

AGENDA
Urban Renewal Advisory Committee Meeting
City Hall
211 Second Street

Thursday, December 19, 2019
*****5:30 p.m.*****

- I CALL TO ORDER
- II BUSINESS FROM THE AUDIENCE
- III AGENDA ADDITIONS OR CORRECTIONS
- IV APPROVAL OF MINUTES
August 15, 2019 and November 7, 2019 PAGES 2-10
- V URBAN RENEWAL ADMINISTRATOR
1. Heights Project Update PAGES 11
- VI ITEMS FROM MEMBERS
1. Safer Streets List – Member Jody Behr PAGES 12
- VII ADJOURN

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

Urban Renewal Advisory Committee Meeting
Regular Meeting
August 15, 2019

Present: Vice Chair Pat McAllister, Jody Behr, Tina Lassen, Amanda Goeke, Joshua Chandler

Staff: Director of Finance/ACM Will Norris, City Recorder Jennifer Gray

Absent: Chair Jack Trumbull, Abby Capovilla

I CALL TO ORDER – McAllister opened the meeting at 5:51 p.m.

II BUSINESS FROM THE AUDIENCE – moved to the end of the agenda

III AGENDA ADDITIONS – none

IV APPROVAL OF MINUTES – May 16, 2019, June 20, 2019 and July 18, 2019

Motion: To approve the meeting minutes of May 16, 2019 as amended

First: Goeke

Second: Chandler

Discussion: Behr had several edits to the minutes. Edits were agreed by the group. Gray will make the edits before minutes are signed.

Vote: Motion passed unanimously

Motion: To approve the meeting minutes of June 20, 2019 as amended.

First: Goeke

Second: Lassen

Discussion: Behr had an edit to her statement under Discussion Item No. 1. She will send Gray the language to clarify her statement. The group agreed to her edit. Gray will make the edit before minutes are signed.

Vote: Motion passed unanimously

Motion: To approve the meeting minutes of July 18, 2019 as amended.

First: Behr

Second: Goeke

Discussion: Behr stated she did not believe the motion on page 18 under Discussion of Long & Short-term Demonstration Projects. After discussion, it was agreed to leave the motion as is. There were two grammar edits. Gray will make the edit before minutes are signed.

Vote: Motion passed unanimously

V URBAN RENEWAL ADMINISTRATOR

1. 2019 Legislative Update on Urban Renewal in Oregon

Norris reported.

The most recent legislative session included several changes to ORS chapter 457 governing Urban Renewal financing activities in Oregon via House Bill 2174. The biggest change relates to use of tax increment financing to fund the construction of public buildings. The law now requires concurrence by three of the four largest taxing jurisdictions in the district to do so. In Hood River, the four largest taxing districts are the City of Hood River, Hood River County, Hood River County School District, and the 911 Communications District. Three of the entities will now need to consent before the Urban Renewal Agency can amend a plan to authorize construction of a public building. Relevant to the Columbia Cascade District, the new law specifically exempts parking structures from this more stringent requirement.

House Bill 2174 includes several other smaller changes that can be best described as clarifications or minor house cleaning items. A summary of all the changes written by Hood River's urban renewal consultant, Elaine Howard, is attached in the meeting packet.

Staff Recommendation: Information only.

2. Recap on Public Meetings Rules

As the Heights Urban Design & Engineering activities accelerate its expected committee members, business owners, and the public at large will want to have a running dialog. Email and text messages are a natural outlet for these types of communications in everyone's private lives. However, electronic communications outside of a public meeting creates issues in the context of a public body. As an official advisory committee to the Urban Renewal Agency Board, URAC is considered an extension of the board for application of Oregon's Open Meetings Law. The key objective of Oregon's Open Meetings Law is to ensure deliberations on public policy are made openly. While this ideal is commonly shared, in practice it creates some complications for fluid communications between meetings. Included with this staff report is a well written memorandum from Bend's City Attorney to their equivalent of the URAC.

The bottom-line recommendation is to avoid substantive communications about committee business with other members outside of a public meeting. As noted above, this is often easier said than done. In order to assist with the dissemination of real-time project updates, I've asked Greenworks to funnel any information through me in the form of a memorandum. These memos will be forwarded to the whole committee but also collected and included in the subsequent URAC meeting packet. This will insure anyone with an interest in the project will have equal access to the same information as the committee.

Staff Recommendation: Information only.

