



Waterfront District 1st Substantial Amendment



Will Norris | Urban Renewal Administrator

Agenda

- Urban Renewal in Concept
- History of Waterfront District
- Stormwater Line Replacement
- 1st Substantial Amendment

Urban Renewal in Concept

Tax Revenue

Absent new development. Measures
5 & 50 limit property tax growth to
3% per year



Time



Urban Renewal in Concept

Tax Revenue

Urban Renewal freezes property tax growth at a point in time. This is called the “Frozen Base”

Time



Urban Renewal in Concept

Tax Revenue

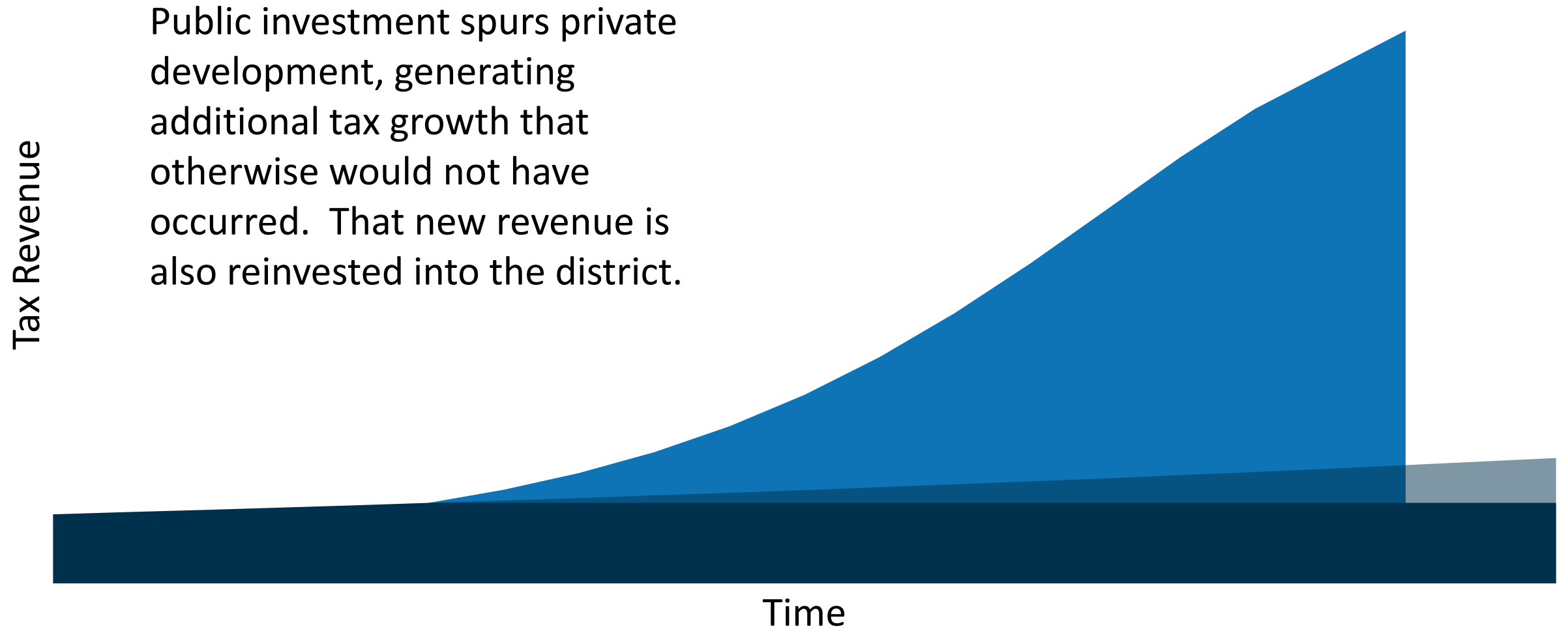
Overlapping taxing districts, such as cities & counties, forego incremental property tax growth during the life of the district. Schools & Community Colleges are held essentially harmless through State per student funding formula

That revenue stream is diverted to borrow against to fund development projects in the district.

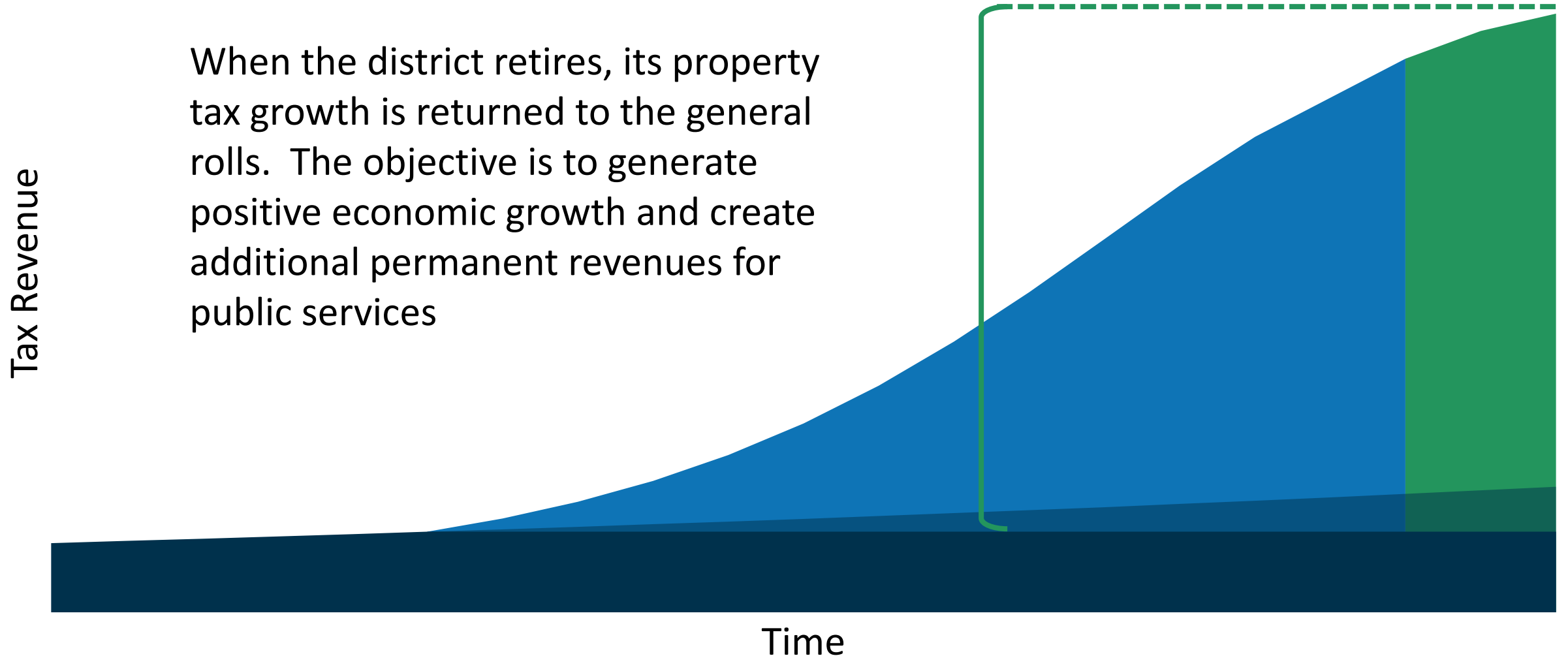


Time

Urban Renewal in Concept



Urban Renewal in Concept

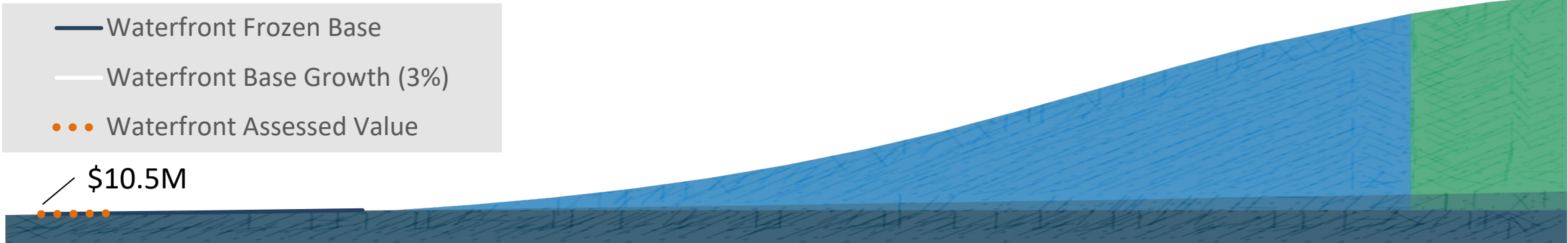


Urban Renewal in Practice: Waterfront



This aerial image of the waterfront shows it in 1993. It included a few industrial buildings but was mostly vacant parcels

1993



A decade later little had changed. Only a parking lot was added to the Expo Center and improvements made to 2nd street.

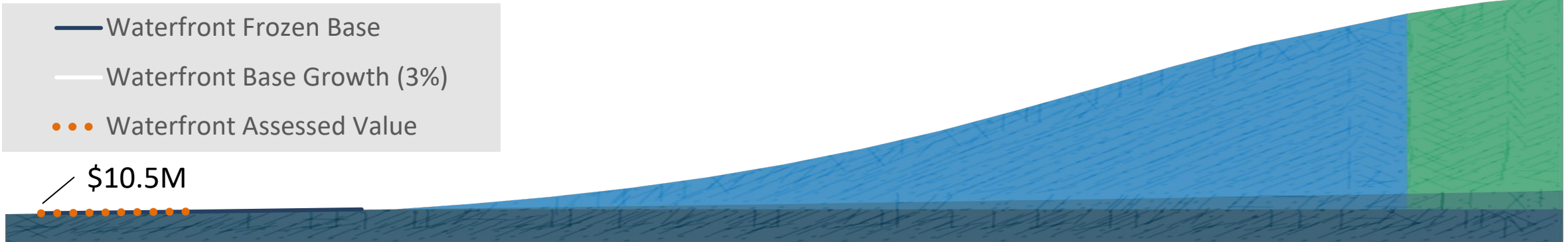
Hood River

Nichols Boat Basin

Hood River

2004

Waucoma Basin

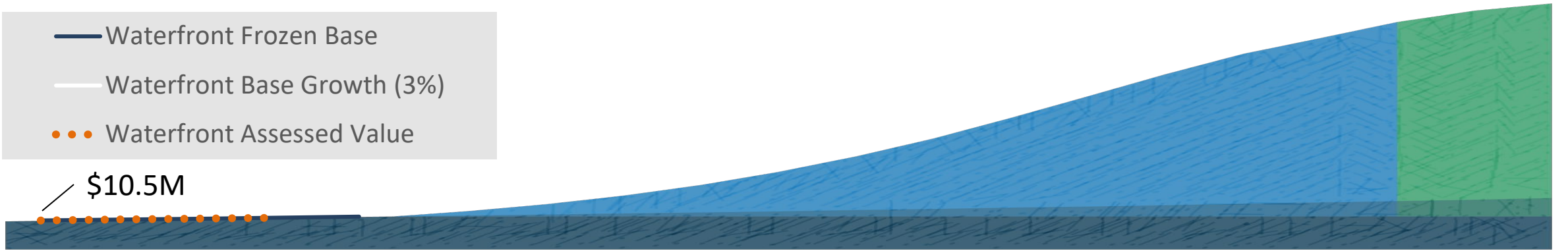


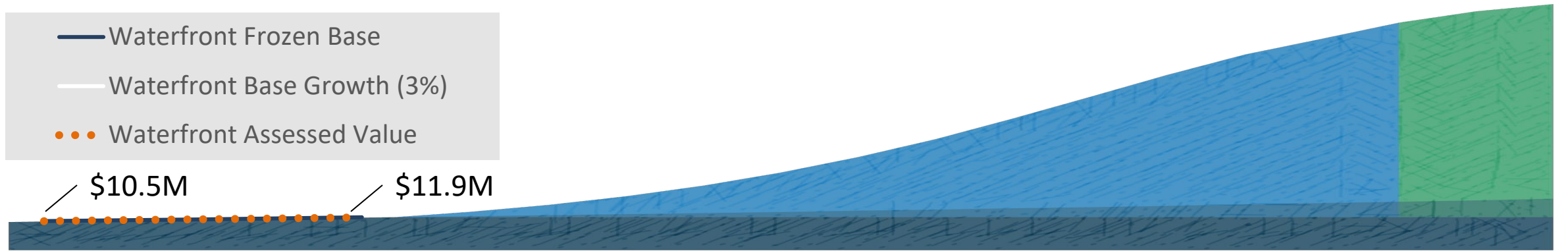
Similarly, little to no development occurred over the next several years. Stories from this period remarked on intense odor from the wastewater treatment plant and occasional spray from its settling ponds during high winds

2005

- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value

\$10.5M





This was the view looking down Portway Ave. in 2007. The area was sometimes used for bike races because of its lack of cars and people.

- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value

\$10.5M

\$11.9M

2008 Waterfront Plan Goals:

1. Economy
2. Recreation
3. Habitat Enhancement
4. Land Use
5. Traffic & Transportation
6. Public Utilities
7. Public Involvement

In 2008, the Waterfront Urban Renewal District was formed by Ordinance 1959.



- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value

\$10.5M

\$11.9M

Contingency/Overhead-10%

Business Recruitment-4%

Habitat-4%

Infrastructure -52%

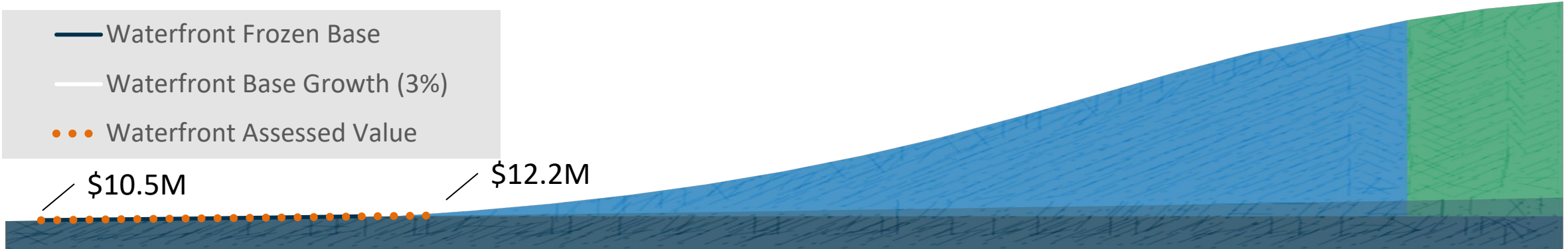
\$5.75M

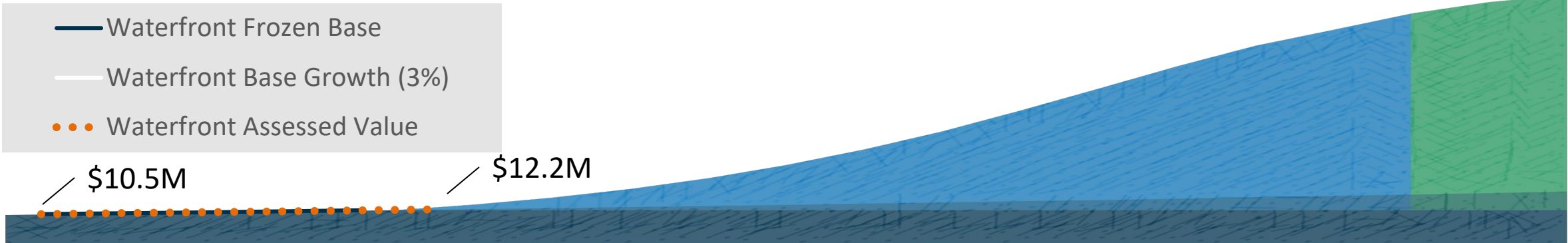
Recreation-30%

The plan identified investment targets to address barriers to the development of the Waterfront District. This was primarily infrastructure, but also include recreational and habitat improvements

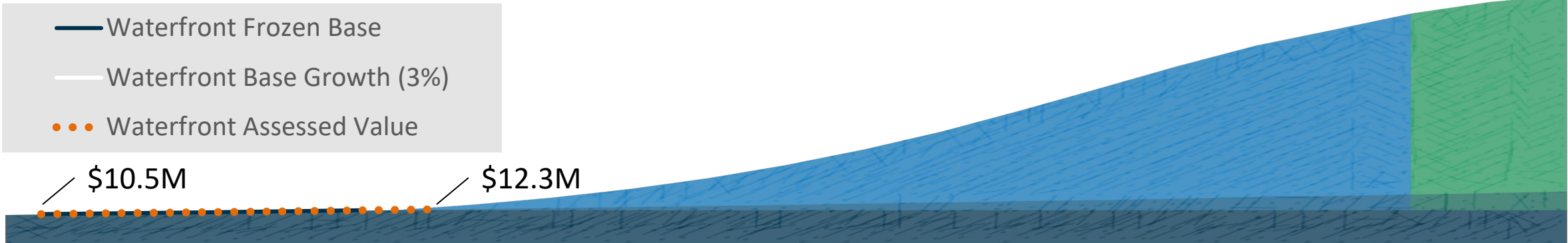
- Wastewater Plant Odor Control
- Riverside to 8th (including signal at 2nd)
- Future Industrial Street
- Hood River Waterfront Park Phase II
- Habitat Enhancements
- Utility Upgrades and Renewable Energy
- Portway Avenue
- 8th Street
- Trail Connections
- Recreational Site Enhancements
- Business Recruitment & Marketing
- Overhead







2009

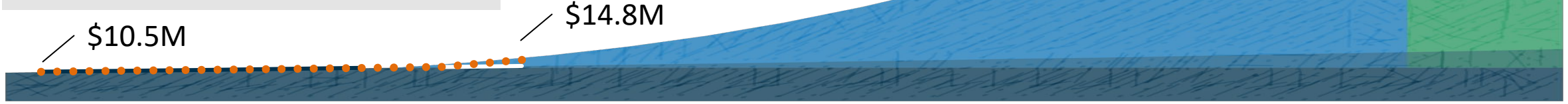


The Waterfront Urban Renewal District paid for a masterplan of the interior of the new district



2009

- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value



- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value

\$10.5M

\$14.8M

Halyard Building
Completed: June 2010



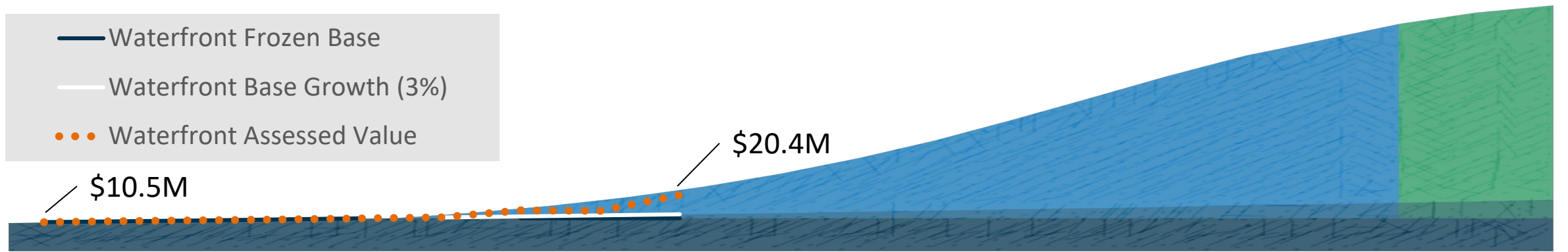
In 2010 and during the “Great Recession”, Urban Renewal paid for Odor control improvements to the wastewater treatment plant and built Anchor Way. The Port of Hood River built the Halyard Building before having a defined tenant.

Waucoma Basin

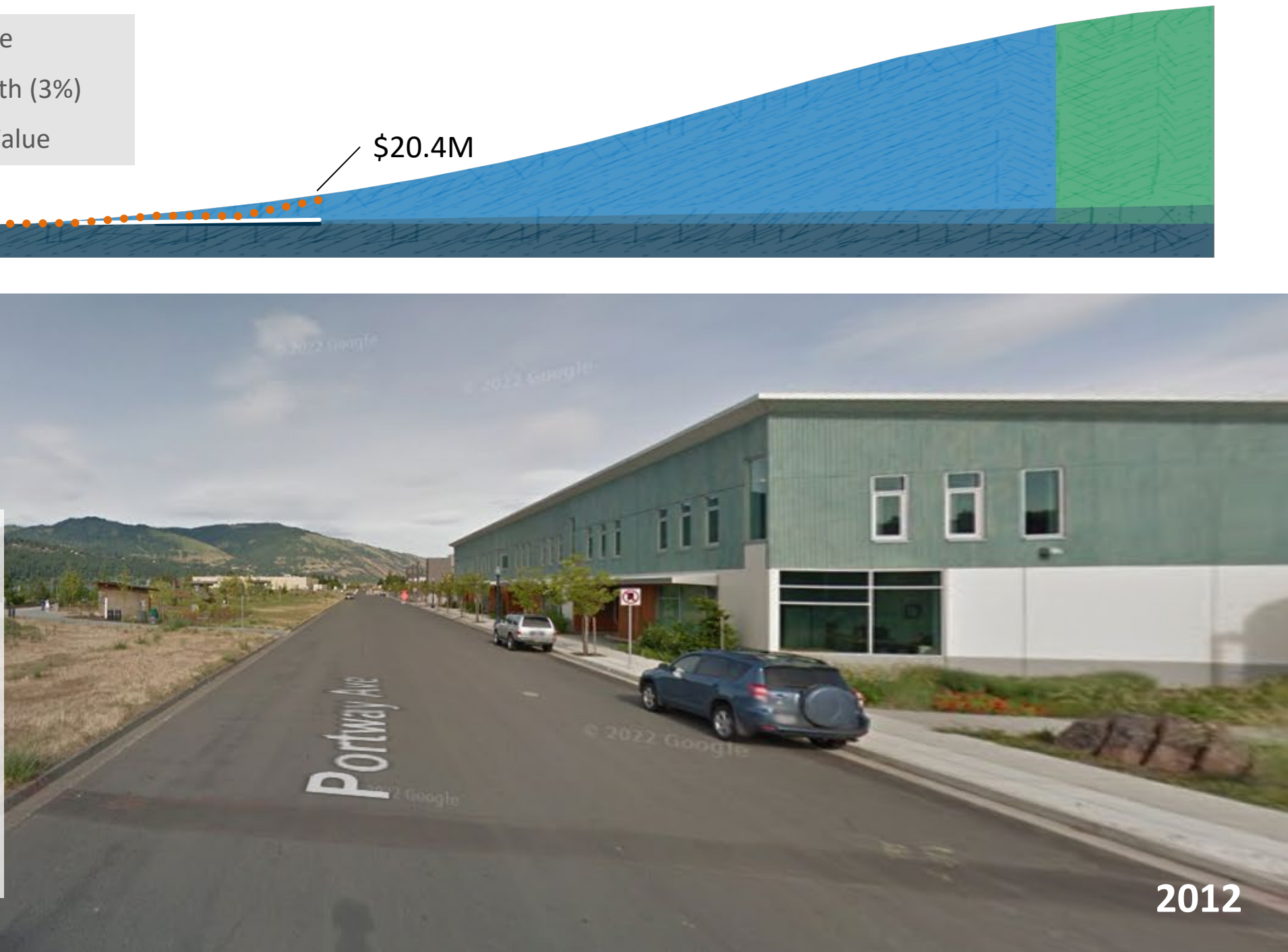
Hood River

Hood River

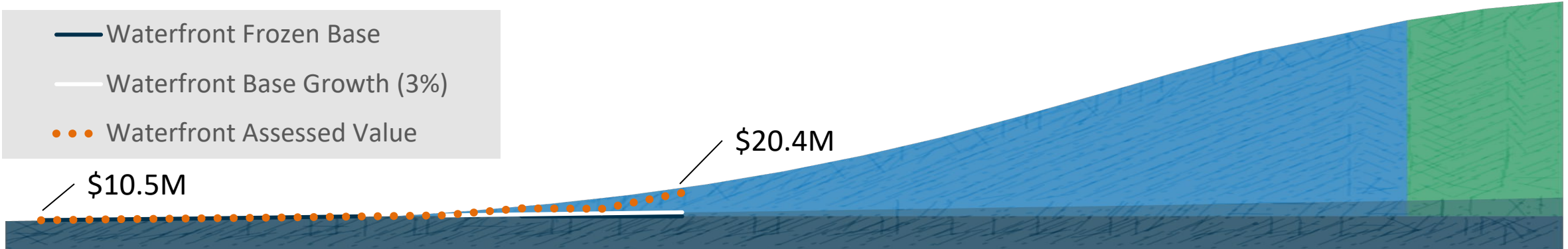
2010



By 2012 the view down Portway Ave. starts to resemble what we know today. Taxable value growth also starts to accelerate.



