

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN – First Amendment



Prepared for the City of Hood River
June 20, 2011 and First Amendment March 2016
adoption of Resolution No. 2016-URA-03
adopting Goal 7 Housing

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1st Amendment: Resolution No. 2016-URA-03, Approved 3/14/16. Amendment adds housing as a seventh goal to the plan and updates language throughout the plan to reflect the fact housing is now a goal. Added language is shown in italics and deletions in ~~strikeout~~.

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HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

I. INTRODUCTION

The Hood River Heights Business District Urban Renewal Plan (Plan) has been developed with the cooperative input of the Hood River City Council (City Council) and the Hood River Heights Business Association (Association). The Plan contains goals, objectives, and projects for the development of the Hood River Heights Business District Urban Renewal Area (Area). The overall purpose of the Plan is to use tax increment financing to overcome obstacles to the proper development of the Area.

The purpose of urban renewal is to improve specific areas of a city that are poorly developed or underdeveloped. These areas can have old or deteriorated buildings, public spaces that need improvements, streets and utilities in poor condition, a complete lack of streets and utilities altogether, or other obstacles to development. The Area has infrastructure needs, lacks adequate streetscape and parking, and does not have a program for assistance to business owners.

Urban renewal allows for the use of tax increment financing to fund urban renewal projects. Urban renewal is unique in that it brings its own financing source: tax increment financing (TIF). Tax increment revenues – the amount of property taxes generated by the increase in total assessed values in the urban renewal area from the time the urban renewal area is first established – are used to repay borrowed funds. The funds borrowed are used to pay for urban renewal projects.

In general, urban renewal projects can include construction or improvement of streets, utilities, and other public facilities, assistance for rehabilitation or redevelopment of property, acquisition and re-sale of property (site assembly) from willing sellers, and improvements to public spaces. The specific projects to be approved in this Plan are outlined in Sections III and IV.

Urban renewal is put into effect when the local government (the City of Hood River, in this case) adopts an urban renewal plan. The urban renewal plan defines the urban renewal area, states goals and objectives for the area, lists projects and programs that can be undertaken, provides a dollar limit on the funds borrowed for urban renewal projects, and states how the plan may be changed in the future.

The Area, shown in Figure 1, consists of approximately 96 acres of land, including approximately 21 acres of right-of-way.

The Plan will be administered by the Hood River Urban Renewal Agency (Agency), which was established by the City Council of the City of Hood River as the City's Urban Renewal Agency. Major changes to the Plan, if necessary, must be approved by the City Council, as outlined in Section VIII of this Plan.

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The Plan is accompanied by an Urban Renewal Report (Report) that contains additional information, as required by ORS 457.085. The technical information in the Report includes:

- A description of the physical, social, and economic conditions in the area;
- Expected impact of the Plan, including fiscal impact in light of increased services;
- Reasons for selection of each Area in the Plan;
- The relationship between each project to be undertaken and the existing conditions;
- The total cost of each project and the source of funds to pay such costs;
- The estimated completion date of each project;
- The estimated amount of funds required in the Area, and the anticipated year in which the debt will be retired;
- A financial analysis of the Plan;
- A fiscal impact statement that estimates the impact of tax increment financing upon all entities levying taxes upon property in the urban renewal area; and
- A relocation report.

The Plan is anticipated to take 20 years to implement. The maximum amount of indebtedness (amount of tax increment financing for projects and programs) that may be issued for the Plan is \$8,495,650.

II. GOALS AND OBJECTIVES

The goals of the Plan represent its basic intents and purposes. Accompanying each goal are objectives, which generally describe how the Agency intends to achieve the goals. The urban renewal projects identified in Chapter IV of the Plan are the specific means of meeting the objectives. The goals are related to the Hood River Comprehensive Plan and were developed with input from the Heights Business District Association.

Goal 1: *ECONOMY*

Promote the role of the Hood River Heights Business District Urban Renewal Area as diversifying the economic base in the Hood River area and strengthening the area's role as a regional economic center. Preserve and promote a livable community, better utilizing commercial *and mixed use and residential* lands. Accommodate the need for expansion of new and existing businesses *and housing to support those businesses.*

Objectives:

1. Work with property owners to promote development and redevelopment of properties within the Area, *both commercial and mixed use*. Provide publicly-funded programs for improvement of properties.
2. Assist in the financing and provision of transportation and infrastructure improvements to support the development of the Area.
3. Provide sufficient parking to support the Area.

Goal 2: *DISTRICT IDENTITY*

Help create and enhance a distinct identity for the Area as a mixed-use neighborhood of Hood River. The identity should include the role of the Area as a gateway to the city and as a place for residents of the city to live, shop for goods and services, work, and play.

Objectives:

1. Tie together parts of the Area using common streetscape features and signage.
2. Create public spaces that provide a venue for formal and informal community activities.
3. *Support the development of long term housing (rental and ownership occupied) at affordable and other income levels.*

Goal 3: RECREATION

Provide facilities and parks to support the Hood River Heights Business District and neighboring residential community.

Objectives:

1. Improve pedestrian and bicycle access in the Area.
2. Develop public spaces to attract neighboring residents and tourists to visit the Area, supporting the commercial uses in the Area.
3. Coordinate with plans and projects for both Indian Creek and Jackson Park.

Goal 4: TRAFFIC AND TRANSPORTATION

Implement transportation improvements that are designed and constructed in a manner that enhances Hood River's livability. Provide a safe transportation system and transportation facilities which are accessible to all members of the community, reduce trip length, and provide for the efficient movement of goods.

Objectives:

1. Provide sidewalks and streetscape improvements that promote the commercial district, a *mixed use community* and provide access and safety.
2. Provide sufficient parking to support the commercial district.
3. Work with the State on street improvements throughout the Area.

Goal 5: PUBLIC UTILITIES

Ensure that new development is adequately served by public infrastructure.

Objectives:

1. Encourage the development and redevelopment of commercial *and mixed use* parcels within the Area to use the public infrastructure already in place.
2. Upgrade infrastructure, where necessary, to encourage development and redevelopment of parcels in the Area.
3. Undergrounding of utilities where economically feasible.

Goal 6: PUBLIC INVOLVEMENT

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning and implementation process.

Objectives:

1. Work with the Hood River Heights Business Association and the public to develop and implement the urban renewal plan.
2. Provide opportunities for public input from all citizens of Hood River on the development and implementation of the Plan.