3. Waterfront Stormwater Line Update

The Urban Renewal Agency authorized expenditure of \$250,000 for initial work by the City of Hood River on the Waterfront Stormwater Line in April. Since then, Hood River's elected officials on the State and Local levels were successful in obtaining a commitment of \$1.7 million in Oregon Lottery Capital Project dollars from this last legislative session. The City of Hood River is continuing to search for additional funding sources. A "one-stop" funding meeting with Business Oregon is schedule for early September.

Staff Recommendation: Information Only

4. Schedule for Scoring Criteria Meeting

The next step in the Heights Urban Design & Engineering project is to hold a Scoring Criteria meeting. An overview of the meeting from Greenworks subcontractor Angelo Planning is attached to this report. Available dates for the meeting are below. An online doodle poll has been created to collect URAC member availability.

- Wednesday September 4
- Tuesday, September 10
- Wednesday, September 11
- Thursday, September 12
- Tuesday, September 17
- Wednesday, September 18

The board agreed to hold the meeting on September 18, 6-8pm. Location to be determined.

VI ITEMS FROM MEMBERS

1. Review of Greenworks Documents from July 18th URAC Meeting

McCallister stated the board received several documents at the last meeting from Greenworks. It was a lot of information to review. He asked board members to share their thoughts and input.

Goeke stated on Page 4 regarding stakeholder interviews, she would like to add a note, to make sure the Heights Business Association involved. It should not only be the property owners being involved and notified; it should also be business owners. She questioned why Providence Hospital and Chamber of Commerce was listed, when they do not pay into Urban Renewal. They should not be singled out more than other businesses in the Heights. Goeke had questions regarding traffic safety study on Page 12, for the area between Belmont and May Street. She didn't understand why the entire District would not be looked at. She understands that area is important, but the areas that feed in and out is important; she would like the entire District area reviewed.

Lassen stated on Page 5 under interest group, there has been a lot of confusion with Streets Alive (one day event) and the demonstration projects. She stated there is not a group bring called "Streets Projects," that is a group of community members. She believes it is best to use Streets Projects instead of Streets Alive; build in that distinction of keeping Streets Alive as the one-day event and Streets Projects interest in infrastructure changes. She questions where the best place would be to place Columbia Area Transit (CAT) as a stakeholder in the process. She had questions regarding community meetings; she asked if backing-up the community meetings by one month would be logical. Lassen stated she had heard there was discussion about designated truck routes at Windmaster Corner.

McCallister stated there is a restriction from Windmaster through the Rental Center/Booths corner; 65,000 lbs. or 65 feet. Farm vehicles and hauling crop are exempt but most everyone else is under that criteria. McCallister stated there was discussion regarding a project at Nobe's Corner, but it went over budget and with the current financial situation at the County, the project has been shelved. Even if that project was completed, there would still be a restriction between cemetery Corner and Booth corner. McCallister stated there has been discussion in the City's transportation plan, regarding truck routes off of Wine Country up to May Street or Fairview. There has been talk about that being a truck route, but the School District owns property above Stonehenge. Both options would have truck routes going by schools. It is a tough scenario. McCallister stated he has spoken to Greenworks about this issue. He also spoke to Dan Bearden at the workshop. Burden was not aware of the restrictions outside of the City for trucks. Burden said it would make a

difference on some of his analysis.

Lassen stated under Demonstration Projects, where it discusses Streets Alive working with ODOT on a permit process, it is really the City that is working with ODOT. The confusion began when Streets Alive worked on their one-day event and URAC was talking about doing demonstration projects. ODOT told them to submit everything together. She does not believe it is accurate to say that Streets Alive was developing a permitting process. ODOT was looking at Hood River to be their test case, for the State on how to do a one day, one month and one-year project. She believes that needs to be clarified. Streets Alive might still be talking to ODOT about how to do applications for longer projects, but they have no intention of doing longer projects this year.

Behr stated she spent a lot of time talking to Greenworks, when they were negotiating a scope to make sure it was clear the scope they were going to be doing, was going to be meet the City's long-term needs; out of the 30% design they were going to know what works and what will not work. She stated the study area needs to include the entire District. Regarding the intersection studies, she discussed with Greenworks the group would be picking the six of the sixteen intersections to be studied. Once they have information from the traffic study, that is going to tell them a lot and how to look at doing high level changes to the existing traffic. They need to co-determine the studied intersections. She expects that Oak/Cascade and 13th will need to be included and likely Elliot in any major traffic shift. Behr questioned when new traffic studies will be done. They will want traffic studies at intersections they want to study. She stated this is an important aspect of the 30% design. Behr stated the report states Greenworks will be using 10-year projections for their future design year; those are usually 20 years. She asked why this is a 10-year and not a 20-year. She questioned what kinds of methods are used in the traffic engineering field, to project into the future. They are going to have to follow ODOT rules, but they need to ask the expert these questions. She spoke about the need to look at the traffic scenarios. She reviewed the process that makes sense to her. She explained they look at today's conditions with traffic, and then do the projections for growth. Take the new numbers for 20-30 years, put those numbers on the existing streets and determine if anything fails. They need numbers to determine what is viable. Behr reviewed her comments regarding the public involvement memo, the website, interest groups, dissemination of information to the public. Behr noted she believes the Police Department, Fire Department and Public Works should be added to the list of other agencies and jurisdictions. McCallister stated Sheriff's Departments should be added as well. Behr will forward all her comments to Norris to share with Greenworks.