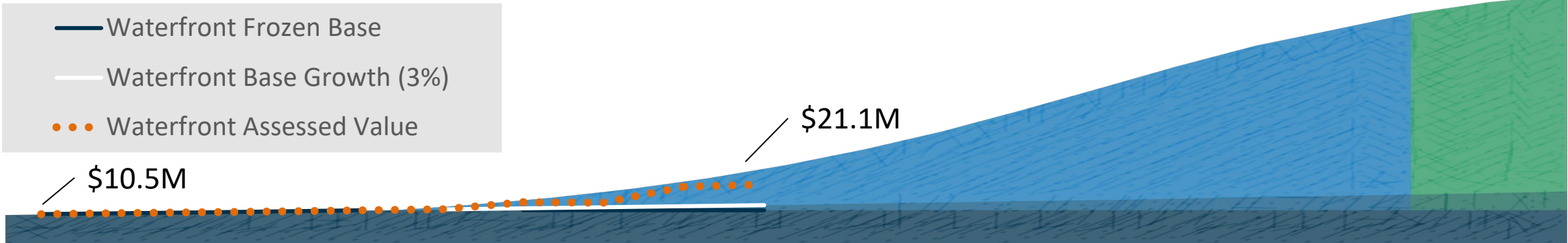
2012



Lot 8: Hood Tech Building
 Completed: June 2011



2012



Lot 8: Hood Tech Building

Completed: June 2011



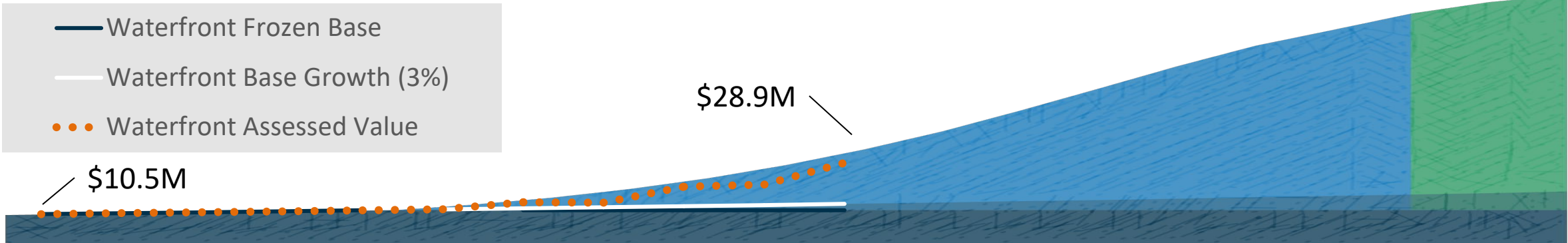
Lot 7: Turtle Island Plant

Completed: August 2012



Portway Ave

2012



Lot 8: Hood Tech Building

Completed: June 2011



Lot 7: Turtle Island Plant

Completed: August 2012

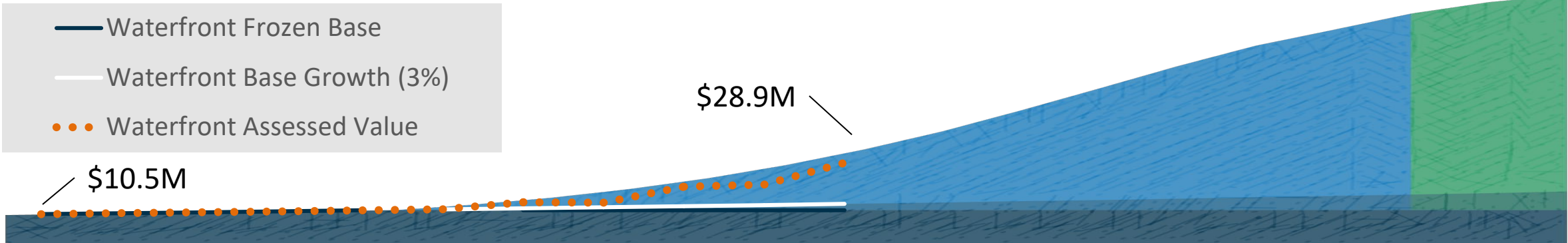


Lot 2: Dakine Offices

Completed: May 2013



2012



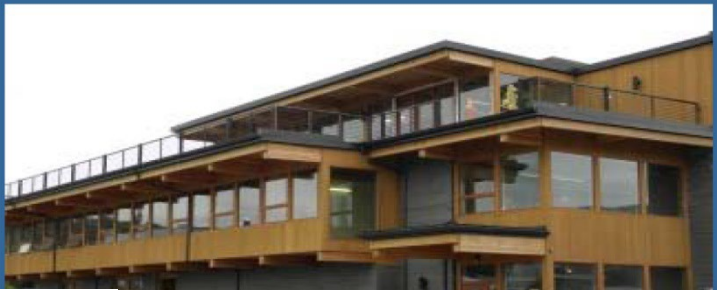
Lot 8: Hood Tech Building

Completed: June 2011



Lot 7: Turtle Island Plant

Completed: August 2012



Private investment begins to follow public investment in the subsequent years.

Lot 2: Dakine Offices

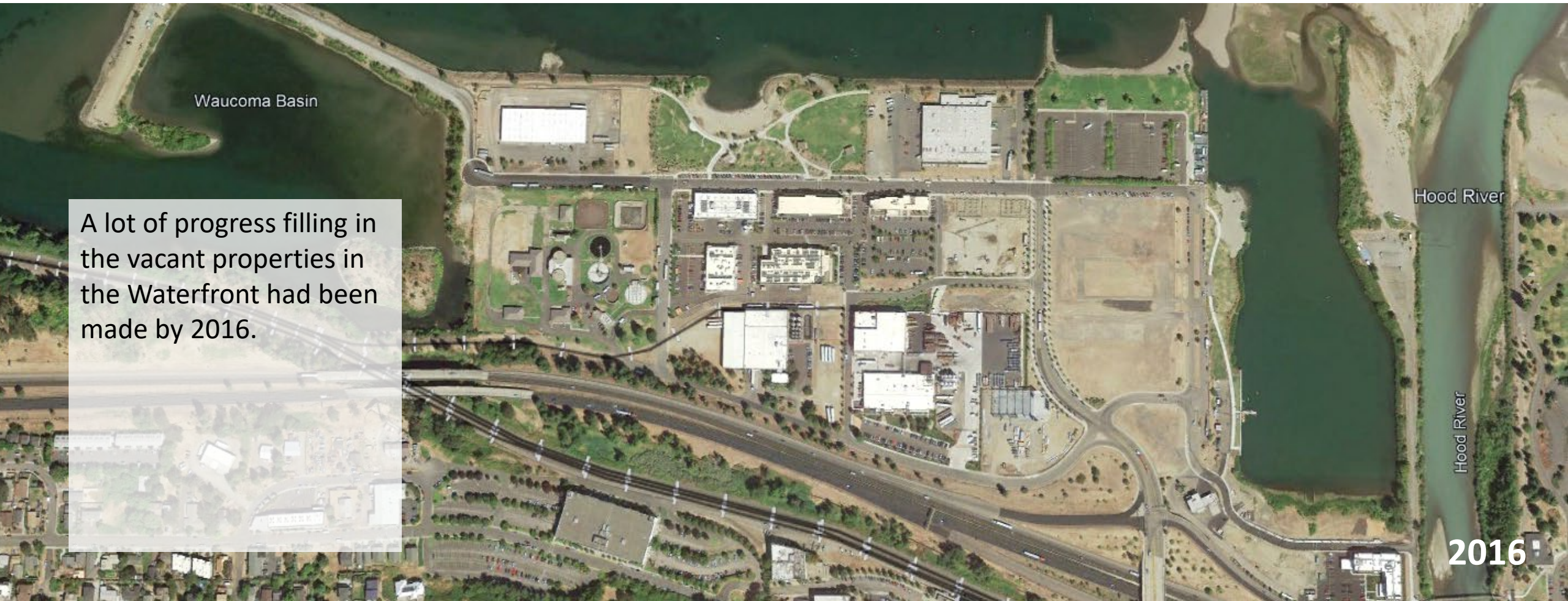
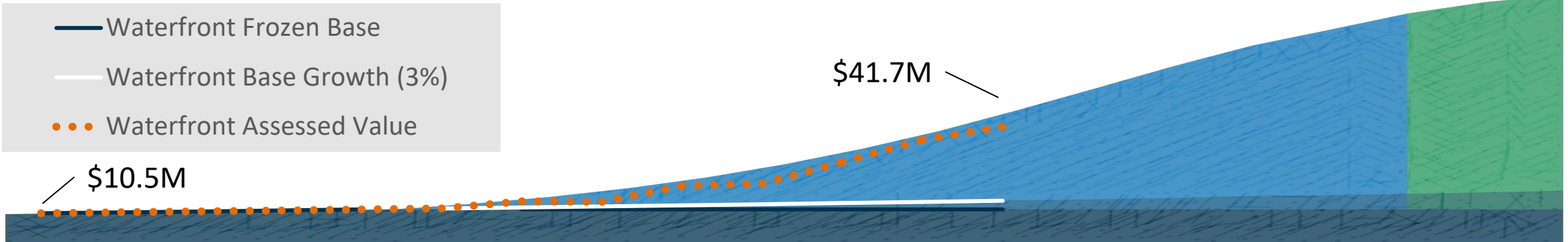
Completed: May 2013



Lot 3: Office/Retail

Completion: Fall 2013



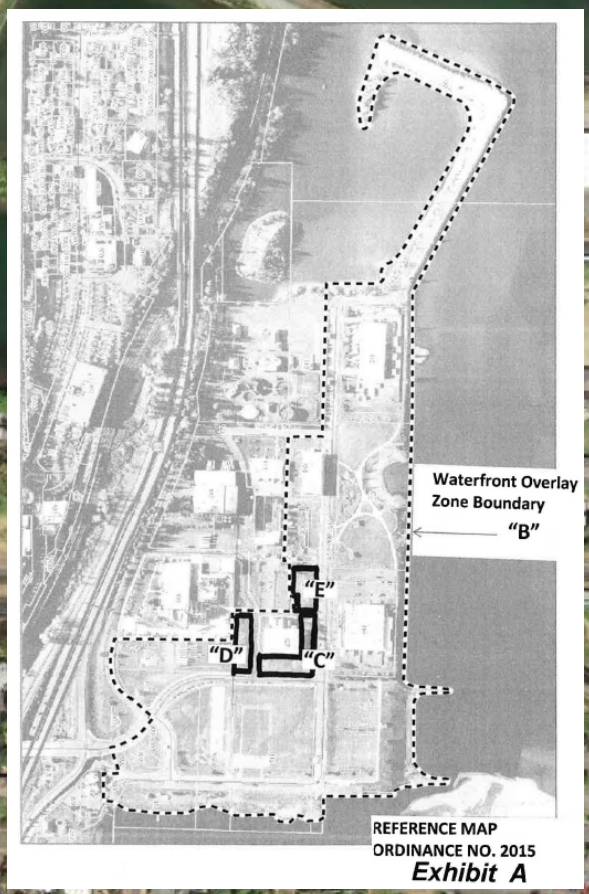


- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value

\$10.5M

\$41.7M

Additional Planning work began which resulting in the "Waterfront Overlay Zone". This effort created higher design standards for the waterfront and kept an emphasis on industrial uses.



**BEFORE THE CITY COUNCIL
FOR THE CITY OF HOOD RIVER, OREGON**

ORDINANCE NO. 2015

An ordinance adopting Chapter 17.03.130, Waterfront Overlay Zone, to the Hood River Municipal Code; amending the Comprehensive Plan and Zoning Map to rezone specified properties in the overlay zone from General Commercial (C-2) to Light Industrial (LI); and amending Ordinance No. 1762 to remove restrictive use language.

The Hood River City Council finds as follows:

WHEREAS, the Port of Hood River has expended considerable resources and effort planning its remaining waterfront assets, and it has engaged the public in discussion of Lot 1 as a whole and the design of "Zone C" of Lot 1 in particular; and

WHEREAS, the community has reached a level of understanding of the possibilities of these lands and can now build upon all the previous work to create a Refinement Plan for the waterfront. This refinement plan affects areas known as Lot 1, the Expo Site, the Event Site, the Lahr Jensen Building, the Waterfront Park, the Western Power Building, and the Hook (see Exhibit "A" reference map); and

WHEREAS, as some of the last pieces of the land use puzzle are being placed, it becomes more apparent that a series of individual lot specific planning activities will not result in a desired comprehensive planned approach to this area. Such a quasi-judicial process involving the Hood River Planning Commission and City Council would be expensive and focused on a piecemeal lot by lot approach. The City is interested in a collaborative approach with the Port that is comprehensive of all issues in the greater area; and

WHEREAS, the City Council voted on May 12, 2014 to address the changes to the Port property through a legislative process; and

WHEREAS, a consultant was hired and a project advisory committee (PAC) was assembled of representatives of the Port and City and interested citizens to draft a "Waterfront Overlay Zone"; and

WHEREAS, the PAC met for five consecutive weeks to draft the "Waterfront Overlay Zone" and to consider zone changes (see Exhibit "A" zone change map), and their recommendation was sent to the Planning Commission;

WHEREAS, the Department of Land Conservation and Development (DLCDD) was notified on October 28, 2014 for a December 1, 2014 public hearing before the Planning Commission. Hearings were held before the Planning Commission on December 1, 2014 and December 8, 2014; and

Ordinance No. 2015 - Page 1

Tax Lot 128 (Lots 5 of the Waterfront Business Park Subdivision, CS No. 2009-055), the eastern 165 feet of Tax Lot 108 (CS No. 2009-012), and Tax Lot 132; 4. 3N10E25 Tax Lot 120 (CS No. 2009-012) located north of Riverside Dr. and west of N. 2nd St.; 5. 3N10E25DB Tax Lots 500, 600, 700, 800 and 900 located south of Riverside Dr. and east of N. 2nd St. (CS Nos. 97068 and 2014-007); 6. All lots/parcels between N. 2nd St. and the Nichols Boat Basin including 3N10E25 Tax Lots 102, 109, 115 and 133.

This area includes lands owned by the Port of Hood River, Ryan Holdings, Inc., Parkside Lands LLC, and Fluvian, Inc.