Goal 7: HOUSING

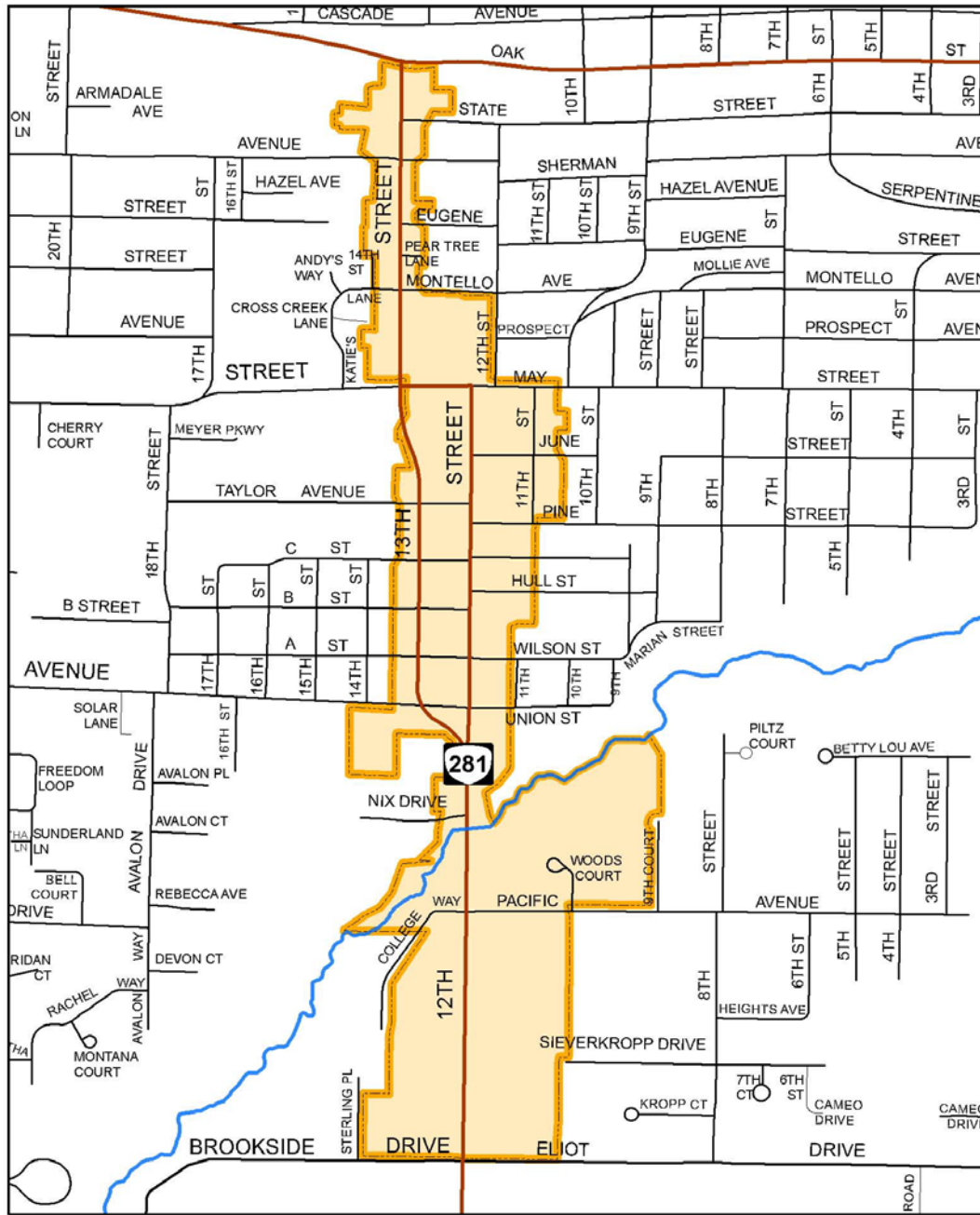
Promote the role of the Heights Urban Renewal Area in diversifying the supply of housing in Hood River and strengthen the Area's role as a residential neighborhood. Preserve and promote a livable community, better utilizing commercial, mixed use and residential lands. Accommodate the need for development of long-term housing (rental and ownership) at affordable and other income levels to strengthen the Area.

Objectives:

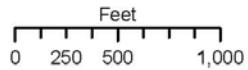
1. *Work with property owners and or non-profits to promote development and redevelopment of properties within the Area, both commercial and mixed use. Provide publicly funded programs for improvement of properties.*
2. *Assist in the financing and provision of transportation and infrastructure improvements to support the development of housing in the Area.*
3. *Provide sufficient parking to support development of housing in the Area.*

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Figure 1 - Urban Renewal Area Boundary



Hood River Heights Urban Renewal Area Boundary



III. OUTLINE OF MAJOR URBAN RENEWAL PROJECT ACTIVITIES

The projects within the Area are economic development assistance, infrastructure improvements, and park and recreational improvements. An outline of major urban renewal project activities is as follows:

A. **Infrastructure Improvements**

1. Utility upgrades addressing deficient systems in the Area, including storm water, sanitary sewer, and water line improvement
2. Parking improvements
3. Undergrounding of utilities where economically feasible

B. **District Identity/Streetscape Improvements**

1. Pedestrian and bicycle improvements
2. Enhance connections with local parks and greenspaces
3. Public spaces for community events

C. **Redevelopment Assistance**

1. Redevelopment assistance

D. **Acquisition**

1. Acquisition of property, as required for infrastructure improvements, including parking improvements
2. Acquisition of property for public spaces and the implementation of the District Identity

E. **Housing Assistance**

1. Assist in the development of housing, including affordable housing, in the Area.

IV. URBAN RENEWAL PROJECTS

Urban renewal projects authorized by the Plan are described below. Public improvements authorized under the Plan include assistance to help create a district identity for the Area, encouragement of development through the upgrading of utilities, and economic assistance to developers.

As shown in the Report, urban renewal funds will be combined with existing and other future sources of funding to finance project costs. Projects authorized by the Plan are:

A. Infrastructure

1. Utility Upgrades

a) Storm Water: based on information in the Sewer and Storm Water Capital Facilities Plan, completed in 2001, the storm water system upgrades needed in the Area are shown below:

- 12th Street, Nix Drive to Elliot Drive;
- 12th Street, Nix Drive to Belmont Avenue;
- Belmont Avenue, 12th Street to Avalon Way; and
- 12th Street, Taylor Avenue to June Avenue.

b) Sanitary Sewer: based on information in the Sewer and Storm Water Capital Facilities Plan, completed in 2001, the sanitary sewer system upgrades needed in the Area are shown below:

- Hull Street: replace 1600 linear feet of six-inch pipe with eight-inch pipe; and
- 13th and A Streets: replace 900 linear feet of gravity sewer with eight-inch pipe.

c) Water: based on the City of Hood River Water Master Plan, adopted in 2001, the water system upgrades needed in the Area are shown below:

- 12th Street, June to May Streets;
- 12 Street, A Street to May Street;
- Wilson Street, 12th Street to Wilson Reservoir;
- May Street, 12th Street to 17th Street; and
- C Street, 12th Street to 16th Street.

2. Parking Improvements

Parking improvements will be developed in the Area.

3. Undergrounding of Utilities

Utilities will be undergrounded where feasible. The City will work with the utility providers to underground utilities.

B. District Identity

1. Streetscape and Pedestrian/Bicyclist Improvements

Streetscape improvements throughout the Area will include sidewalk improvements, sidewalk ramps, lighting, banners, signage, and street furniture, including benches, planters, bike racks, and other streetscape improvements, as designated by the Agency.

a) Pedestrian and Bicycle Improvements

The streetscape improvements will be designed with the pedestrian and bicyclist in mind. Any parking improvements will also consider the needs of the bicyclist.

b) Connections to Parks and Greenspaces

Streetscape improvements, including pedestrian and bicyclist improvements, will be designed to enhance the connections to existing local parks and greenspaces adjacent to the Area.

c) Public Spaces

Public spaces will be incorporated into the Area. These spaces could be small “pocket” parks that encourage people to recreate in the Area.

C. Economic Development Assistance

1. Redevelopment Assistance

A redevelopment assistance program will be developed to support development and redevelopment in the Area, including a storefront improvement loan and/or grant program, assistance with streetscape improvements, and assistance with code compliance and other development costs.

D. Acquisition

1. Acquisition of Property

Acquisition of property will occur as needed for the development of district identity and traffic and transportation, including parking and recreation improvements.

E. Housing Assistance

1. Assist in the development of housing, including affordable housing, in the Area.

V. PROPERTY ACQUISITION AND DISPOSITION

The Plan authorizes the acquisition and disposition of property as described in this section. Property includes any and all interests in property, including fee simple ownership, lease, easements, licenses, or other rights to use.

A. Property Acquisition for Public Improvements

The Agency may acquire any property within the Area for the public improvement projects undertaken pursuant to the Plan by all legal means, including use of eminent domain. Good faith negotiations for such acquisitions must occur prior to institution of eminent domain procedures.

B. Property Acquisition – From Willing Sellers

The Plan authorizes Agency acquisition of any interest in property within the Area that the Agency finds is necessary to support private redevelopment, but only in those cases where the property owner wishes to convey such interest to the Agency. The Plan does not authorize the Agency to use the power of eminent domain to acquire property for a private party to transfer property to another private party for private redevelopment. Property acquisition from willing sellers may be required to support development of projects within the Area.

C. Land Disposition

The Agency will dispose of property acquired for a public improvement project by conveyance to the appropriate public agency responsible for the construction

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and/or maintenance of the public improvement. The Agency may retain such property during the construction of the public improvement.

The Agency may dispose of property acquired under Subsection B of this Section V by conveying any interest in property acquired. Property shall be conveyed at its fair reuse value. Fair reuse value is the value, whether expressed in terms of rental or capital price, at which the urban renewal agency, in its discretion, determines such land should be made available in order that it may be developed, redeveloped, cleared, conserved, or rehabilitated for the purposes specified in such plan. Because fair reuse value reflects limitations on use of the property to those purposes specified in the Plan, the value may be lower than the property's fair market value.

Where land is sold or leased, the purchaser or lessee must agree to use the land for the purposes designated in the Plan and to begin and complete the building of its improvements within a period of time that the Agency determines is reasonable.

VI. RELOCATION METHODS

When the Agency acquires occupied property under the Plan, residential or commercial occupants of such property shall be offered relocation assistance, as required under applicable state law. Prior to such acquisition, the Agency shall adopt rules and regulations, as necessary, for the administration of relocation assistance.