There was discussion regarding scoring. Norris will forward Behr's comments to Greenworks.

Lassen added under the Traffic Analysis Multi Mobile Assessment. She would like to add a note about no bicycle connectivity/transportation.

Goeke asked that on future meeting agendas, have a place holder for a Greenworks update? A quick check in on where they are at in the process. She feels it would be beneficial.

VII BUSINESS FROM THE AUDIENCE

Randy Franz, Hood River, OR – he asked that the meeting be advertised in the Hood River News to inform the community about these meetings. Gray responded the meetings are posted on the City's website and the meeting agenda is emailed to those who sign-up to receive City meeting notices through Hood River Connect. She will ask Kirby to add the meeting to the community meeting posting. He asked who is paying for Greenworks. McCallister stated it is part of the

funding through the tax increment financing, that was created with the Urban Renewal.

James Klein – he is representing Hood River Corner Stone LLC. They own three commercial building and residential complex. He has yet to hear anything about what has been going on, until today through Franz. He said the public involvement has been lacking. He is here to talk about crosswalk problems. He disagrees with what ODOT has done. It has created more problems, specially at Belmont and 13th Street. ODOT has stopped communicating with him on this concern. Pedestrian access needs to be looked at besides traffic. His employees park on Belmont and cross the intersection that has now been modified by ODOT. He would like pedestrian and biking traffic to be included in the study.

McAllister stated the changes to the 13th and Belmont intersection is a concern Advisory Committee member share.

Don Chandler – he is here tonight because he was not aware of the Urban Renewal Advisory. McCallister explained the Advisory Committee reports to the Urban Renewal Board (City Council and two members of the Port of Hood River). Chandler agreed with a lot of what Behr stated earlier. He stated ODOT does not listen until someone is killed.

Dani Correa – she attended the first two community meetings in 2017. At the second meeting, she felt a little relieved about what was going on. Her takeaway from the meeting was the business community knew the \$4.8 million was going to be limited, but the priority was going to be for the Heights business group. If something big was going to happen, they wanted undergrounding of utilities, fixing the sidewalks and doing some bump outs to make it safer for pedestrians. There was a follow up meeting. She sent an email to City Manager Steve Wheeler. She was concerned because when all the information was put together, some of the data collected was blended in with survey monkey information. Wheeler has explained to her the elements that were added, were not a part of Elain Howards menu. They were guest added items. Because they were not apart of Howards menu, they were not added in. Correa feels the weight of those things did not “jive” with what she took away from the last meeting in 2017. She is wondering if they can revisit those priorities for the Heights business community.

Norris stated a lot of new ideas were received. Beyond those 2017 meetings, the Dan Burden workshop and Streets Alive was added. They had a lot of coalescing groups wanting things that were outside of the original 2011 plan. That is when a solution for this was to start over from scratch, using all the ideas and have Greenworks put them into coherent designs and alternatives. Nothing is lost from the past meetings.

Brian Winans – he has lived in the Heights for 26 years. He hasn't heard anything about what is going on. He expressed the frustrations he had with Streets Alive, as a resident in the area. He agrees that something needs to be done regarding safety. He also spoke about the difficulties of maneuvering large trucks and trailers in the Heights area. It will be more difficult with bump outs. He would like the group to think about those types of issues.

Kirk Osborne – he understands what the group is up against, when dealing with ODOT. He was on the Hood River Chamber of Commerce for eight years. ODOT told the Chamber that Button Bridge would never be changed. It was changed after someone was killed. ODOT only deals with accidents and deaths. When those happen, that is when change happens. He stated 12th and 13th Street is very congested, and it needs to be addressed. There is also a lot of congestion on Oak and Cascade Avenue; more traffic lights are needed. Rand Road and Wine Country Way on

Cascade are very dangerous. Those are areas he would like to see addressed.