Ordinance No. 2015 - Page 2

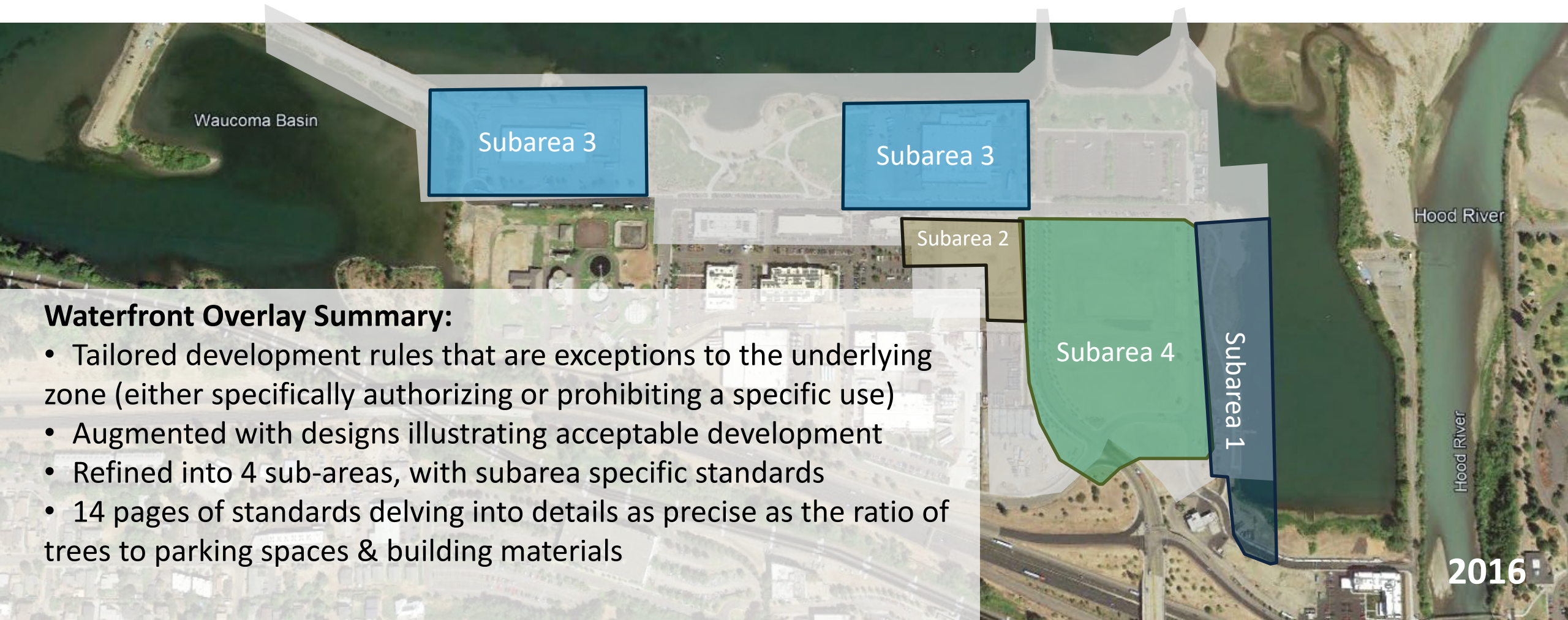
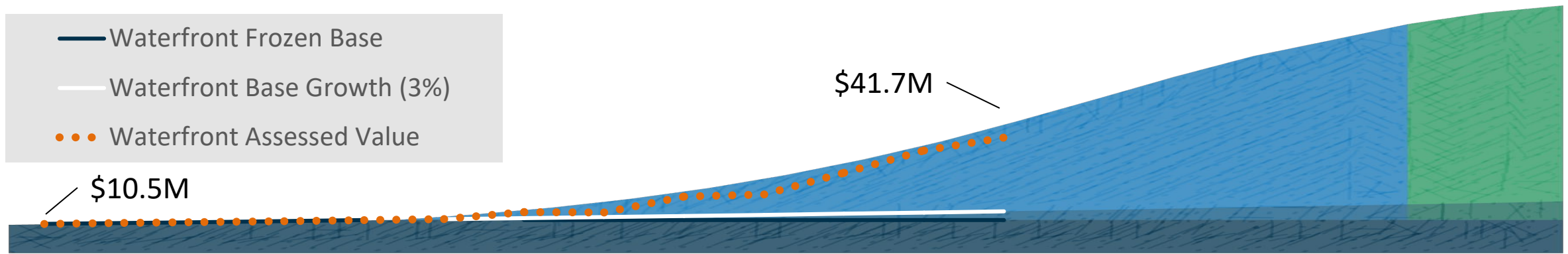
AYES: 6
NAYS: 0
ABSTAIN: 0
ABSENT: 1

ATTEST:
Jennifer Gray, City Recorder

Arthur Babitz, Mayor

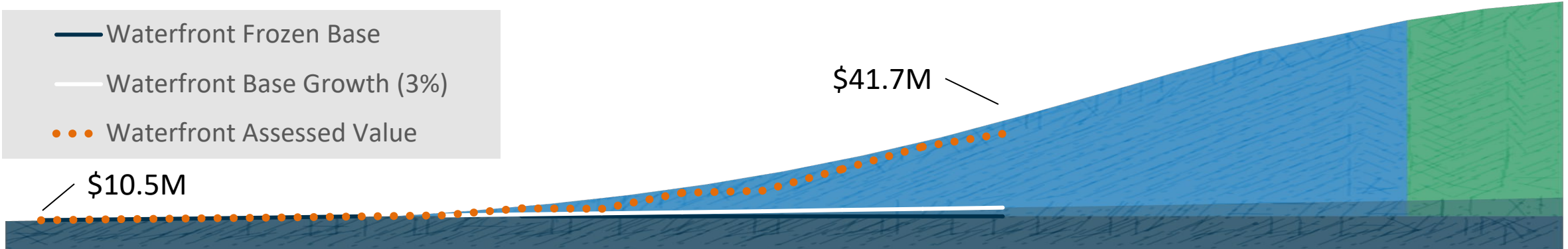
Approved as to form:
Daniel K...

2016



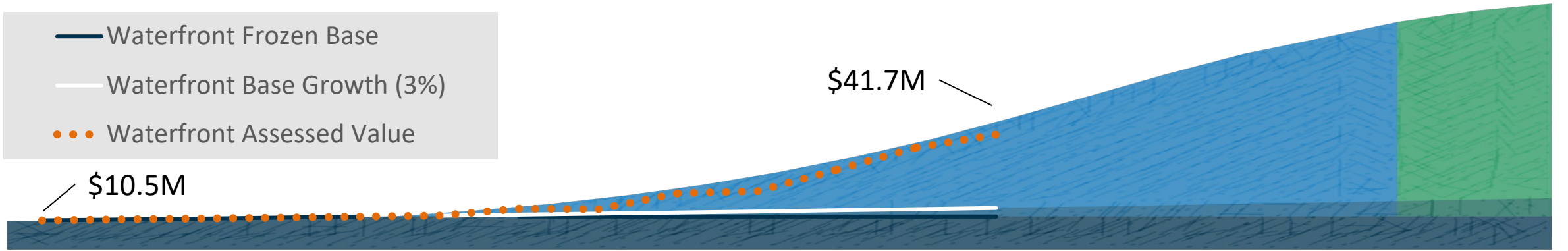
Waterfront Overlay Summary:

- Tailored development rules that are exceptions to the underlying zone (either specifically authorizing or prohibiting a specific use)
- Augmented with designs illustrating acceptable development
- Refined into 4 sub-areas, with subarea specific standards
- 14 pages of standards delving into details as precise as the ratio of trees to parking spaces & building materials



The Waterfront Urban Renewal District next added streetscape improvements and diagonal parking to Portway Ave. The purchase of Nichols Basin for habitat restoration was facilitated with Urban Renewal funding as part of a development agreement that built the Hampton Inn.

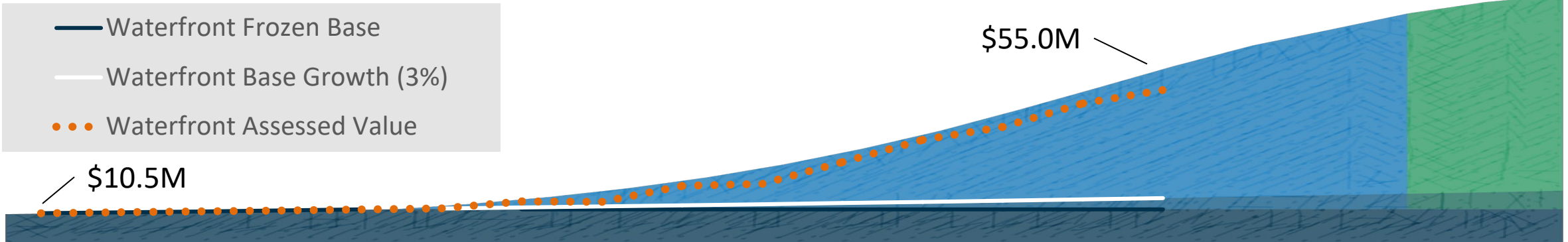




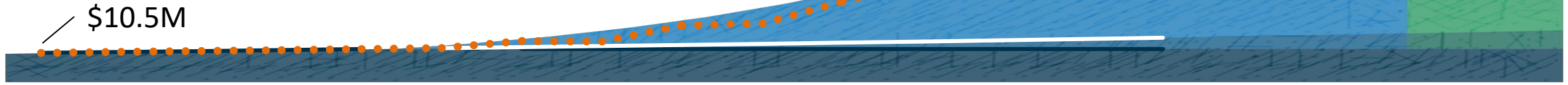
Portway Avenue was fully developed by 2016 and taxable value was now growing rapidly.



2016

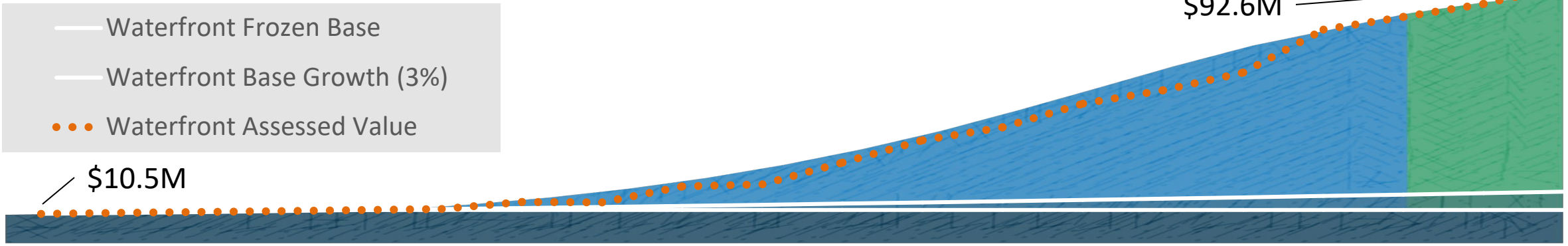


- Waterfront Frozen Base
- Waterfront Base Growth (3%)
- Waterfront Assessed Value



The final major developments occurred in 2018. These included the “Outpost” development, Sheppard's relocation, and the Mid-Columbia Medical Center. All developed in under Waterfront Overlay standards

2018



Taxable value continue to grow as developments exited “Enterprise Zone” tax abetments. Taxable value grew to \$92.6M in FY2023 from a beginning of \$10.5M when the Waterfront Urban Renewal District was created.



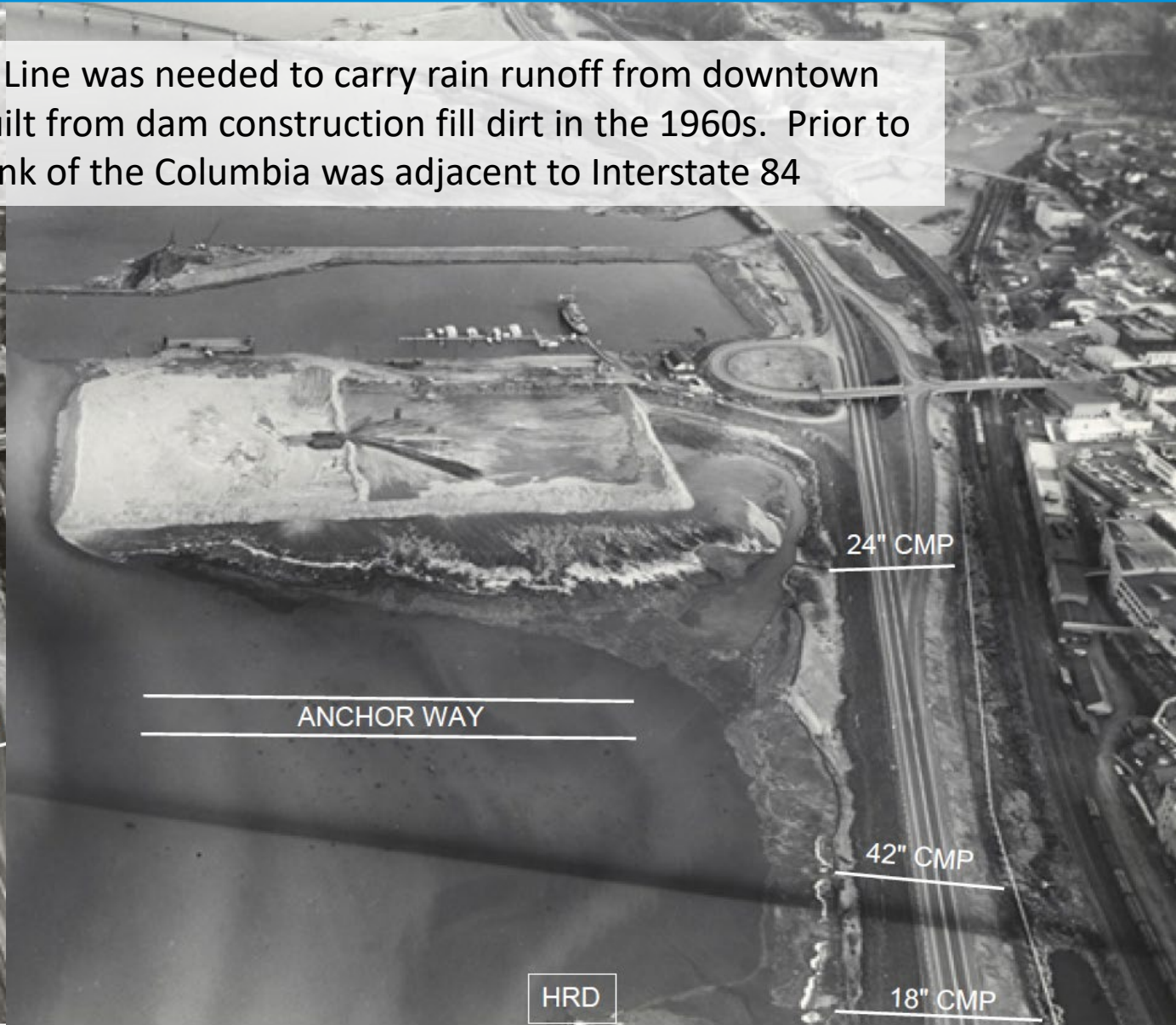
The work of the Waterfront District would have ended in FY2024, releasing its tax base to the general rolls and leaving revitalized district, if it was not for a stormwater line collapse in 2019.