VII. TAX INCREMENT FINANCING OF PLAN

Tax increment financing consists of using annual tax increment revenues to make payments on loans, usually in the form of tax increment bonds. The proceeds of the bonds are used to finance the urban renewal projects authorized in the Plan. Bonds may be either long-term or short-term.

Tax increment revenues equal most of the annual property taxes imposed on the cumulative *increase* in assessed value within an urban renewal area over the total assessed value at the time an urban renewal plan is adopted. [Under current law, the property taxes for general obligation (GO) bonds and local option levies approved after October 6, 2001 are not part of the tax increment revenues.]

A. General Description of the Proposed Financing Methods

The Plan will be financed using a combination of revenue sources. These include:

- Tax increment revenues;
- Advances, loans, grants, and any other form of financial assistance from the Federal, State, Port, local governments, or other public bodies;
- Loans, grants, dedications, or other contributions from private developers and property owners, including, but not limited to, assessment districts; and
- Any other public or private source.

Revenues obtained by the Agency will be used to pay or repay the costs, expenses, advancements and indebtedness incurred in (1) planning or undertaking project activities, or (2) otherwise exercising any of the powers granted by ORS Chapter 457 in connection with the implementation of this Plan.

B. Tax Increment Financing and Maximum Indebtedness

The Plan may be financed, in whole or in part, by tax increment revenues allocated to the Agency, as provided in ORS Chapter 457. The ad valorem taxes, if any, levied by a taxing district in which all or a portion of the Area is located, shall be divided as provided in Section 1c, Article IX of the Oregon Constitution, and ORS 457.440. Amounts collected pursuant to ORS 457.440 shall be deposited into the unsegregated tax collections account and distributed to the Agency based upon the distribution schedule established under ORS 311.390.

The maximum amount of indebtedness that may be issued or incurred under the Plan, based upon good faith estimates of the scope and costs of projects in the Plan and the schedule for their completion is \$8,495,650. This amount is the principal of such indebtedness and does not include interest or indebtedness incurred to refund or refinance existing indebtedness.

C. Prior Indebtedness

Any indebtedness permitted by law and incurred by the Agency or the City of Hood River in connection with the preparation of this Plan or prior planning efforts that support the preparation or implementation of this Plan may be repaid from tax increment revenues from the Area when, and if, such funds are available.

VIII. FUTURE AMENDMENTS TO PLAN

The Plan may be amended as described in this section.

A. Substantial Amendments

Substantial Amendments are solely amendments:

- Adding land to the urban renewal area, except for an addition of land that totals not more than 1% of the existing area of the urban renewal area; or
- Increasing the maximum amount of indebtedness that can be issued or incurred under the Plan.

Substantial Amendments, in accordance with ORS 457.085(2)(i), shall require the same notice, hearing, and approval procedure required of the original Plan under ORS 457.095, including public involvement, consultation with taxing districts, presentation to the Planning Commission, and adoption by the City Council by non-emergency ordinance after a hearing. Notice of such hearing shall be provided to individuals or households within the City of Hood River, as required by ORS 457.120. Notice of adoption of a Substantial Amendment shall be provided in accordance with ORS 457.095 and 457.115.

B. Council Approved Amendments

Council Approved amendments consist solely of amendments that result in:

- Material changes to the goals and objectives of the Plan; or
- Addition or expansion of a project that is materially different from projects previously authorized in the Plan.

Council Approved amendments require approval by the Agency by resolution and by the City Council by ordinance.

C. Minor Amendments

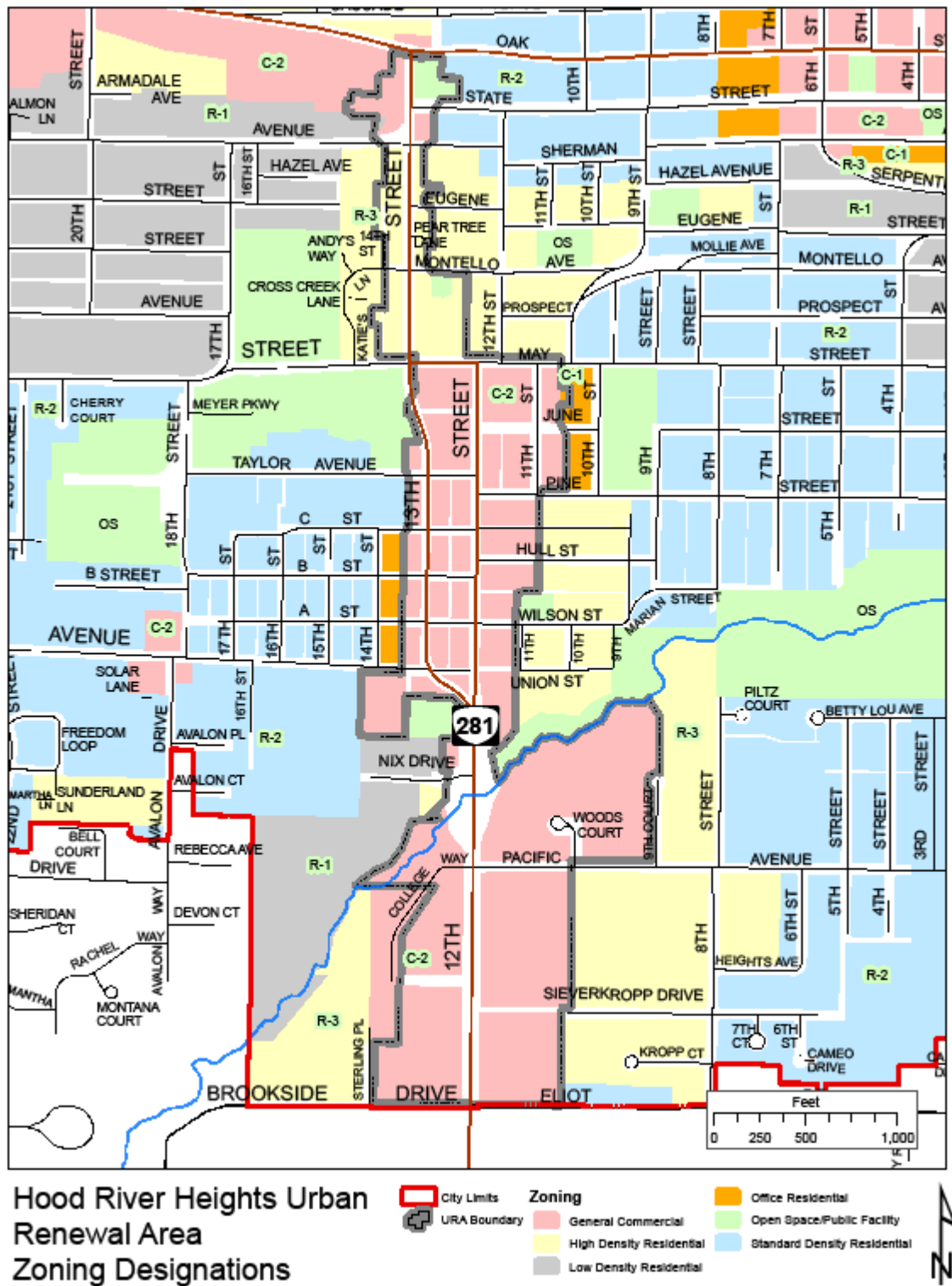
Minor Amendments are amendments that are not Substantial or Council Approved Amendments in scope. They require approval by the Agency by resolution.

D. Amendments to the Hood River Comprehensive Plan and/or Hood River Revised Code

Amendments to the Hood River Comprehensive Plan and/or Hood River Zoning Ordinance that affect the Urban Renewal Plan and/or the Urban Renewal Area shall be incorporated automatically within the Urban Renewal Plan without any separate action required by the Agency or the City Council.

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Figure 2 - Zoning and Comprehensive Plan Designations



IX. RELATIONSHIP TO LOCAL OBJECTIVES

The Plan relates to local planning and development objectives contained within the City of Hood River's Comprehensive Plan, Hood River Municipal Code (Section 17: Zoning Ordinance), and the Transportation System Plan. The following section describes the purpose and intent of these plans, the particular goals and policies within each planning document to which the proposed Plan relates, and an explanation of how the Plan relates to these goals and policies. The numbering of the goals, policies, and implementation strategies will reflect the numbering which occurs in the original document. Italicized text is text that has **not** been taken directly from an original planning document. The Zoning and Comprehensive Plan designations are shown in Figure 2.

