioritize equity in housing policy so that affordable housing meets every level of income and need.

Hand in hand with promoting unique development arrangements, I can imagine the Planning Commission reviewing best practices for parking demand management from other cities and towns to allow for denser development. In constructing our home, we were surprised by the requirement for two off-street spaces in such a walkable downtown location and would have happily forgone the additional parking space if we

were able to do so. From discussions with homeowners in the heights who we've gotten to know, they've also cited the parking minimums as a challenge to multi-unit developments on land they own. While working as a journalist in San Francisco, I covered numerous initiatives to flip parking minimums to maximums in areas where density was desirable. Though we clearly don't have the same transit infrastructure to match an urban environment, many of the people I've met in Hood River, particularly through our childrens' preschool, have embraced electric assist bicycles and other innovative modes of transit, so traditional parking minimums could be less necessary than we might think and that additional space could be used for housing.

While I don't pretend to know all the solutions for our housing shortage, I think I'd bring fresh perspective on housing trends from around the country that we might adopt in our wonderful town.

2. What skills can you offer the Planning Commission?

I'm a planning and transportation nerd with deep experience organizing community groups, businesses, labor, policy makers, and politicians around these issues.

I've been consumed by land use planning and transportation policy for many years and I've worked professionally in support of livable communities in two previous capacities in New York City and San Francisco. I'm very interested in Hood River's growth and the way that land use policy impacts equity, livability, affordable housing, and our multi-modal transportation network.

Though I currently work in a very different field (consumer technology), I spend a fair amount of my free time considering how Hood River currently handles land use planning and the challenges we face as we grow.

3. Please list any other comments which would help the City Council in evaluating your skills for this position.

When I lived in New York City and San Francisco, I worked for roughly 5 years at two non-profits dedicated to supporting public space, pedestrian safety, bicycle infrastructure, and traffic calming. In New York, I directed what was called the Streets Renaissance Campaign for Transportation Alternatives, the largest pedestrian and bicycle advocacy non-profit in the city. As part of the campaign, I worked with community groups, business leaders, non-profits, and political leaders to support a range of initiatives that we believed would make the city more equitable and livable.

Among a number of proposals, we coordinated the Campaign for New York's Future to support the Bloomberg administration's PlaNYC climate change proposal. The most notable policy change that we advocated for was Congestion Pricing in the Manhattan Central Business District. Though that plan wasn't enacted until more than a decade later, we helped build community, labor, and business leadership around the initiative. We also worked with the Times Square Alliance to promote the pedestrianization of Broadway in Times Square, another plan that wouldn't gain traction for some years, but one for which we build important support among the theater and retail leadership. We also brought Donald Shoup to meet with business leaders at the Partnership for New

York City to promote better parking demand management, which represented the first time his academic treatise The High Cost of Free Parking gained an audience with city leadership.

In San Francisco, I co-founded Streetsblog San Francisco and wrote more than 500 stories about planning, land use, public transportation, pedestrian safety, and regional funding measures. That experience helped me understand how local policy is influenced and developed, as well as the impacts of state and federal funding on those policies. I believe the range of exposure to these issues could bring interesting ideas and insights to the Commission as it deliberates and advises city leadership on upcoming policy decisions.

Please list THREE references with contact information below (Phone number, address, email address, if applicable).

1. Bill Irving.
2. Dave Robinson.
3. James Lombardo.
4. Paul White .

Your signature allows the City to contact references

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: September 9, 2019

To: Honorable Mayor and Members of the City Council

From: Mark Lago, Director of Public Works

Subject: Award Professional Service Contract for Design of the Waterfront Storm Line

Background:

The City of Hood River developed and advertised a Request for Proposal (RFP) for professional services for the evaluation and design of the Waterfront Storm Line

On June 28, 2019, this RFP was advertised in the Oregon Contractor Plan Center, Daily Journal of Commerce, Tri City Construction Council, Premier Builders Exchange, Salem Contractor Exchange, SW Washington Contractors 7017, Hermiston Plan Center, Central Oregon Builders Association, McGraw-Hill Construction Dodge, Construct Connect and the Hood River News.

A pre-proposal meeting was held on July 9, 2019 at City Public Works and a site tour and 8 engineering firms attended. Three firms submitted an RFP on July 26, 2019. The three RFP's were evaluated by using a 'Content and Evaluation Criteria' set in the RFP. Please see the content and evaluation results below.

Content and Evaluation Criteria	BELL	HHPR	RH2
Introductory Letter	X	X	X
Insurance Coverage	X	X	X
Computer Equipment	X	X	X
Consultant firm qualifications	86	93	76
Key Personnel qualifications	129	127	111
Quality of client service	63	69	68
Scope of services & schedule	144	112	107
Supporting information	23	22	23
TOTAL POINTS	445	423	385

1. Bell Design Company
2. HHPR
3. RH2

Stoner Bell has served as the City Engineer under a professional services agreement since 2011. His firm, Bell Design, has designed numerous capital improvement projects for the City as “special assignments” under the professional services contract or in response to a formal request for proposals.

As Council is aware, the City is actively recruiting for an in-house City Engineer.

Wade Seaborn, City of Hood River, Senior Project Manager (P.E.) will be the Project Manager and will oversee the design of the waterfront storm line project.

Staff Recommendation: Authorize the Director of Public Works to enter into professional service contract negotiations with Bell Design Company.

Suggested Motion: I move that on tonight’s consent agenda we authorize the Director of Public Works to enter into professional service contract negotiations with Bell Design Company.

Alternatives: Do not authorize the signing of the professional service contract and provide other direction to staff.

Fiscal Impact:

The contract engineering costs will be determined through negotiations with the selected firm and brought to the City Council for approval before final award. The Hood River Urban Renewal Agency authorized expenditure of \$250,000 and the State of Oregon has committed \$1,700,000 for the project. It is anticipated that these two funding sources are sufficient to fund design and begin the first phase of stormwater line project.

Attachments: None