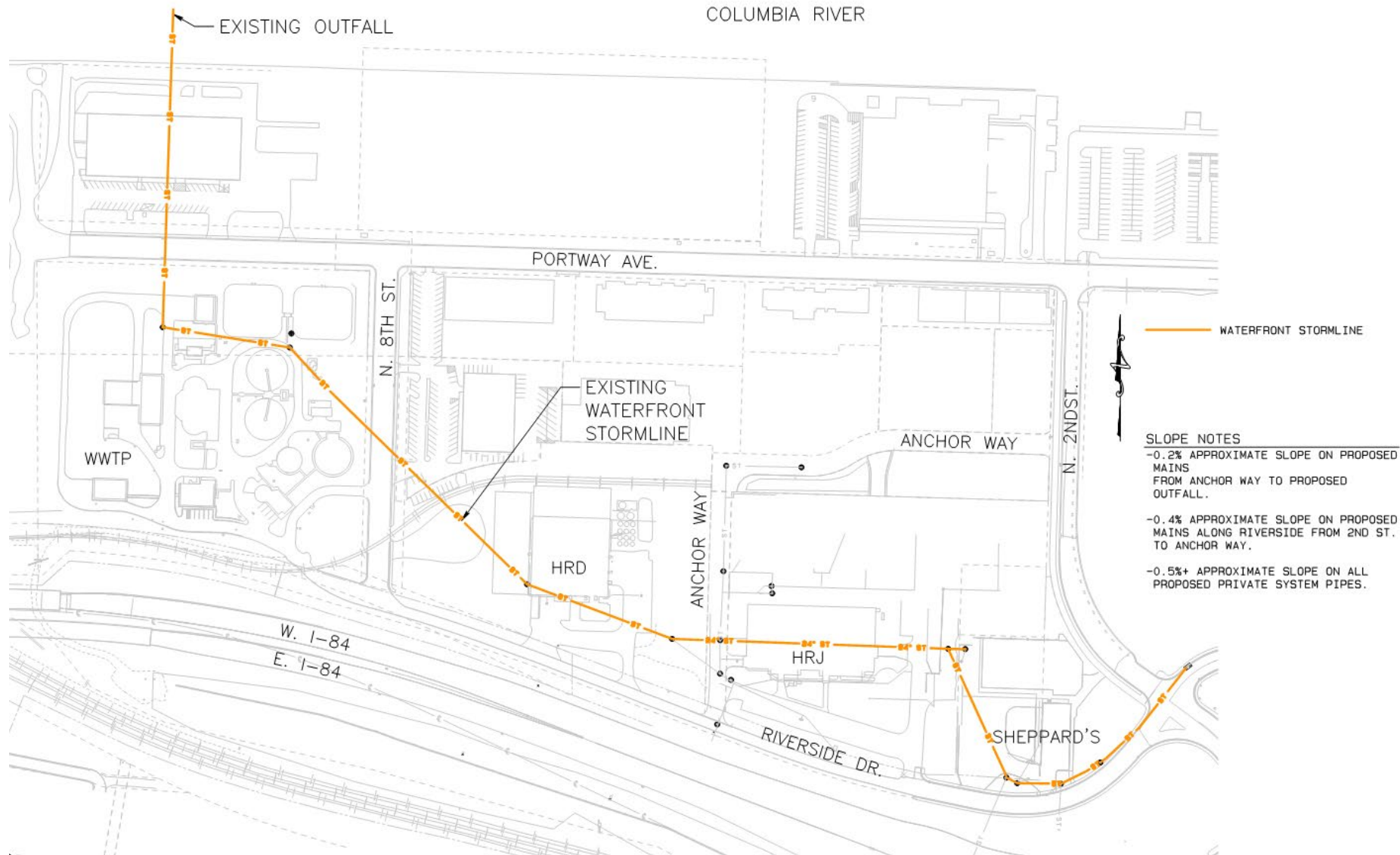
1960s Waterfront District

CIRCA
1962

The original Waterfront Stormwater Line was needed to carry rain runoff from downtown when the Waterfront District was built from dam construction fill dirt in the 1960s. Prior to the waterfront area creation, the bank of the Columbia was adjacent to Interstate 84

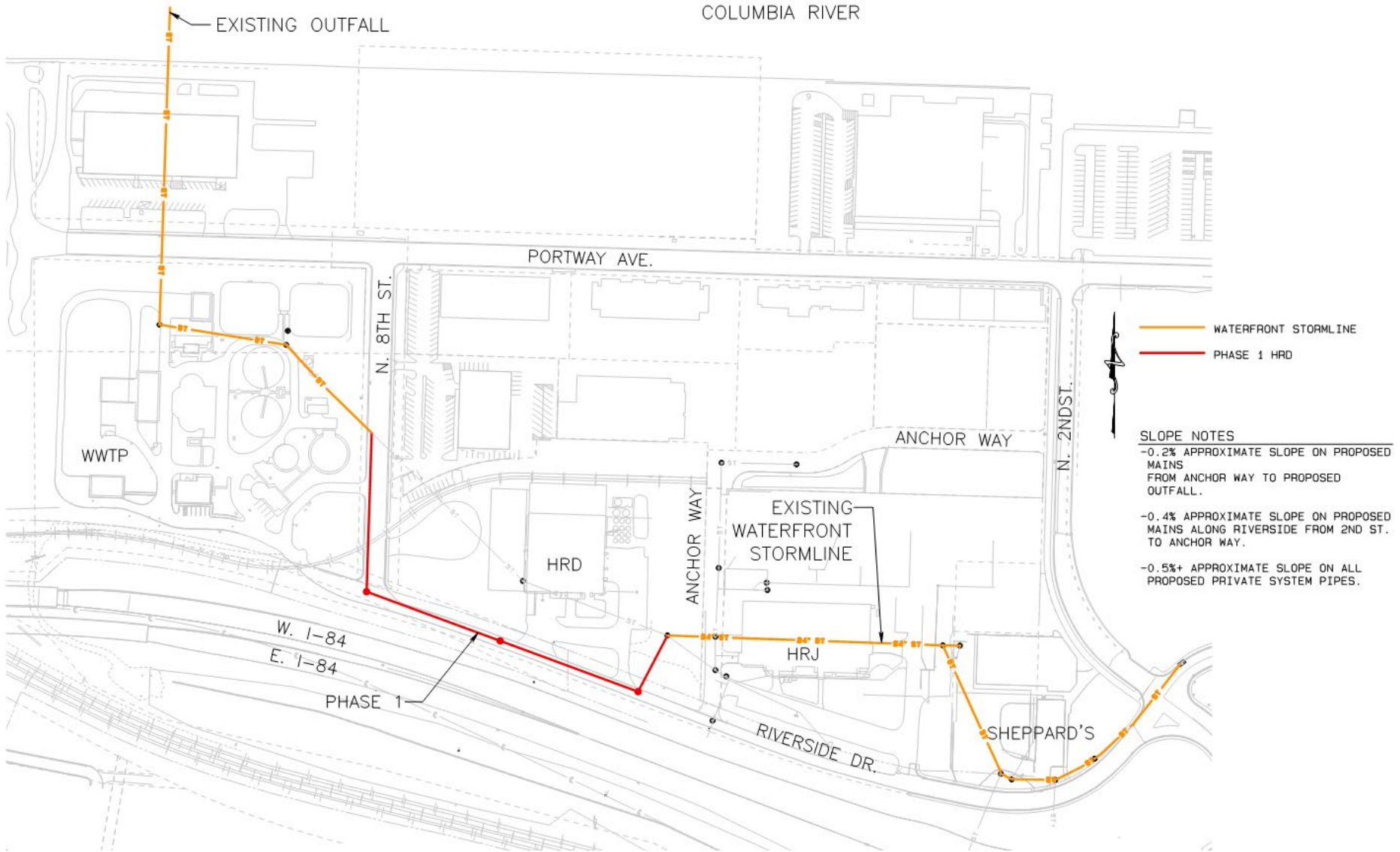


Waterfront Stormwater Line Project



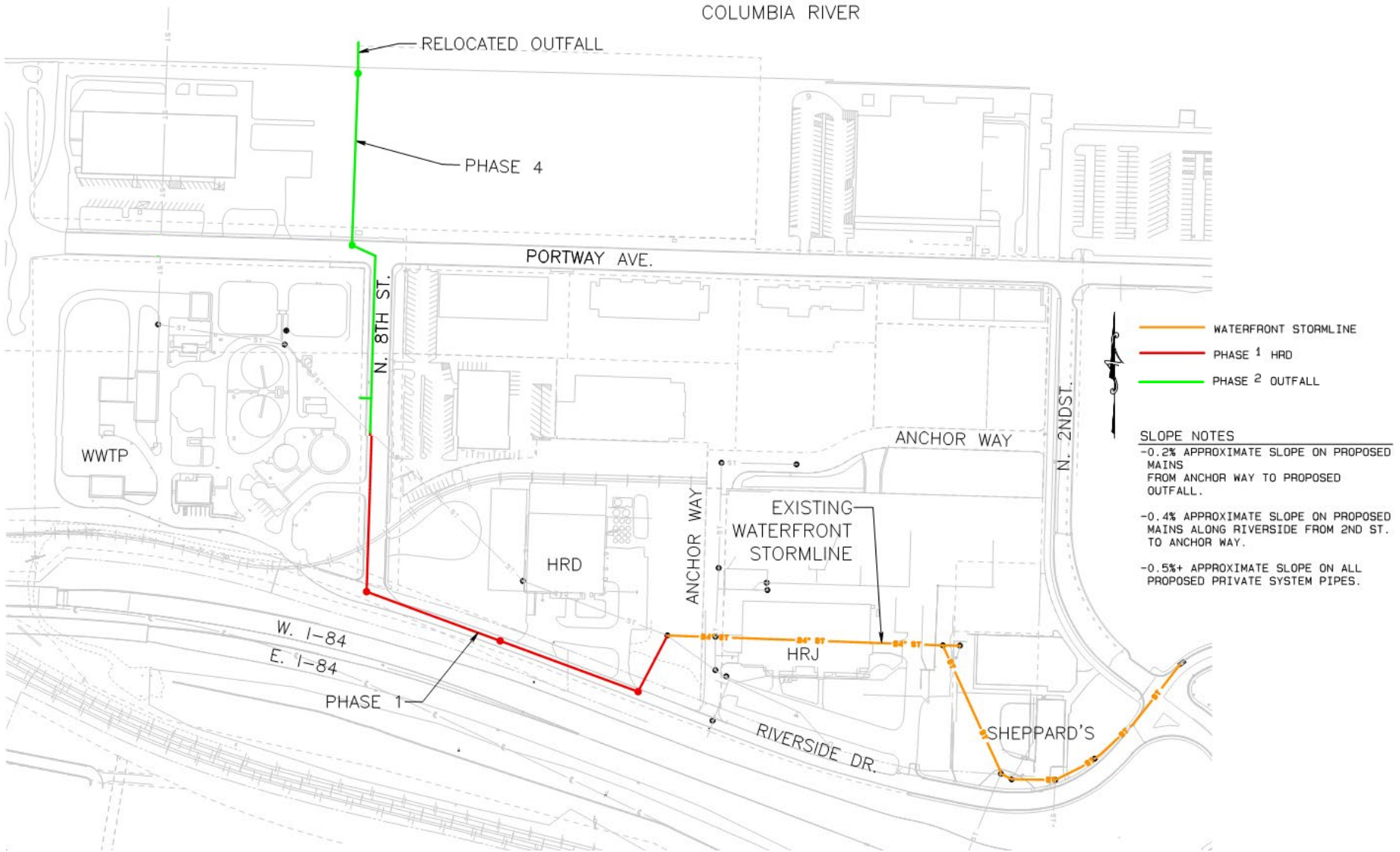
Development had been allowed to occur overtop the stormwater line for decades. Now the failing stormwater line needed immediate replacement to protect business and public infrastructure.