A. City of Hood River Comprehensive Plan

The City of Hood River Comprehensive Plan is the general guide for the City for all activities relating to land use. It identifies existing assets, problems, and needs in the community, and sets forth City policy and implementation strategies for dealing with these issues. The proposed Plan relates to several of these stated goals, policies, and implementation strategies. Of particular relevance are sections pertaining to Citizen Involvement, Land Use Planning, Open Spaces, Air, Water and Land Resources Quality, Recreational Needs, Economy, Public Facilities, Transportation, Energy Conservation, and Urbanization.

Purpose of the Comprehensive Plan

The goal of the Comprehensive Plan is to protect and enhance the public health, safety, and welfare of the citizens of Hood River. More specific purposes include:

1. To establish a land-use planning process and policy framework as a basis for all decisions and actions relating to land use;
2. To provide for the housing needs of the citizens of the planning unit;
3. To diversify and improve the local economy;
4. To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework to direct urban and rural development;
5. To preserve scenic, historic, and natural resources to maintain the quality of living in the area; and
6. To comply with State land use goals and related requirements.

Goal 1: Citizen Involvement

GOAL

Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.

POLICIES

1. Improve and use existing citizen participation programs to ensure ongoing citizen involvement in planning and land use regulation revisions now and after acknowledgement of the Comprehensive Plan; and
2. Establish, maintain, and encourage uses of an ongoing citizen involvement program for the City of Hood River.

Findings: The Plan relates to and addresses the citizen involvement goal and Policies 1 and 2 through public meetings held in the adoption process. There were numerous meetings with the Hood River Heights Business Association in the feasibility study process as well as in the formation of the Plan. There were also meetings with the Planning Commission and with the Hood River City Council in the feasibility process. The preparation of the Plan involved additional meetings with the Hood River Heights Business Association and briefings with the City Council. Adoption of the Plan will require notice to all citizens of Hood River, Planning Commission review, and a hearing by the City Council.

Goal 2: Land Use Planning

GOAL

To establish a land use planning process and policy framework as a basis for all decisions and actions related to use of land, and to assure an adequate factual base for such decisions and actions.

GUIDELINES

2. Protect public health, safety, and welfare;
3. Maintain the quality of air, water, and land resources of the planning area;
5. Conserve and protect resources;
6. Diversify and improve the economy;
7. Develop public facilities and services;
8. Satisfy recreational needs;
9. Aid in the development of a transportation system; and
10. Conserve energy.

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Findings: The proposed Plan relates to and addresses the Land Use Planning Goal and aforementioned Guidelines. The Plan will encourage development and redevelopment in an area of Hood River which is zoned for commercial uses, thereby supporting the investment in the existing businesses (Guideline 6) and the existing infrastructure (Guidelines 7,9). The investment in the Area will help maintain the quality of air, water, and land resources, as it will encourage neighborhood use of commercial facilities and improve pedestrian and bicycle connections (Guidelines 3,10). There is a project in the plan to develop additional recreational places within the Area (Guideline 8). All investment in the Area will assist in protecting the public health, safety, and welfare of the Area (Guideline 2).

Goal 3: Agricultural Lands

Goal

To preserve and maintain agricultural lands.

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary, thereby conserving lands outside the boundary from development.

Goal 4: Forest Lands

Goal

To conserve forest lands for forest uses.

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary, thereby conserving lands outside the boundary from development.

Goal 5: Open Spaces, Scenic and Historic Areas, and Natural Resources

This Goal in the Comprehensive Plan addresses open spaces, historic areas, and natural resources. This Plan will not impact or affect historic areas or natural resources; therefore, only the relevant provisions pertaining to open spaces are referenced.

OPEN SPACES

Open space and natural areas are an integral part of the City of Hood River's livability. A wide range of types and sizes of open space and natural areas within the urban area should provide: diverse plant and animal habitat, visual and special breaks from urban uses and places for recreation, facilities for community events, trails for pedestrian and bicycle transportation, and sports activities. Open space and natural areas may

be in the form of parks, public school grounds, trails, natural areas and areas of special interest, river and stream corridors, open space easements and right-of-way, and lands excluded from development.

Maintaining open space and natural areas in an urban area is a difficult task, and one that becomes more complex during periods of rapid growth. However, providing open space in the urban area for the benefit of existing and future residents is important. The following goals are intended to enhance, create, and protect the City of Hood River's open space and natural areas.

GOALS

3. To establish trails, greenways, and wildlife corridors that are interconnected;
4. To encourage environmental awareness so that citizens will become stewards of our natural resources;
5. To soften the appearance of street corridors with planter and median strips; and
6. To support coordinated efforts of public agencies, private organizations, and individuals to preserve and enhance the area's natural features and open space.

Findings: The Plan relates to the Goals of open space because the proposed projects will improve pedestrian connections by providing streetscape improvements (Goal 5), establish public spaces for community events (Goal 5), and enhance connections with local parks and greenspaces (Goals 3,6). The projects by themselves help increase environmental awareness (Goal 4).

Goal 6: Air, Land, and Water Resources Quality

GOAL

1. To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution-free environment.

POLICIES

Air Quality

2. The air discharges from public and private facilities within the City of Hood River will not exceed the carrying capacity of the air shed.

3. Activities involving or affecting the air resources of the City of Hood River and Urban Growth Area will provide for and contribute to both a stable and healthy economy and a relatively pollution-free environment.

IMPLEMENTATION STRATEGIES

1. Placement of walkways and bikeways shall be encouraged in an attempt to lessen the amount of motorized traffic.

Findings: The Plan will improve air quality because it will encourage neighborhood use of commercial facilities, improve pedestrian and bicycle connections, and provide streetscape improvements (Goal 1, Policies 2, 3, and Implementation Strategy 1).

Goal 7: Natural Disasters

This Plan will not impact or affect this goal.

Goal 8: Recreational Needs

GOAL

To satisfy the recreational needs of the citizens of the community and visitors to the area.

POLICIES

2. When feasible, recreational opportunities and park sites will be located so as to be accessible to a maximum number of people.
3. The development of parks which are accessible by means of walking or bicycling is encouraged.
4. Participation by neighboring residents will be encouraged to contribute to park development and maintenance.
5. Encourage low-maintenance park and recreation use of floodplains and drainage.

IMPLEMENTATION STRATEGIES

1. Park sites will be developed with the lowest possible maintenance costs while still maintaining quality (i.e. use of native species rather than ornamental species).
4. City sidewalks will continue to be upgraded (i.e. ramps at corners, legal catch).

Findings: The Plan will improve recreation sites by adding signage, streetscape improvements, and public spaces for community events, and

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will enhance the connections with local parks and greenspaces (Goal 1, Policies 2,3,5, and Implementation Strategy 4). The Area is in an urban setting with a residential neighborhood surrounding it (Goal 1 and Policy 2). The Plan will abide by the Parks and Recreation Master Plan and the State of Oregon Parks Comprehensive Plan (SCORP).

Goal 9: Economy

GOALS

1. To diversify and improve the economy of the Hood River planning area;
2. To preserve and promote a livable community;
3. To better utilize all commercial and industrial lands, including underutilized lands;
4. To have adequate public facilities for anticipated economic growth;
5. To have economic development that is consistent with availability of long-term human and natural resources; and
6. To accommodate the need for expansion of new and existing businesses.

POLICIES

3. Encourage family wage jobs, including, but not limited to: office, commercial, retail and lodging developments, light industrial small businesses, expansion of small commercial and light industrial businesses, home businesses, tourism and recreation based businesses, and regional retail businesses.
4. Consider existing business expansion needs.
6. Promote mixed-use developments that integrate business, office, light industrial, research and development, commercial uses, and residential if appropriate, on the same parcel.
7. Maintain consistency between the public facilities plan and the goals, policies, and implementation strategies of this section.
8. Encourage family-wage jobs.

IMPLEMENTATION STRATEGIES

6. The City shall pursue funding opportunities for the construction and completion of services in areas where deficient.

Findings: The Plan will help install the infrastructure necessary to support additional development and redevelopment of the Area (Goal 4, Policy 7, and Implementation Strategy 6). The Plan will help encourage the

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development of prime commercial land that will provide expansion opportunities for existing local businesses and will attract new ones to the Hood River area (Goals 1,2,3,5,6 and Policies 3,4,6,8). Growth in the Area would create new jobs for the community and would generate additional tax revenue for the municipality when the proposed Heights Business District Urban Renewal Area expires (Goals 1,2,3,5,6 and Policies 3,4,8).