McAllister thanked everyone for speaking tonight. There have been members on this board since it began. It's been a learning process. They are trying to listen to the community. He sees the need to do a better job at noticing these meetings in the Hood River News. He stated the whole process with him running a business on the Heights, is about commerce, economic development and safety. Those are the key points he is pushing. They are not all going to get their way. The committee agrees to disagree at times, but everyone gets an opportunity to speak their mind. They can't create a win-win. His hope is they can find middle ground, to make it safer for everyone and better the businesses in the Heights.

VIII ADJOURN – 7:20 p.m. by unanimous consent.

Jack Trumbull, Chair

Jennifer Gray, City Recorder

Approved by the Agency on _____

Urban Renewal Advisory Committee Meeting
Special Meeting
November 7, 2019

Present: Chair Jack Trumbull, Vice Chair Pat McAllister, Abby Capovilla, Jody Behr, Amanda Goeke, Joshua Chandler

Staff: Director of Finance/ACM Will Norris

Absent: Tina Lassen

Notice is hereby given the Urban Renewal Advisory Committee of the City of Hood River will be meeting on Heights District planning activities with the Hood River Heights Business Association. No action is anticipated, and the meeting is open to the public to attend. Meeting will be held on Thursday, November 7, 2019 to begin no earlier than 5:30 p.m. at the Hood River Fire Station, 1785 Meyer Parkway, Hood River, OR

I CALL TO ORDER –5:30 p.m.

Trumbull called the meeting to order.

Norris thanked the Hood River Heights Business Association for inviting the Urban Renewal Advisory Committee to the meeting.

Norris gave a brief summary about Urban Renewal, the rolls and responsibilities of Urban Renewal and where the Height Plan currently stands. Norris reviewed the City's webpage to show where to find information on Urban Renewal. The PowerPoint will be added to the record and the audio recording of meeting is available on the City website.

Dani Correa welcomed audience members to ask questions.

Heidi – She is a business owner in the Heights. She asked who pays for the taxi that is borrowed for projects. She does not want parking meters to be placed in the Heights.

Kurt Osborne – He has lived in Hood River since 1970. He gave his history knowledge on parking meters and issues. He does not believe parking meters should be placed in the Heights.

Rachael – She is a new resident of Hood River. She wants a better understanding of the process of this development. She asked if there is an RFP process the City's goes through, to attract developers and other small business owners to meet certain specifications. What is the next step beyond developing these public spaces to be more attractive to business owners?

Ruth – She sees a large amount of money going to district identity. She asked what does that mean?

Brandon Ramey – He is part owner of a building next to the Farm Stand. He spoke about increases to property value and having to pass cost increases to their tenants. He believes there is a balance that needs to be thoughtful and how the City taxes new development in the Heights. The right balance is important. The way the City interfaces with builders has to be an efficient manner, that takes into account the overall goals of development in the Heights. The Heights is right in the middle of where everybody lives on a level. If there is robust infrastructure that supports pedestrians and cars, they will have less of a car problem and parking meter problem. He is excited to see and learn more about the traffic and development plans. Are there regulations on State roads (12th and 13th Street)? Does it have to be a double lane on both directions, and can it be switched?

Megan Ramey – She is a Heights resident. Her family walks and bikes everywhere. She is on the City Planning Commission and an organizer for Streets Alive. She was recently appointed as the Active Transportation Representative for all of Region 1 for ODOT. It is her job to put a hat on that represents the Region of four counties, but she is bias with Hood River and the Heights. Next month at the ACT Region 1 meeting, they are getting a list of all the crosswalks, sidewalks and ramps that need to be ADA complaint. She will get an update on where the Heights is on that list. ODOT has just updated all of their engineering design standards around walking and biking infrastructure. She will get to see what those standards look like. That will help shape what 12th and 13th will look like. ODOT has told her they follow what the City's transportation plan states. They try to accommodate it as much as possible. It would be the City telling the State what they want to do with the Streets. Ramey also spoke about the process of changing the ownership of 12th and 13th Street, from ODOT to the City.

There was discussion regarding the City taking ownership of 12th and 13th or seeing what can be done about making the area a business district to, slow the speed limit down to 20mph.

McCallister spoke about traffic studies and the projected traffic growth for the next 20 years. There is a lot of things to consider; traffic, parking, safety, emergency services and businesses. They have a very narrow pallet to deal with and they need to keep in mind the Heights is the gateway for the valley.

There was discussion regarding Streets Alive. Concerns and ideas to consider.