Waterfront Stormwater Line Project



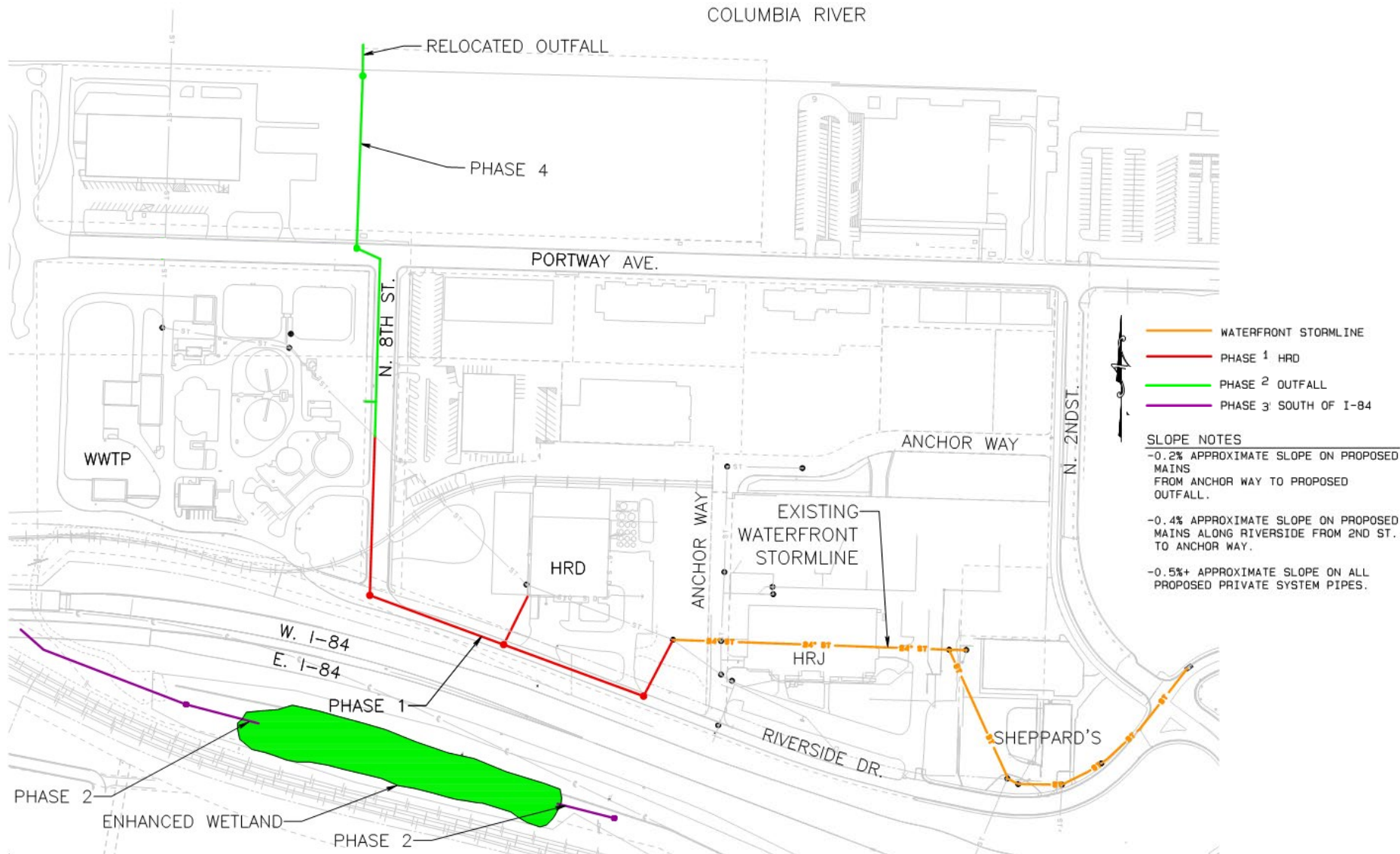
The collapsed line was rerouted in 2020

Waterfront Stormwater Line Project



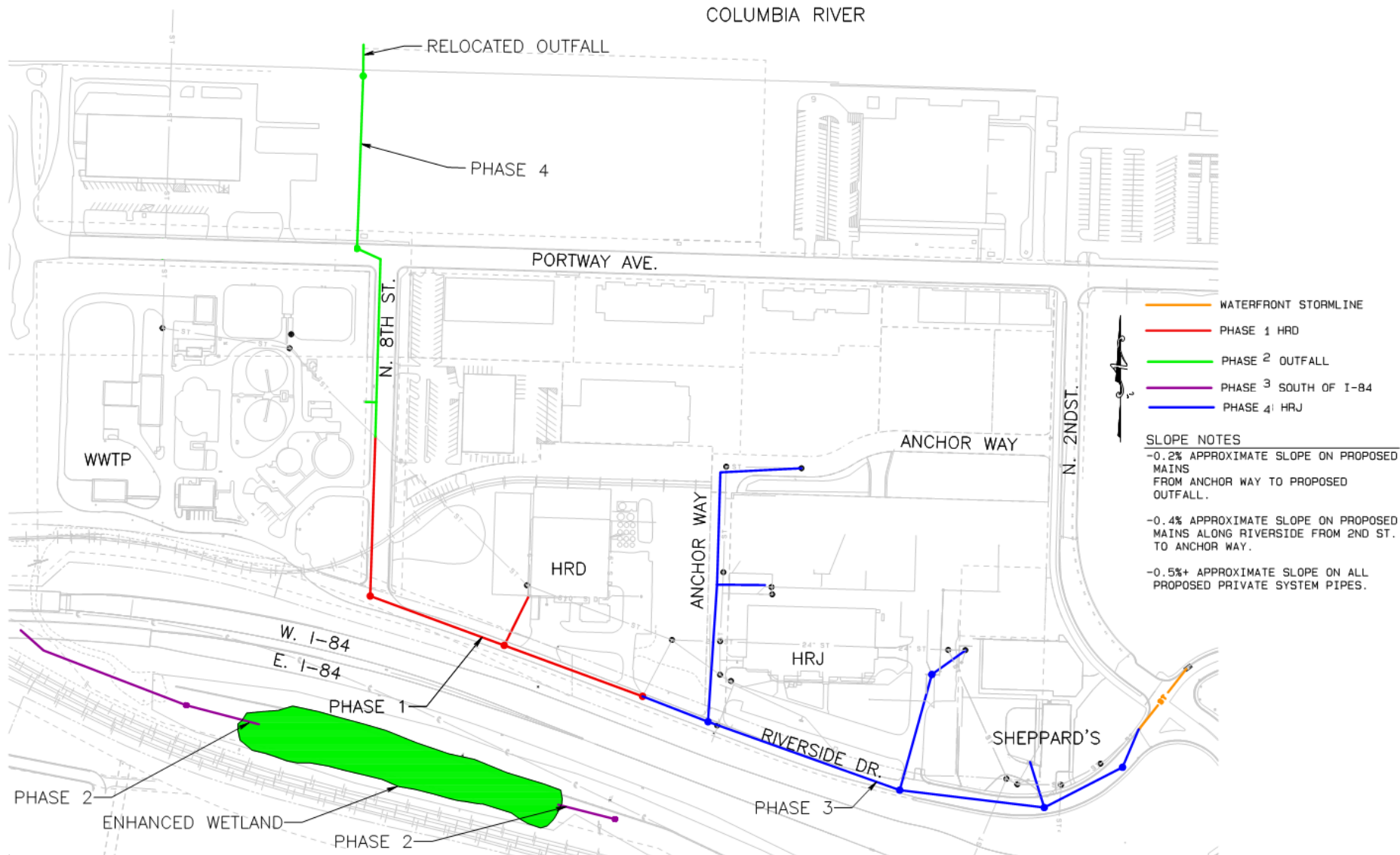
The next phase to relocate the outfall occurred in 2024

Waterfront Stormwater Line Project



Subsequent phases include rerouting downtown stormwater into an enhanced wetland on the south side of I-84 which will drain into The Hook area after natural treatment.

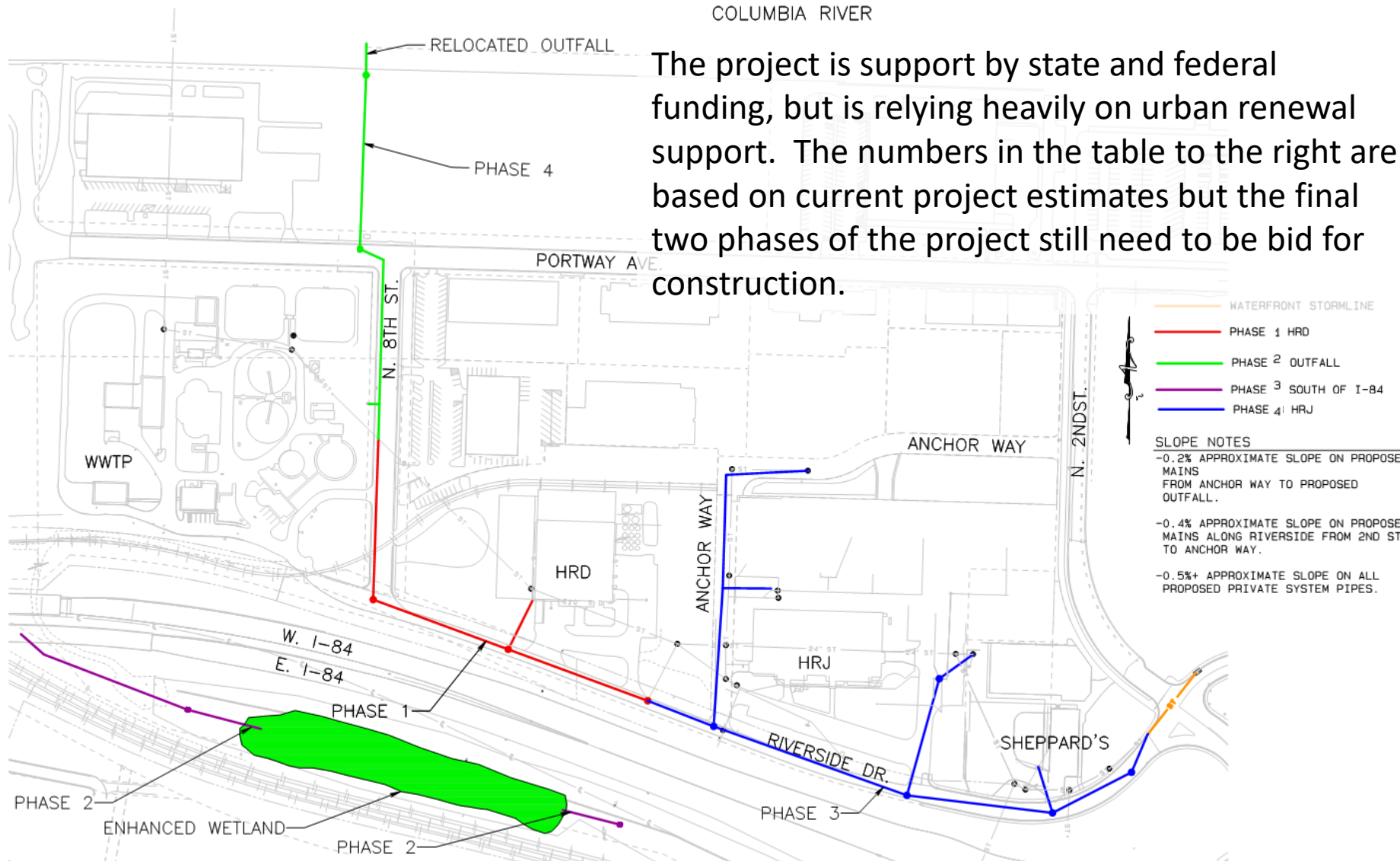
Waterfront Stormwater Line Project



Subsequent phases include rerouting downtown stormwater into an enhanced wetland on the south side of I-84 which will drain into The Hook area after natural treatment.

The last phase will place all remaining portions of the line into the right-of-way and reconnect businesses.

Waterfront Stormwater Line Project



Funding Sources	
\$ 500,000	OR DEQ
200,000	Biz OR
2,694,953	ARPA
1,785,927	Col. Cas. UR
2,429,316	Waterfront
\$ 7,610,196	TOTAL

WATERFRONT STORMLINE
 PHASE 1 HRD
 PHASE 2 OUTFALL
 PHASE 3 SOUTH OF I-84
 PHASE 4 HRJ

SLOPE NOTES
 -0.2% APPROXIMATE SLOPE ON PROPOSED MAINS FROM ANCHOR WAY TO PROPOSED OUTFALL.
 -0.4% APPROXIMATE SLOPE ON PROPOSED MAINS ALONG RIVERSIDE FROM 2ND ST. TO ANCHOR WAY.
 -0.5%+ APPROXIMATE SLOPE ON ALL PROPOSED PRIVATE SYSTEM PIPES.

1st Substantial Amendment

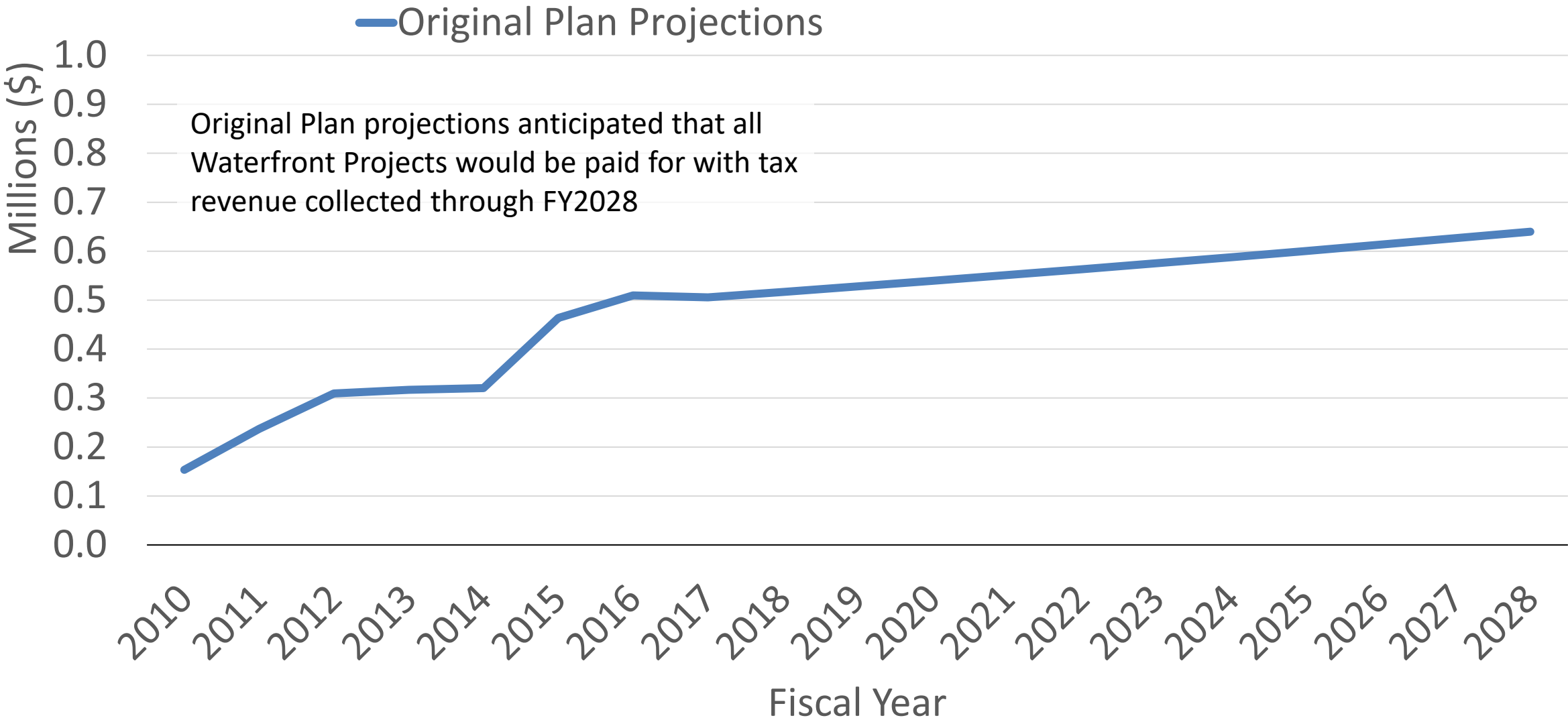
Increase Authorized Maximum Indebtedness