Goal 10: Housing

The Plan will not impact or affect this goal.

GOAL

To provide for the housing needs of the residents of Hood River.

POLICIES

- 1. The City will promote and encourage the maintenance of existing housing, the rehabilitation of older housing, and the development of a mixture of sound, adequate new housing types to meet the needs of all segments of the population.*
- 2. The City will encourage the provision of housing for senior, handicapped, and low income citizens at a minimum cost and will work with other organizations to achieve this goal.*

Findings: The plan conforms to the comprehensive plan because the plan will help encourage development that will provide housing opportunities for the citizens of Hood River.

Goal 11: Public Facilities and Services

GOAL

To plan and develop a timely, orderly, and efficient arrangement of public facilities and services to serve as a framework for urban and rural development in the City and Urban Growth Area.

POLICIES

1. Provide urban services (water, sewer, storm drainage, and transportation) to residential, commercial, and industrial lands within the City's Urban Growth Area;
6. Ensure that water mains are installed or upgraded to adequate size for firefighting and supply purposes;
7. Ensure that public facilities and services of adequate size are constructed to serve planned urban uses as urban growth occurs consistent with the zoning;

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

8. Ensure that location and extension of urban services is done in accordance with this Plan and the Public Facilities Master Plans;
13. Generally, require property owners benefiting from urban services extensions to finance urban services extensions;
15. Maintain an eight-year supply of commercial and industrial land that is serviceable by urban services; and
21. Ensure coordination between the Transportation Systems Plan and Public Facilities Plan, particularly with respect to recommended capital improvements.

IMPLEMENTATION STRATEGIES

12. That City shall adopt standards ensuring that urban service facilities are constructed to levels adequate to serve the needs of the proposed development and, where necessary, urban area.

Findings: The Plan will improve public facilities by providing funding to assist in the upgrading of deficient systems in the Area, including storm water, sanitary sewer, and water line improvements. These upgrades will be done in compliance with the Public Facilities Master Plans and in coordination with the Transportation Systems Plan (Goal for Public Facilities and Policies 1,6,7,8,13,15, 21).

Goal 12: Transportation

There are seven transportation goals with related policies organized under each goal. The Goals that relate to the Plan are incorporated below.

GOAL 1

A balanced transportation system.

POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian, bicycle, transit, truck, and auto use, and recognize these streets as important to community identity as well as providing a needed service;
2. Provide connectivity to each area of the City for convenient multi-modal access;
3. Develop a safe, complete, attractive, and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, off-street pathways and sidewalks according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths; and

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

Findings: A project included in the Plan to provide streetscape improvements the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required. These improvements will be made in compliance with the above stated goals and policies (Goal 1 and Policies 1,2,3,4).

GOAL 2

Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

POLICIES

1. Maintain the livability of Hood River through proper location and design of transportation facilities;
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas;
3. Meet the applicable requirements of state and federal resource agencies for wetlands or stream corridors in development of City transportation facilities; and
4. Protect neighborhoods from excessive through traffic and travel speeds while providing reasonable access to and from residential areas. Build local and neighborhood streets to minimize speeding.

Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 2 and Policies 1,2,3,4).

GOAL 3

A safe transportation system.

POLICIES

1. Design streets to serve the anticipated function and intended uses as determined by the Comprehensive Plan;
2. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable pathway use;
3. Maintain access management standards for arterial and collector roadways consistent with City, County, and State requirements to reduce conflicts between vehicles and trucks, as well as conflicts between vehicles, bicycles, and pedestrians;
4. Ensure adequate access for emergency service vehicles is provided throughout the City; and

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

5. Designate routes to schools for each school and to and from any new residential project.

Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 3 and Policies 1,2,3,4).

GOAL 4

An efficient transportation system that reduces the number of trips and limits congestion.

POLICY

1. Support trip reduction strategies developed regionally, including employment, tourist, and recreational trip programs.

Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 4 and Policy 1).

GOAL 5

Transportation facilities, which are accessible to all members of the community and reduce trip length.

POLICIES

1. Construct transportation facilities to meet the requirements of the American with Disabilities Act; and
2. Develop neighborhoods and local connections to provide adequate circulation in and out of the neighborhoods.

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Findings: A project included in the Plan to provide streetscape improvements in the Area will encourage more pedestrian and bicycle activity, which in turn will support business activity. In addition, the redevelopment will improve the function of the business district to strengthen existing businesses, provide additional employment opportunities, and provide services to residents that will help to reduce trips outside of the Area. Reinforcing the strength of the business district would, in turn, support the strength of the adjacent neighborhoods. Any work on the transportation system in the Area would be coordinated with other governmental entities, as required (Goal 5 and Policies 1,2).

GOAL 6

Transportation facilities, which provide efficient movement of goods.

POLICIES

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need; and
2. Consider existing water, railroad, and air transportation facilities to be City resources and reflect the needs of these facilities in land use decisions.

Findings: The Plan relates to this goal as the transportation network includes arterials which will be used for the transportation of goods. Any new improvements to the system will be designed to facilitate the efficient movement of goods (Goal 6 and Policies 1,2).

GOAL 7

Implement the transportation plan by working cooperatively with federal, state, regional, and local governments, private sector, and residents, and by creating a stable and flexible financial system.

POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area: Hood River County, CAT, Port of Hood River and ODOT.

Findings: The Plan relates to this goal as the City will work cooperatively with the State and Federal government on any areas where this cooperation is necessitated, understanding that Highway 281 is a State Highway (Goal 7 and Policy 1).

Goal 13: Energy Conservation

GOAL

To conserve energy and encourage the use of renewable energy resources.

POLICIES

1. The development and growth of urban land uses shall be controlled and managed to maximize the conservation of all forms of energy;
2. Higher density land use along major arterials, collectors, and intersections will be encouraged;
3. Public facilities and services will be extended in an orderly manner to promote development of lands within and adjacent to the City before development of outlying areas;
4. Commercial development in clusters near residential areas and along arterials is encouraged;
6. The City will cooperate with operating utilities, state, and federal agencies and other organizations in projects to promote the conservation of non-renewable energy resources and the use of renewable resources; and
7. The City will encourage residents and businesses to take steps to conserve energy and use renewable energy resources. The City's efforts shall be coordinated with those of utilities, state, and federal agencies, and other organizations.

Findings: The Plan helps ensure the development of land that is already in the urban growth boundary while cooperating with other governmental entities (Energy Conservation Goal and Policies 1,2,6). The Plan assists in the development and redevelopment of a commercial development near residential areas and along arterials (Energy Conservation Goal and Policies 4,7). Public facilities will be improved to allow for the development of the land (Energy Conservation Goal and Policy 3).

Goal 14: Urbanization

GOAL

To provide for an orderly and efficient transition from rural to urban land use.

PURPOSE OF THE URBAN GROWTH BOUNDARY:

1. Contain urban development within areas planned for future long-range expansion where basic urban services such as sewer, water facilities, and police and fire protection can be efficiently and economically provided;
2. Conserve land, air, and water resources through orderly development of land areas; and
7. Preserve and enhance the livability of the Area.

Findings: The Plan conforms to the Urbanization goal because it helps make the best use of land that is in the urban growth boundary, which will thereby contain urban development in appropriately zoned areas (Urbanization Goal and Purpose 1,2). The Plan further conforms with this goal as it proposes projects which will preserve and enhance the livability of the area (Urbanization Goal and Purpose 7).

Comprehensive Map Categories:

The Comprehensive Plan map categories are the same as the zoning code categories covered in Section D below.

B. City of Hood River Transportation System Plan

Transportation Goals and Policies

The Transportation System Plan (TSP) guides the management of existing transportation facilities and the design and implementation of future facilities through 2019. An update to the TSP that incorporates projects specifically identified for the Area is being undertaken, concurrent with the adoption of this Plan.

The existing TSP sets forth seven goals followed by policies and recommended actions to guide the development of Hood River's transportation system. The proposed Plan will comply with every goal that is relevant to the Area, namely goals 1, 2, 3, 6, and 7. A list of the relevant goals, policies, and actions is detailed below, along with how the proposed Plan relates to them.

GOAL 1

A balanced transportation system.