Norris added Urban Renewal as an agency only spends money, that is the only thing that it can do. It does not tell private entities what they can and can't do. It is not a regulatory group or some type of secondary government, policing the Heights in any way. Urban Renewal decides if they want to authorize expenditure funds, if it is a good idea and if it's a

good project.

Trumbull thanked the Hood River Heights Business Association for inviting URAC to the meeting and he thanked the public for attending. He welcomed the public to attend the regular scheduled URAC meetings (3rd Thursday each month, 5:30pm), stay informed and be involved.

McCallister encouraged the entire community to be involved. This project will have an effect on the entire valley.

II ADJOURN – 7:00 p.m.

Jack Trumbull, Chair

Jennifer Gray, City Recorder

Approved by the Agency on _____



HOOD RIVER URBAN RENEWAL AGENCY

Urban Renewal Advisory Committee

211 2nd Street, Hood River, OR 97031 Phone: (541) 387-5214

DATE: December 19, 2019
TO: Urban Renewal Advisory Committee (URAC), Jack Trumbull, Chair
FROM: Will Norris, Finance Dir. / Asst. City Manager
SUBJECT: Urban Renewal Administrator Agenda Items

Heights Project Update

Final Greenworks Billing - The Urban Renewal Agency has processed final billings and received work product to-date from Greenworks. Expenditures with Greenworks totaled \$48,362. Project files near 5GB and include work through the Scoring Criteria Meeting. Work product includes GIS shapefiles, district renderings, and traffic data as well as reports that have already been shared publicly

Traffic Study - The contract with Greenworks concluded as the base traffic study was undergoing review and comment by ODOT. Toole Design, the traffic analysis subcontractor for Greenworks, was asked to follow through with a final meeting with ODOT to receive and incorporate the department's comments. ODOT recommended downward revisions to the traffic forecasting assumptions that significantly alter the report. Toole has graciously offered to incorporate ODOT's input at no cost in order to provide a complete base traffic study. However, because this work is being done on non-billable time, it will need to be completed between other projects. Toole has estimated the final report will be ready in mid-January.

MIG Project Planning – All existing project files have been transferred to MIG. It is apparent that a full document review and coordination on a smooth resumption of the project will be very important next step. The agency intends to authorize \$6,630 for pre-contract work with MIG. This budget includes 36 hours total, including 24 hours for MIG, 6 hours for DKS, and 6 hours for Klein & Associates. The pre-contract assignment provides the MIG team time to review previously developed materials and coordinate with the Urban Renewal Agency to determine how the previously completed work can be incorporated into the project scope and process moving forward. Outcomes from this effort will be reflected in the scope developed by MIG and coordinated with the Urban Renewal Agency. This assignment also will allow the agency to begin developing a working relationship with this new consulting group prior to recommending a much larger engagement. A tentative schedule for scope development is:

2/20/2020 – URAC Meeting to Review MIG Project Scope / Budget

3/9/2020 – Contract consideration by Urban Renewal Agency Board

Staff Recommendation:

No action required, information only

Attachments

None

J. Behr 12-16-19

What we can do now to create safer street network in the Heights

Suggestions discussed at 5/16/19 URAC Meeting when ODOT presented crosswalk changes

Zachary (ODOT Traffic Engineer)

Maria Sippin (ODOT Planner)

Katelyn Jackson (ODOT Community Affairs Coordinator)

Note: Zachary, Maria & Tara are Region 1 multi-modal group

1. Educate community on crosswalks, pedestrians, bike & vehicles sharing the street
 - a. 2nd Part of 4-E's (Engineering, Education, Enforcement, Emergency)
 - b. ODOT has education materials for crosswalk enforcement/messaging that they would share with us
2. Enforcement in Heights for speed & crosswalk awareness
 - a. include non-marked (but not closed) crosswalks as part of education campaign
 - b. Will suggested we have discussions with the Chief of Police
3. Belmont/Union intersection had a lot of discussion
 - a. Zachary suggested a 4-way stop at 13th/Belmont as possibility
 - b. 4-way stop at 12th/Union also discussed for speed control, northbound lanes
 - c. Katelyn suggested this discussion could be started w/ District Manager for safety
4. 13th & Taylor – *note for future, not intended as a do now*
 - a. Bumpout on northwest corner could reopen north leg of crosswalk if provides adequate site distance for curve

Additonal by Jody

5. Parking stall removal
 - a. at intersection approaches that limit site distance to entirely unsafe conditions
 - b. see if there are places we can add stalls on side streets to replace
example: stall on southwest corner of Taylor/12th