\$5.75M → \$7.90M

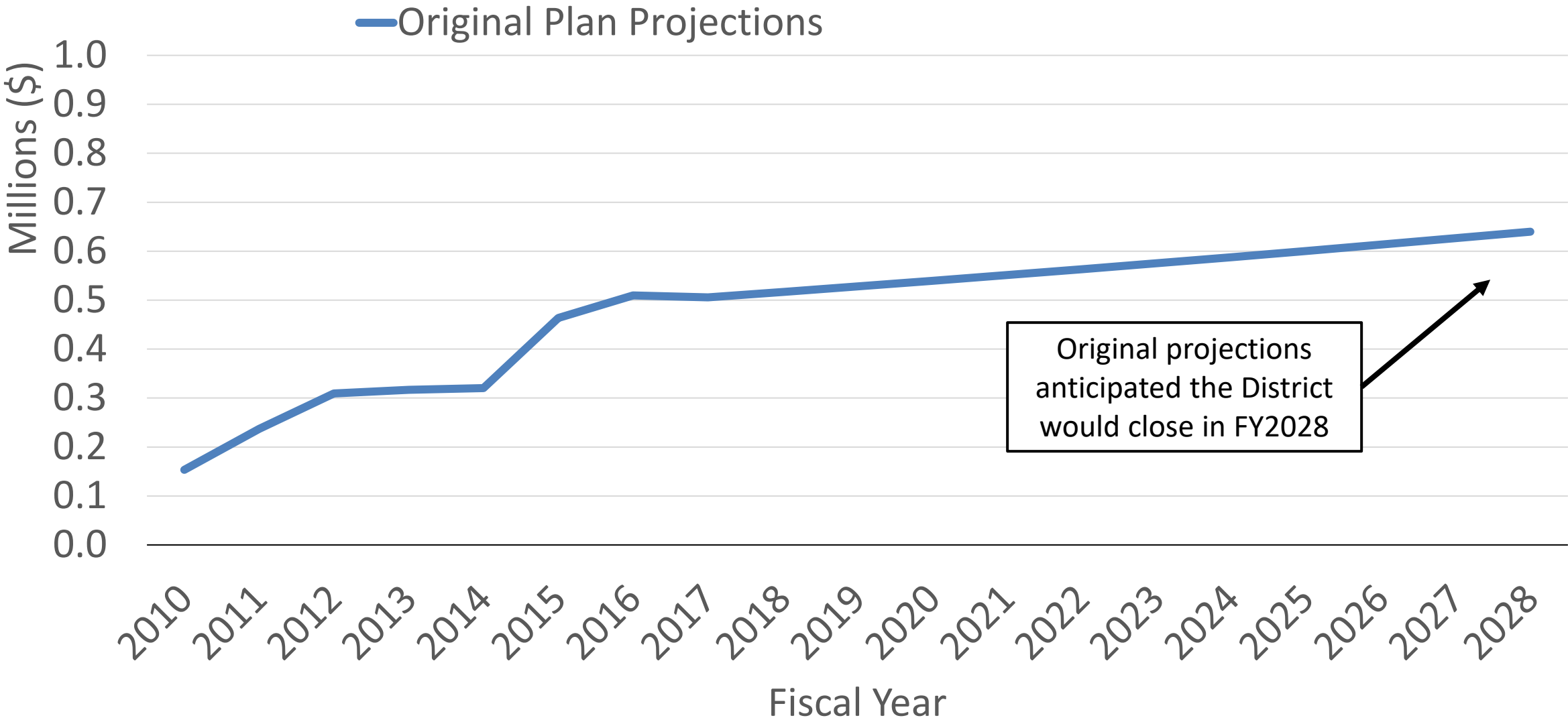
ORS 457.220

An increase to the Waterfront's authorized spending limit, referred to as its "Maximum Indebtedness", will ensure funds are available to finish the Waterfront Stormwater Project. This process is called a "Substantial Amendment" to the Waterfront Urban Renewal Plan.

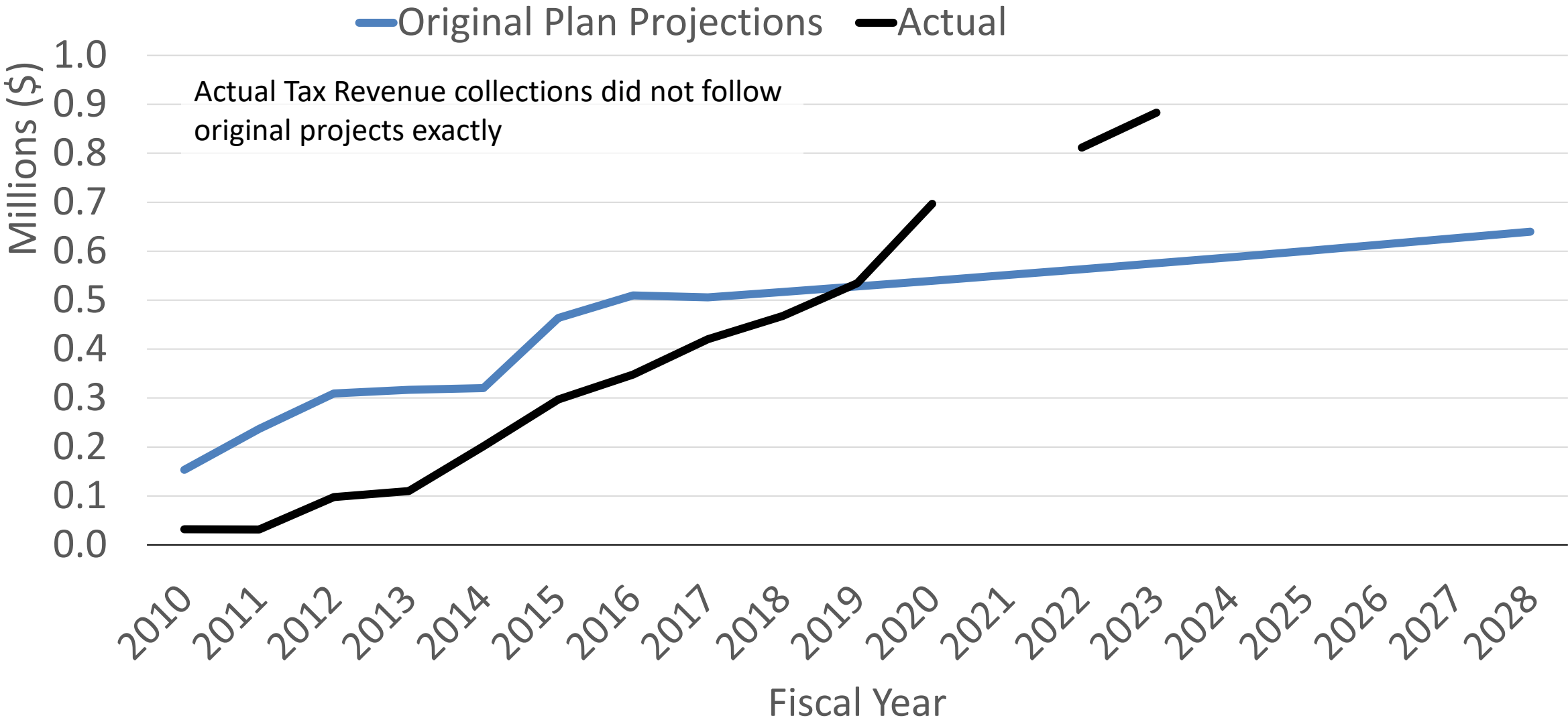
Waterfront District Tax Increment Revenues



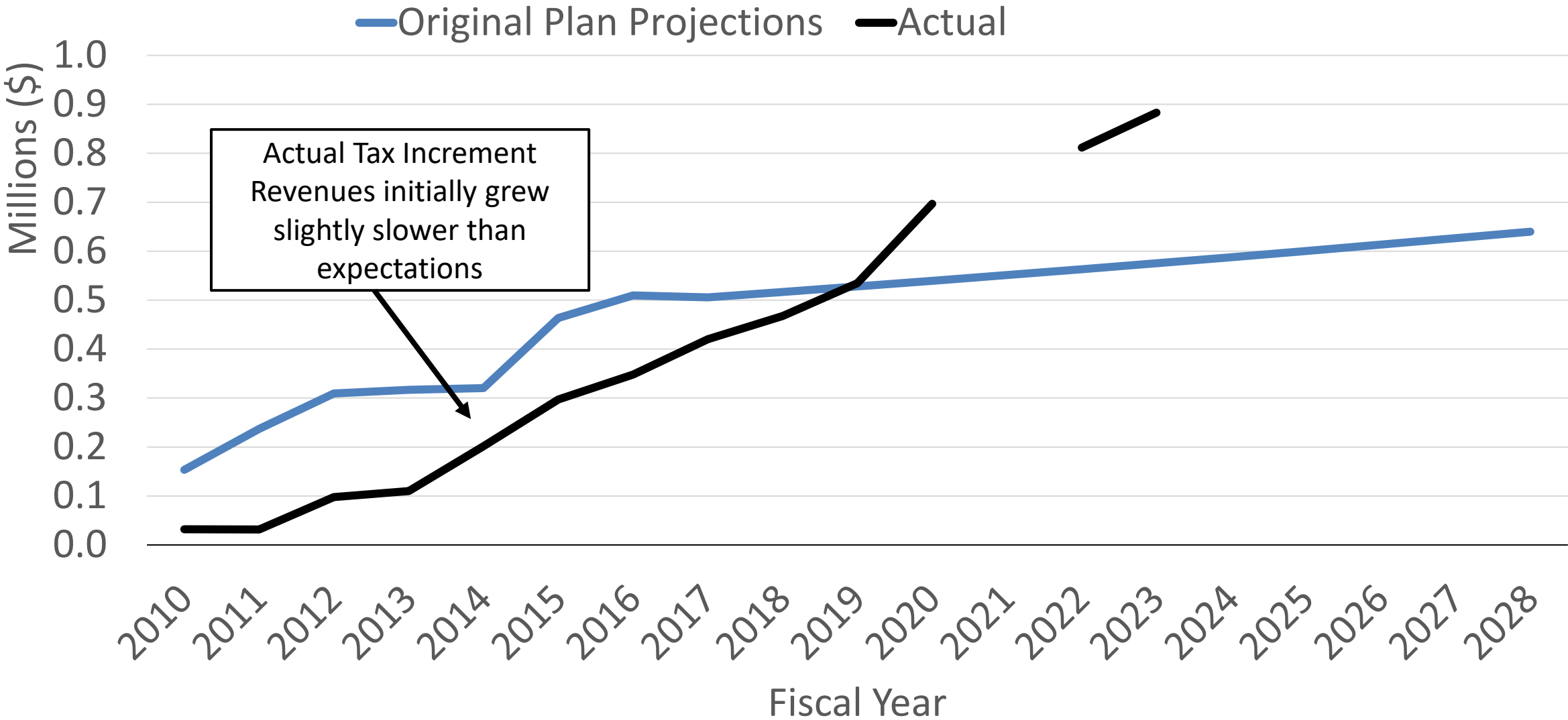
Waterfront District Tax Increment Revenues



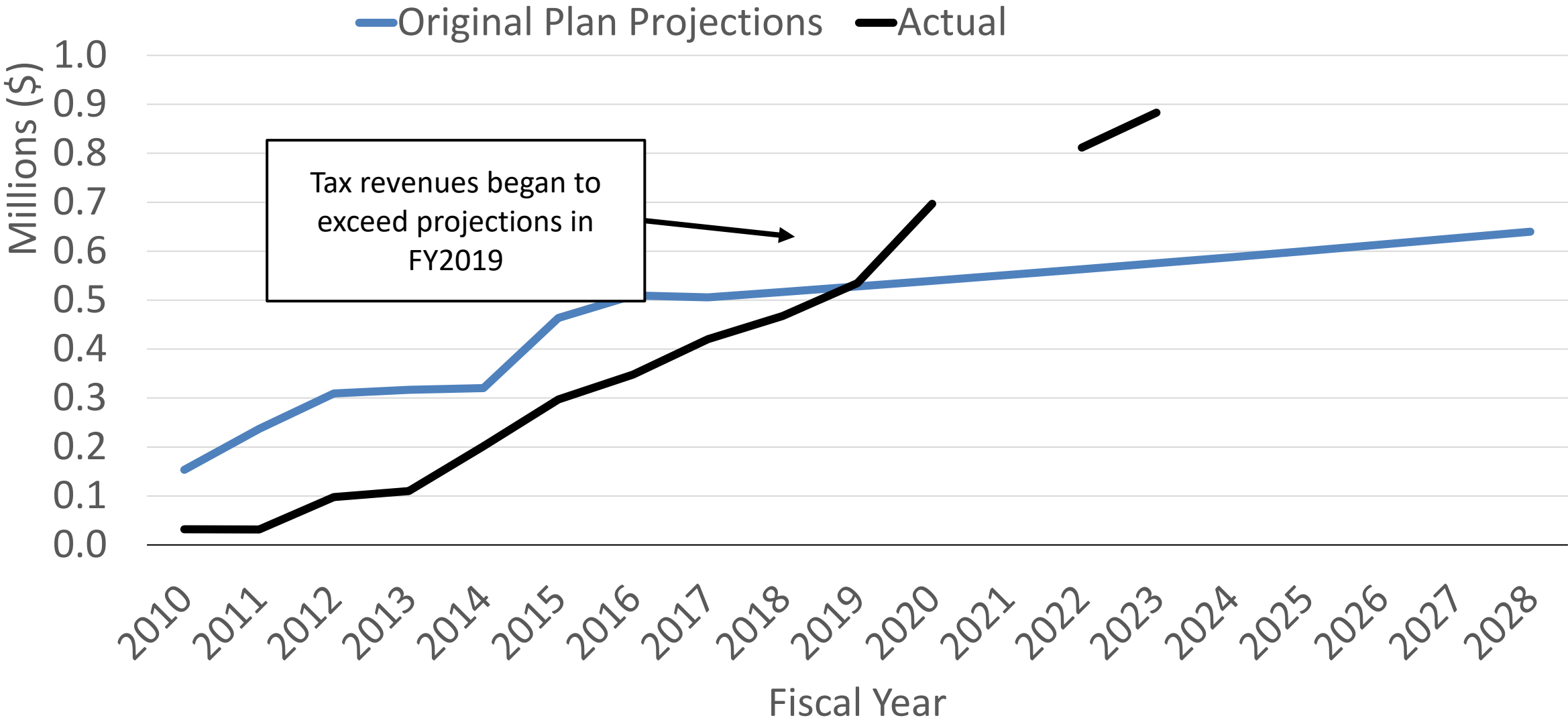
Waterfront District Tax Increment Revenues