POLICIES

1. Develop and implement public street standards that recognize the multi-purpose and shared nature of the street right-of-way for utility, pedestrian bicycle, transit, truck, and auto use, and recognize these streets as important to community identity as well as providing a needed service;
2. Provide connectivity to each area of the City for convenient multi-modal access;
3. Develop a safe, complete, attractive, and efficient system of pedestrian and bicycle ways, including bike lanes, shared roadways, and off-street pathways and sidewalks, according to the pedestrian and bicycle system maps. Road standards shall address bicycle and pedestrian paths; and
4. When development or redevelopment of land occurs, provide bike and pedestrian facilities that are consistent with standards and policies of this plan.

Findings: The Plan relates to Goal 1 and Policies 1-4 by providing projects that help facilitate an improved pedestrian and bicycle transportation system within the area. The Plan proposes enhancing connections with local parks and greenspaces within the area (Goal 1 and Policies 1,2,3,4).

GOAL 2

Transportation facilities designed and constructed in a manner that enhances Hood River's livability.

POLICIES

1. Maintain the livability of Hood River through proper location and design of transportation facilities; and
2. Locate and design recreational and bicycle pathways so as to balance the needs of human use and enjoyment with resource preservation in identified Natural Resource areas.

Findings: The Plan relates to Goal 2 and Policies 1 and 2 by providing projects that help facilitate an improved pedestrian and bicycle transportation system within the area. The Plan proposes enhancing connections with local parks and greenspaces within the area (Goal 2 and Policies 1 and 2).

GOAL 3

A safe transportation system.

POLICIES

2. Design streets to serve the anticipated function and intended uses, as determined by the Comprehensive Plan;
6. Construct pathways only where they can be developed with satisfactory design components that address safety, security, maintainability, and acceptable pathway use; and
9. Ensure adequate access for emergency service vehicles is provided throughout the City.

Findings: The Plan relates to Goal 3 and Policies 2,6,9 by providing projects that help facilitate an improved pedestrian and bicycle transportation system within the area; improvements that would also improve safety in the Area. The Plan proposes enhancing connections with local parks and greenspaces within the area (Goal 3 and Policies 2,6,9).

GOAL 6

Transportation facilities that provide efficient movement of goods.

POLICIES

1. Designated arterial routes and freeway access areas in Hood River are essential for efficient movement of goods; design these facilities and adjacent land uses to reflect this need.

Findings: The Plan relates to Goal 6 and Policy 1 as there is an arterial in the Area which is used by neighboring businesses for the efficient movement of goods. This use is consistent with the intent of the district and will be recognized as a future need in the Area when projects are designed (Goal 6 and Policy 1).

GOAL 7

Implement the transportation plan by working cooperatively with federal, state, regional and local governments, private sector and residents, and by creating a stable, flexible financial system.

POLICIES

1. Coordinate transportation projects, policy issues, and development actions with all affected governmental units in the area: Hood River County, CAT, Port of Hood River, and ODOT;
2. Participate in regional transportation and growth management policies and work with regional agencies to assure adequate funding of transportation facilities to support those policies;
4. Develop and utilize the System Development Charge and Traffic Impact Fee as an element of an overall funding program to pay for adding capacity to the collector and arterial street system and make safety improvements required by increased land use development; and
5. Develop a long-range financial strategy to make needed improvements in the transportation system and support operational and maintenance requirements.

Findings: The Plan relates to Goal 7 and Policies 1,2,4,5 as the main transportation route through the Area is a State of Oregon facility. Whenever possible, the City of Hood River will collaborate with other agencies to finance and complete these projects in the most efficient manner possible (Goal 7 and Policies 1,2,4,5).

THE PEDESTRIAN SYSTEM

A pedestrian system plan will be implemented in the city. Where possible, every paved street will have sidewalks on both sides of the roadway meeting the requirements set forth in the street standards. The pedestrian system projects include only sidewalk projects. Although shoulder additions can serve pedestrians, they are not ideal because they are not separated from the roadway; however, in undeveloped urban areas where development may not occur quickly, the addition of shoulders is often the most practical improvement that can be implemented. Generally, shoulders are more of a benefit to cyclists than to pedestrians; therefore, proposed shoulder widening or additions are discussed in the Bicycle System Plan section of this chapter. Missing sidewalk segments should be installed whenever an opportunity presents itself (such as development, special grants, etc.), concentrating on arterial streets, collectors, and school routes. Pedestrian safety should be improved at crossings through additional/improved signing and lighting, curbs extensions, access management, and speed control measures.

Findings: The Plan proposes projects which will further develop the Pedestrian System as described in the TSP. The Plan proposes streetscape improvements and pedestrian and bicycle improvements throughout the Area.

THE BICYCLE SYSTEM

This Transportation System Plan identifies the bicycle system projects that fill the gaps in the bicycle system network. The plan builds from the State requirement that all arterial and major collector roads have bikeways. Additional linkages are also included to complete the network.

On arterial and collector streets that are not scheduled to be improved as part of the street system plan, bike lanes may be added to the existing roadway at any time to encourage cycling, or when traffic volumes exceed 2,500 to 3,000 vehicles per day. The striping of bike lanes on streets, which lead directly to schools, is a high priority.

Bike lanes will be one-way, five or six feet wide, and located adjacent to the curb, except where there is curb parking or a right-turn lane. Where these conditions occur, the bike lane is located between the through travel lane and parking or right-turn-lane. The bike lanes shall be marked in the same direction as the adjacent travel lane. Striping and signing should conform to the State Bicycle and Pedestrian Plan.

Findings: The Plan proposes projects which will further develop the Bicycle System as described in the TSP. The Plan proposes streetscape

HOOD RIVER HEIGHTS BUSINESS DISTRICT URBAN RENEWAL PLAN

improvements and pedestrian and bicycle improvements throughout the Area.

C. Hood River Planning Code

The City of Hood River Planning Code establishes zoning districts to control land use throughout the city and regulates development standards within these established use districts. The proposed Area is located within established commercial, residential, and open space zones, and is regulated by Section 17 of the Planning Code. Section 17 has been designed in accordance with the goals, policies, and most appropriate statements of the intent of the City's Comprehensive Plan. It is the purpose of this title, therefore, to provide the principal means for the implementation of the Comprehensive Plan. Specifically, the proposed Area is located within the General Commercial, Open Space/Public Facility, Urban High Density Residential, and Urban Low Density Residential zones.

General Commercial (C-2): The General Commercial zone allows for most uses except large scale industrial. It supports small residential developments and commercial uses such as bed and breakfasts, daycares, and home businesses. With a site review, it will allow larger residential complexes (15 or more people), parking lots, and industrial uses that are essential to an on-site commercial business. Conditional uses include, but are not limited to, hospitals, schools, public parks, churches, and townhomes.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Plan projects will support and encourage additional General Commercial uses.

Open Space/Public Facility (OS/PF): The purpose of the Open Space/Public Facilities Zone is to provide land areas for parks and other necessary public facilities. This zone is also intended to serve as the mechanism to implement the public parks land use designation of the Comprehensive Plan. Permitted uses not subject to site plan review in this zone shall include, but are not limited to, recreational activities, parks, non-profit community activities, and arts festivals.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. Proposed projects will enhance the open space areas and provide connectivity to those areas and to the downtown core.

Urban High Density Residential (R-3): The Urban High Density Residential Zone allows for single family residences, duplexes and triplexes and multi-family dwellings, subject to site plan review. It also allows for bed and breakfast facilities, residential care facilities, public parks in an approved

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subdivision, and other residential uses. Hospitals, churches, schools, public parks, hostels, townhouses, pumping stations, planned unit developments, and professional offices are a conditional use in this zone.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for this zoning district. There are no projects proposed for the properties which are zoned R-3. The inclusion of this Area is to provide a link to the downtown and the ability to fund projects for the right-of-way.

Each of these districts contains specific development standards, intended to promote site planning and design that consider the natural environment; maintain the required dimensional standards while promoting energy conservation, privacy, safe, and efficient parking areas; and improve the general living environment and economic life of a development.

Findings: The proposed Plan relates to the general objectives and specific development standards prescribed for each of these zoning districts. The Plan will support the C2 zone by encouraging the development and redevelopment of businesses, assisting in infrastructure improvements that will be necessary for future development in the Area, and providing streetscape improvements to encourage pedestrian activity. It will provide for upgrades of open space and recreational sites and provide the connectivity of those sites to each other and to the downtown retail core.

APPENDIX A: LEGAL DESCRIPTION
DESCRIPTION

Exhibit 'A'
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LEGAL DESCRIPTION
OF THE
HEIGHTS URBAN RENEWAL AREA
BOUNDARY
FOR THE
CITY OF HOOD RIVER

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The boundaries of the Heights Urban Renewal Area are located within Sections 35, 36 and 26 all in Township 3 North and Range 10 East in the Willamette Meridian in Hood River County and State of Oregon. The boundaries of said renewal area are more particularly described as follows.

Commencing at a 5/8" iron rod found in a monument box at the approximated intersection of Wilson Street and 12th Street, said rod is monumenting the quarter corner common to Sections 35 and 36. Thence S(South) 00°07'00" W(West) a distance of 2618.65 feet to a 1-1/2" Brass cap marked "ODOT" monumenting the Southwest corner of Section 36, more generally located at the intersection of Eliot Drive/Brookside Drive and 12th Street, said Brass cap is the point of beginning of the following described boundary. This line established the basis of bearing of this description.

Thence S 89°57'40" E(East) a distance of 495.00 feet to a point; thence N (North) 00°08'48" E a distance of 174.10 to the southwest corner of parcel 1 of partition plat #9540, recorded on December 4th 1995; thence N 00°08'48" E along said parcel 350.90 feet to a point in the centerline of the western terminus of Sieverkropp Drive; thence S 89°57'40" E a distance of 50.8 feet along said centerline; Thence N 00°22'04" E a distance of 30 feet to the southeast corner of property described in instrument #882506 of Hood River deed records; thence N 00°22'04" E along said deed a distance of 732.49 feet to a point on the south right of way of Pacific Avenue; thence continuing N 00°22'04" E a distance of 60 feet to the northern right of way of said Pacific Avenue to a point 549.57 feet easterly of west line of Section 36; Thence S 89°57'40" E along south line of parcel 1 of partition plat #9708 as recorded on April 10th of 1997 a distance of 422.68 feet to the southeast corner; thence N 00°3'13" E a distance of 392.46 feet to the beginning of a non-tangential curve concaved southeasterly whose chord bears N 27°42'54" E a distance of 98.57 feet. Radius point measures 50 feet and is monumented by a railroad spike in the center of cul-de sac at the northern terminus of 9th court; thence along said curve through the central angle of 160°33'58" a distance of 140.12 feet to a 5/8" iron rod with cap L.S. 1815 monumenting the southeasterly corner of lot 2 of Eliot Woods Subdivision plat #992455; thence N 00°37'56" E a distance of 305.42 feet to a point; thence N 30°40'24" W a distance of 120.07 feet to the centerline of Indian Creek. Thence along said centerline a distance of 1000 feet more or less to a point on the eastern right of way of 12th Street measuring 143 feet from the west line of Section 36; thence N 24°18'56" W a distance of 44.56 feet to a 5/8" iron rod with steel right of way post monumenting an angle point on said eastern right of way. Thence N 11°45'09" W along said right of way a

**Exhibit 'A' (cont.)
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distance of 188.52 feet to a point of intersection with the southeastern edge of Indian Creek trail (trail include in this boundary); thence N 64°20'53" E along said southeastern edge a more or less distance of 150 feet to a point on intersection with the west line of the property described in Hood River County Deed book 57, page 588; thence N 00°12'46" E along said west line a distance of 337.64 feet to the southeast corner of Block 1 of E.B. Clark's First Addition to Hood River, said point is located on the northern right of way of Union Street. Thence N 00°07'01" W a distance of 99.92 feet to the southeast corner of parcel 2 of Partition Plat #2007-02p as recorded on January 30th 2007. Thence N 00°07'01" W along east line of said parcel 2 a distance of 99.94 feet to the northeast corner, which is located on the southern right of way of Wilson Street. Thence North a distance of 60 feet to the southeast corner of Lot 1 of Clair Court Subdivision Plat #2010-03615 recorded on October 20th 2010. Thence N 00°24'46" E along east line of said subdivision plat a distance of 140.98 feet to the northeast corner thereof; thence N 00°24'46" E a distance of 7.50 feet to the centerline of an existing alley platted on the original Hull's Subdivision block 13. Thence N 89°58'17" E along said alley a distance of 119.51 feet to a point; thence N 00°29'48" E a distance of 7.5 feet to the southeast corner of lot 17, Block 10; thence N 00°29'48" E along east line of said lot 17 a distance of 140.07 feet to a point on the south right of way of Hull Street; thence continuing a distance of 60 feet to the southeast corner of parcel 2 of partition plat #9303 filed for record on February 9th 1993, said point is located on the northern right of way of Hull Street. Thence N 00°29'48" E along said east line a distance of 139.84 feet to a point on the platted alley; thence N 00°29'48" E a distance 15.00 to the southeast corner of Lot 17 of Block 9 of Hull's Subdivision plat; thence N 00°29'48" E a distance of 139.81 feet to the northeast corner of said Lot 17. Thence N 09°42'08" E a distance of 59.82 feet to the southwest corner of Lot 4, Block 7 of Pleasant View Addition to Hood River; thence N 89°45'52" E a distance of 134.72 feet to the southeast corner of said Lot 4 Pleasant View Addition; thence N 00°17'45" E a distance of 149.58 feet to the southeast corner of parcel 2 of Partition Plat # 9128; thence N 00°17'45" E along west line of said partition plat a distance of 149.58 feet to the northeast corner thereof; thence N 30°50'07" W a distance of 68.37 feet to the southeast corner of Lot 11 of Dean's Subdivision of Hood River as filed in the County Surveyors office; thence N 00°21'46" E a distance of 100 feet to the northeast corner of said Lot 11; thence N 89°45'40" E a distance of 50 feet to the southeast corner of Lot 13 of said Dean's Subdivision plat; thence N 00°21'46" E a distance of 100.00 feet to the northeast corner of Lot 14 of said Dean's Subdivision; thence S 89°45'40" W a distance of 50 feet to the southeast corner of Lot 2 of said Dean's Subdivision; thence N 00°21'46" E a distance of 100 feet to the northeast corner of said Lot 2;

Exhibit 'A' (cont.)
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thence S 89°50'50" W a distance of 100 feet to the northwest corner of said Dean's Subdivision; thence N 75°00'11" W a distance of 265.59 feet to a point on the east line of Blowers Second Addition to Hood River, 10 north of southeast corner of said Blower's Addition; thence N 00°35'36" E a distance of 480.60 feet to the southeast corner of A.S. Blower's Addition, Block 4 (Located on the Northwest corner of Montello and 12th Street); thence N 88°28'48" W along the north right of way of Montello Street a distance of 379.00 feet to a point which measures 70 feet East of southwest corner of said Block 4. Thence N 01°31'12" E a distance of 100.14 feet to a point of the south line of Pear Tree Land subdivision plat #2008-01425; thence S 88°28'48" E a distance of 30 feet more or less to the southeast corner of Lot 3 of said subdivision; thence N 01°31'12" E along east line of said plat a distance of 100.04 feet to the northeast corner of Lot 2 of said subdivision, point also being the southeast corner of Lot 8 of said A.S. Blower's Addition Block 3; thence N 01°31'12" E a distance of 99.93 feet to the northeast corner of said Lot 8, being on the south right of way of Eugene Street; thence N 47°35'43" W a distance of 61.19 feet to a point on the northern right of way of said Eugene Street, said point being the most south southeast corner of Parcel 2 of Partition Plat #2006-18p as recorded in Hood River County records; Thence N 00°36'08" E along said east boundary a distance of 37.50 feet to a point; thence N 46°26'41" E a distance of 28.91 feet; thence S 88°30'09" E a distance of 69.15 feet to the most eastern southeasterly corner of said parcel 2; thence N 00°35'32" E along eastern boundary a distance of 42.00 feet; thence N 88°30'09" W along the northern boundary of said parcel a distance of 89.89 feet to the southeast corner of parcel 1 of said partition plat; thence N 00°36'08" E along the east line of said parcel 1 a distance of 200 feet to a point on the southern right of way of Sherman Street; thence N 57°40'33" E a distance of 72.70 feet to a point on the south right of way of said Sherman Street, said point is also the southeast corner of Lot 8, Block 1 of A.S. Blowers Addition to the City of Hood River; thence N 00°36'34" E along said Lot 8 a distance of 149.67 feet to the northeast corner, said point on the south right of way of State Street; thence N 58°57'19" E a distance of 148 feet to a point on the northern right of way and southeast corner of the City Park property; thence N 00°36'34" E along the eastern boundary of said park a distance of 115.30 feet to the most easterly northeasterly corner of said City Park; thence N 88°30'56" W along northern boundary a distance of 100 feet to the interior corner of said park; thence N 00°36' 34" E a distance of 115.30 feet more or less to the southern right of way of Old Columbia River Highway; thence S 86°30'22" W along said right of way a distance of 142 feet to a point; thence N 75°17'14" W along said right of way a distance of 115.93 feet to the northwest corner of Hood