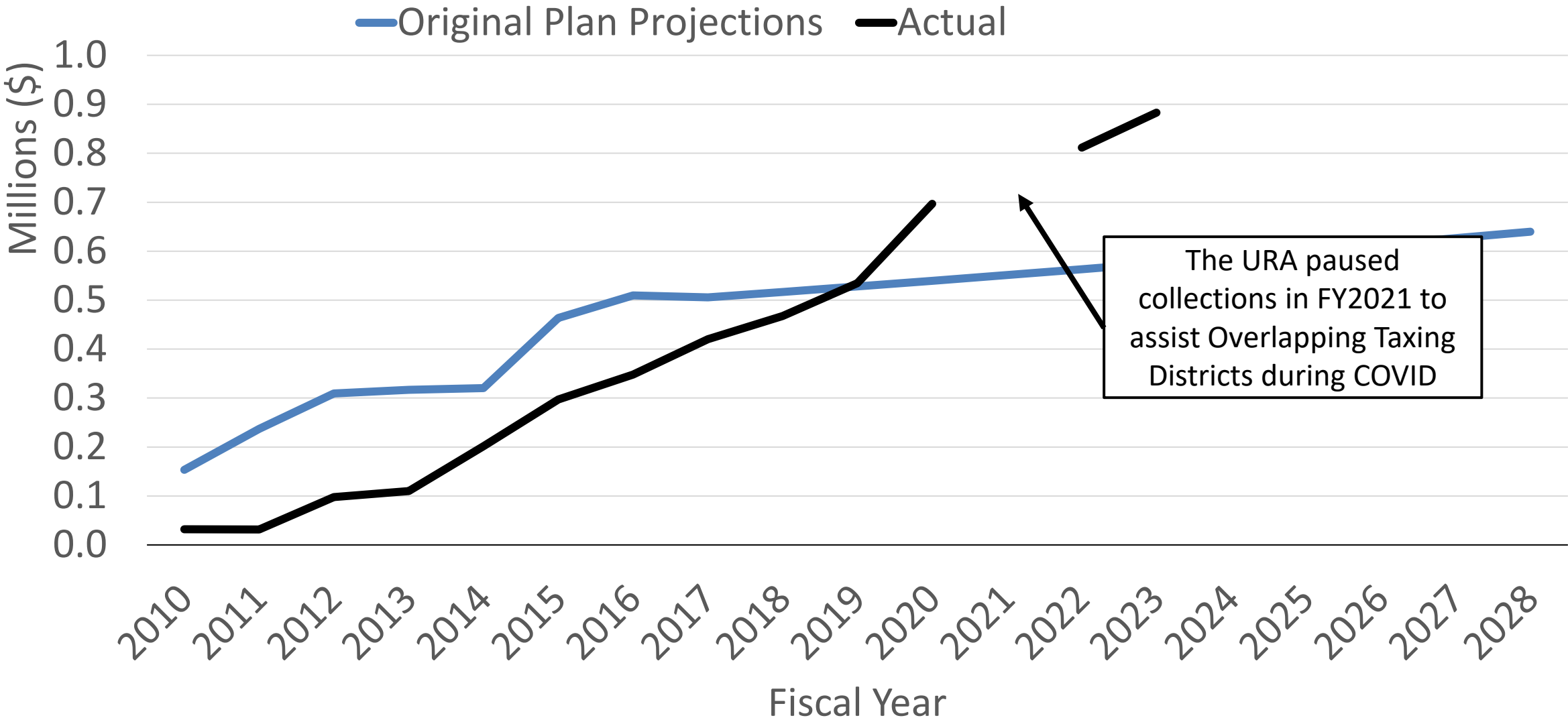
Waterfront District Tax Increment Revenues



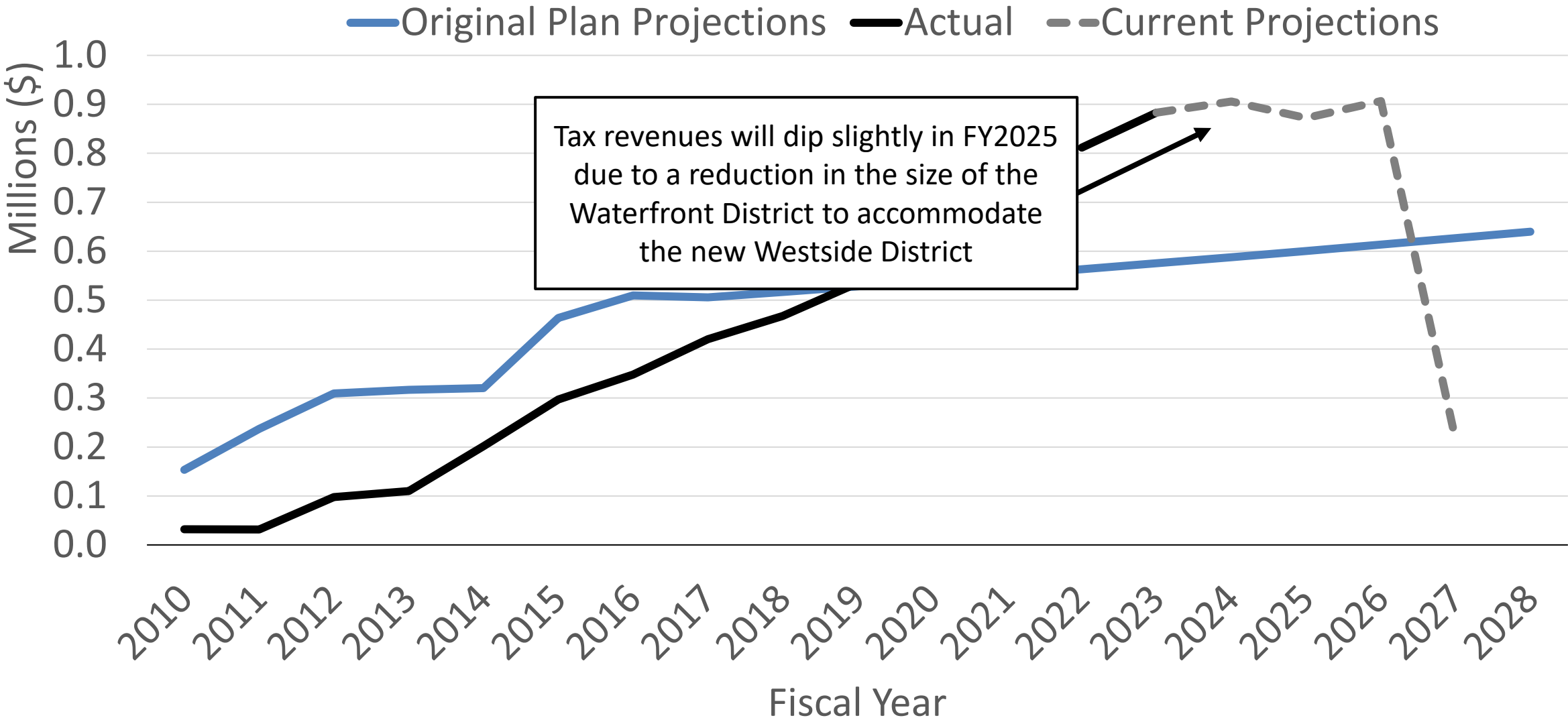
Waterfront District Tax Increment Revenues



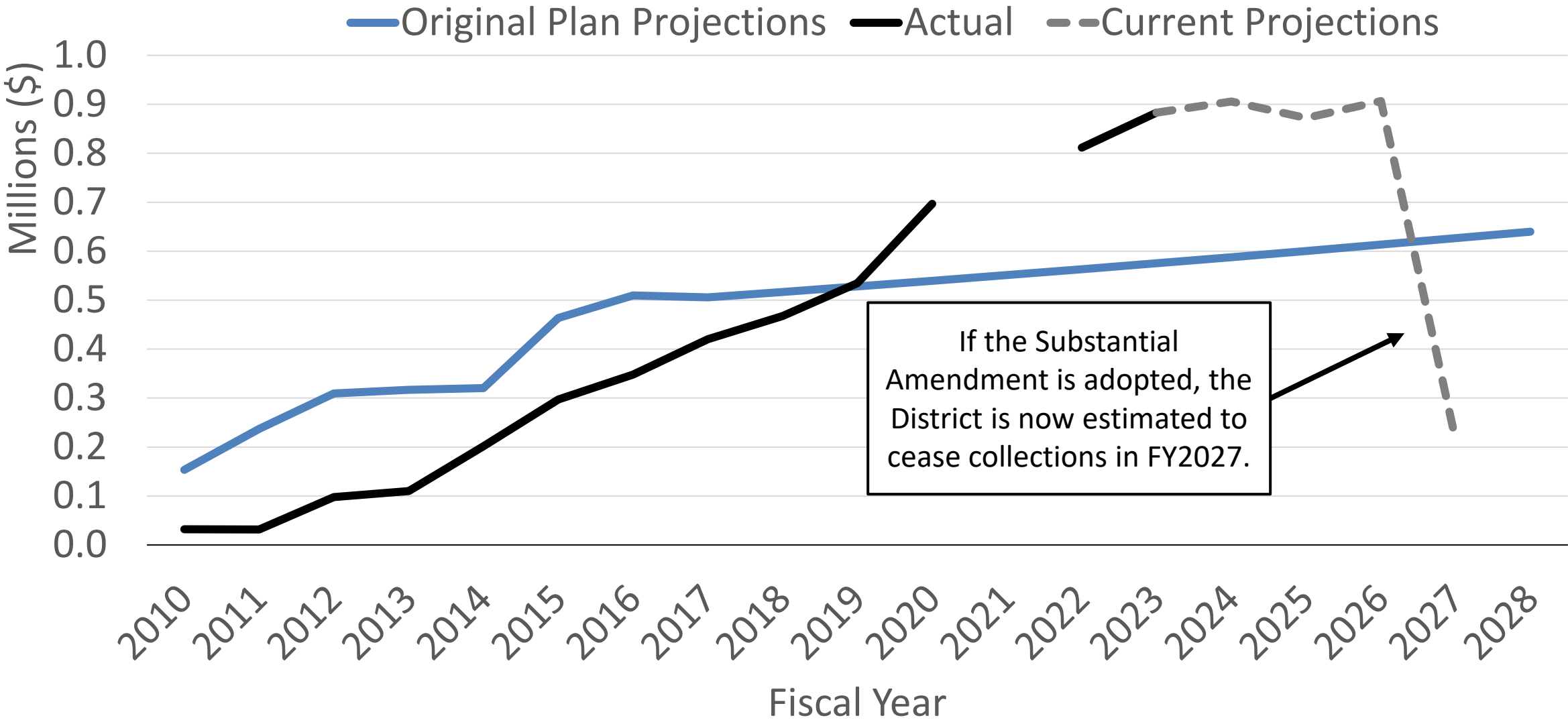
Waterfront District Tax Increment Revenues



Waterfront District Tax Increment Revenues



Waterfront District Tax Increment Revenues



1st Substantial Amendment Process

Date	Action
2/8	Urban Renewal Advisory Committee considers need for Maximum Indebtedness (MI) Increase, forwards recommendation to Urban Renewal Agency Board.
2/12	Urban Renewal Agency Board decides whether to initiate MI Increase. Staff updates Waterfront Plan, accompanying Report, and drafts Resolution.
3/11	Urban Renewal Agency Board passes Resolution initiating Waterfront MI increase.
3/12	Notice to overlapping taxing districts sent, beginning 45-day meet and confer period.
4/1	Planning Commission reviews Substantial Amendment for continued conformance with Comprehensive Plan.
4/13	“Super Notice” of proposed MI increase sent to all city properties.
4/15	Presentation on MI increase to Hood River County Board of Commissioners.
5/13	1 st reading of Ordinance enacting MI increase, City Council considers and responds to written input from overlapping taxing districts.
5/27	2 nd Reading of Ordinance increasing the Waterfront’s MI.
6/26	Ordinance increasing the Waterfront’s MI becomes law 30-days after 2 nd reading.
7/1	Fiscal Year 2024-25 begins.