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CITY OF HOOD RIVER

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River County Deed Book 59, Page 338; thence S 01°31'12" W along west line a distance of 76.1 feet to a point; thence N 86°52'18" W a distance of 2.36 feet to a point; thence S 01°08'39" W a distance of 42.88 feet to a point; thence S 49°41'30" W a distance of 10.82 feet to a point; thence N 83°33'20" W a distance of 31.00 feet to a point; thence S 72°00'44" W a distance of 31.05 feet to a point; thence S 02°55'00" W a distance of 105.85 feet to a point; thence N 83°05'50" W a distance of 146.49 feet to a point; thence S 02°21'10" W a distance of 46.00 feet to a point; thence N 87°43'04" W a distance of 27.00 feet; thence S 01°05'48" W a distance of 62.00 feet to a point; thence S 87°42'59" E a distance of 27.11 feet to a point; thence S 87°42'59" E a distance of 27.11 feet to a point; thence S 02°04'57" W a distance of 21.07 feet to a point; thence S 84°50'13" E a distance of 138.16 feet to a point; thence S 14°36'53" W a distance of 109 feet more or less to the northern right of way of Sherman Avenue, said point measures 18.13 feet easterly from a found 5/8" iron rod; thence S 53°17'27" E a distance of 86.64 feet to a point on the southern right of way of Sherman Street and northwest corner of Lot 1 of Block 1 of Adams Addition to Hood River; thence S 01°31'12" W a distance of 100.00 feet to the northwest corner of Parcel 3 of Partition Plat # 200124p; thence S 07°09'34" W along the western line of said Parcel 3 a distance of 101.70 feet to a point; thence N 87°54'59" W a distance of 40.00 feet to the eastern northwest corner of said Parcel 3; thence S 02°21'12" W along the west line of Parcels 3 and 2 of said Partition Plat a distance of 140.01 feet to the southwest corner of said Parcel 2; thence N 87°54'07" W a distance of 10.00 feet to the northwest corner of Parcel 1 of said Partition Plat; thence S 01°29'07" W a distance of 150.02 feet to the southwest corner of Lot 3 of Block 2 of Adam's Addition to the City of Hood River; thence S 88°30'53" E along the south line of said Lot 3 a distance of 60.00 feet to the northwest corner of Lot 4 of said Adams Addition; thence S 01°29'07" W a distance of 150.00 feet to the northern right of way of Montello Street; thence S 02°36'58" E a distance of 40 feet to the northwest corner of Lot 1 of Block 3 of Adams Addition and southern right of way of said Montello Street; thence S 00°00'55" W along the west line of said Block 3 distance of 465.32 feet to the southwest corner of Lot 9 of said Block 3; thence S 89°52'25" E a distance of 100 feet to the southeast corner of said Lot 9; thence S 42°43'51" E a distance of 44.20 feet to city monument No. 27 at the intersection of May and 13th Street; thence S 49°40'47" E a distance of 46.11 feet to the northwest corner of Lot 4 of Block 2 of Baldwin's Addition to the City of Hood River; thence S 00°37'32" E a distance of 99.92 feet to a point; thence N 89°35'26" E a distance of 3.88 feet to a point; thence S 04°38'53" W a distance of 20.27 feet to a point; thence S 89°58'06" W a distance of 37.80 feet to the "point of beginning of Deed Book 57, page 85 from Alda Baldwin to the City

**Exhibit 'A' (cont.)
TERRA SURVEYING
P.O. Box 617
Hood River, OR 97031
PHONE & FAX (541) 386-4531
E-Mail: terra@gorge.net**

**LEGAL DESCRIPTION
OF THE
HEIGHTS URBAN RENEWAL AREA
BOUNDARY
FOR THE
CITY OF HOOD RIVER**

Page 5 of 6

of Hood River; thence S 00°14'09" E a distance of 130.00 feet to a point; thence N 88°17'54" E a distance of 12.98 feet to the west right of way of 13th Street; thence S 19°24'53" E a distance of 163 more or less to the north line of Hood River deed #761273 to Hood River Sheltered Workshop; thence S 90°00'00" W along said north line a distance of 93.27 feet to the northwest corner located on the east line of the William Jenkins DLC #38. Thence S 03°17'49" W along said east line a distance of 151.25 feet to a 1" iron pipe in a city water valve box monumenting the easterly southeast corner of said DLC #38. Thence S 54°54'39" E a distance of 51.93 feet to a point of the south right of way of Taylor Avenue and the northwest corner of Lot 48 of Stranahan's 2nd Addition; thence S 00°01'13" W a distance of 300.00 feet to the south right of way of Existing C Street; thence S 89°48'14" W along said south right of way a distance of 37.50 feet to a point in the centerline of a platted 15 foot alley of said Stranahan's Second Addition; thence S 00°07'00" W along centerline of said alley a distance of 733.11 feet to the south right of way of Belmont Avenue; thence N 87°58'43" W along south right of way line a distance of 205.52 feet to the northwest corner of Parcel 1 of Hood River County deed #2007-03036; thence S 00°07'00" W along west line of said deed a distance of 341.15 feet to the southwest corner; thence S 87°06'30" E a distance of 256.92 feet to the southwest corner of the National Guard Armory; thence N 00°26'35" E along west line of said National Guard Armory property a distance of 225.00 feet to the south line of parcel 3 of Hood River Deed #2009-03538; thence S 89°33'25" E a distance of 258 feet to the western right of way of 13th Street; thence southeasterly and southerly along said right of way a distance of 237 feet more or less to the south line of said National Guard Armory property; Thence N 89°33'25" W a distance of 120.51 feet to the northeast corner of Parcel 1 of Hood River County Partition Plat #9916; thence S 02°01'47" W along east line of said Parcel 1 a distance of 177.37 feet to the southeast corner thereof; thence S 89°12'36 E a distance of 40.40 feet a point; thence S 19°34'24" W a distance of 103.17 feet to a point; thence S 00°42'36 E a distance of 49.48 feet to a point; thence S 29°35'35" W a distance of 13.67 feet to a point; thence S 43°35'44" W a distance of 132.00 feet to a point on the north line of the Benson DLC #39, said point measures 280.45 feet westerly from the calculated northeast corner of said Benson DLC as shown on partition plat #9919. Thence N 89°44'35" E a distance of 21.48 feet to a point; thence S 81°45'14" W a distance of 156.64 feet to a point; thence S 19°01'11" W a distance of 161.36 feet to a point; thence S 36°26'06" W a distance of 100.26 feet to a point; thence S 63°18'28" W a distance of 93.83 feet to a point; thence S 52°53'17" W a distance of 117.63 feet to a point; thence S 40°31'18" W a distance of 13.72 feet to a point on the north line of Ettie E. Dermerest tract as

Exhibit 'A' (cont.)
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LEGAL DESCRIPTION
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described in deed book G, page 600; thence N 89°44'32" E along the east line of said tract a distance of 488.85 feet to a point; thence S 33°52'20" W a distance of 322.92 feet to a 5/8" iron rod L.S. 896, said point is monumenting the "point of beginning" of land described as the 1.36 acre portion in the boundary line adjustment instrument #2005-2636; thence S 00°07'00" W parallel to the east line of the southwest quarter of Section 35 a distance of 210.41 feet to a 5/8" iron rod, L.S. 1815; thence S 08°31'01" W a distance of 51.74 feet to the northwest corner of Hood River County deed #731817; thence S 00°15'56" W a distance of 81.00 feet; thence S 00°06'56" E a distance of 231.72 feet to a point; thence N 89°58'00" W a distance of 137.17 feet to the northeast corner of 60 foot dedicated right of way named Sterling Place as recorded on Hood River County Partition plat #9027; thence S 00°07'00" W along said Sterling Place a distance of 355.00 feet to the south line of section 35; thence S 89°58'00" E along said south line a distance of 524.00 feet to the point of beginning.

May 16, 2011
Contains 98.94 Acres, more or less
EMC

REGISTERED
PROFESSIONAL
LAND SURVEYOR

For Review

OREGON
DECEMBER 30, 2005
ERIK M. CARLSON
72306