



Oregon

Theodore R. Kubongski, Governor

Department of Land Conservation and Development

635 Capitol Street, Suite 150

Salem, OR 97301-2540

(503) 373-0050

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www.lcd.state.or.us



NOTICE OF ADOPTED AMENDMENT

10/25/2010

TO: Subscribers to Notice of Adopted Plan
or Land Use Regulation Amendments

FROM: Plan Amendment Program Specialist

SUBJECT: City of Hood River Plan Amendment
DLCD File Number 004-10

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. A Copy of the adopted plan amendment is available for review at the DLCD office in Salem and the local government office.

Appeal Procedures*

DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: Friday, November 05, 2010

This amendment was submitted to DLCD for review prior to adoption pursuant to ORS 197.830(2)(b) only persons who participated in the local government proceedings leading to adoption of the amendment are eligible to appeal this decision to the Land Use Board of Appeals (LUBA).

If you wish to appeal, you must file a notice of intent to appeal with the Land Use Board of Appeals (LUBA) no later than 21 days from the date the decision was mailed to you by the local government. If you have questions, check with the local government to determine the appeal deadline. Copies of the notice of intent to appeal must be served upon the local government and others who received written notice of the final decision from the local government. The notice of intent to appeal must be served and filed in the form and manner prescribed by LUBA, (OAR Chapter 661, Division 10). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

*NOTE: The Acknowledgment or Appeal Deadline is based upon the date the decision was mailed by local government. A decision may have been mailed to you on a different date than it was mailed to DLCD. As a result, your appeal deadline may be earlier than the above date specified. NO LUBA Notification to the jurisdiction of an appeal by the deadline, this Plan Amendment is acknowledged.

Cc: Cindy Walbridge, City of Hood River
Gloria Gardiner, DLCD Urban Planning Specialist
Karen Swirsky, DLCD Regional Representative
Thomas Hogue, DLCD Regional Representative
Bill Holmstrom, DLCD Regional Representative
Amanda Punton, DLCD Regional Representative

<paa> YA



FORM 2

DLCD

Notice of Adoption

This Form 2 must be mailed to DLCD within **5-Working Days after the Final Ordinance is signed** by the public Official Designated by the jurisdiction and all other requirements of ORS 197.615 and OAR 660-018-000

In person electronic mailed

DATE STAMP

DEPT OF

OCT 18 2010

LAND CONSERVATION AND DEVELOPMENT

For Office Use Only

Jurisdiction: City of Hood River

Local file number: 2010-17

Date of Adoption: OCTOBER 12, 2010

Date Mailed: OCTOBER 15, 2010

Was a Notice of Proposed Amendment (Form 1) mailed to DLCD? Yes No Date: June 29, 2010

Comprehensive Plan Text Amendment

Comprehensive Plan Map Amendment

Land Use Regulation Amendment

Zoning Map Amendment

New Land Use Regulation

Other:

Summarize the adopted amendment. Do not use technical terms. Do not write "See Attached".

Plan and Zone map amendment from Industrial to Light Industrial for Port of Hood River properties on the west side of the existing boat basin along the Columbia River waterfront.

Does the Adoption differ from proposal?

Yes, a remnant piece of land (.32 acre) was added at staff's request to eliminate the remaining Industrial zoning in the area.

Plan Map Changed from: **Industrial**

to: Industrial

Zone Map Changed from: I (**INDUSTRIAL**)

to: LI (**LIGHT INDUSTRIAL**)

Location: : Along the western edge of the "Nichols Boat Basin" between the ordinary high water mark of the Columbia River (i.e. Bonneville Pool) and the private street known as North 1st Street. Portions of the following properties: 3N 10E 25 Tax Lots 100, 102, 109 and 115 and **3N10E25DB#500.** Acres Involved: **3.83 acres**

Specify Density: Previous: N/A

New: N/A

Applicable statewide planning goals:

1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19
X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	X	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Was an Exception Adopted? YES NO

Did DLCD receive a Notice of Proposed Amendment...

45-days prior to first evidentiary hearing?

Yes No

If no, do the statewide planning goals apply?

Yes No

If no, did Emergency Circumstances require immediate adoption?

Yes No

DLCD file No. _____

Please list all affected State or Federal Agencies, Local Governments or Special Districts:

Local Contact: Cindy Walbridge

Phone: (541) 387-5217 Extension:

Address: P.O. Box 27

Fax Number: ~~541~~ 387-5289

City: Hood River

Zip:97031

E-mail Address: cindy@ci.hood-river.or.us

ADOPTION SUBMITTAL REQUIREMENTS

This Form 2 must be received by DLCD no later than 5 days after the ordinance has been signed by the public official designated by the jurisdiction to sign the approved ordinance(s)

per ORS 197.615 and OAR Chapter 660, Division 18

1. This Form 2 must be submitted by local jurisdictions only (not by applicant).
2. When submitting, please print this **Form 2** on light green paper if available.
3. Send this Form 2 and One (1) Complete Paper Copy and One (1) Electronic Digital CD (documents and maps) of the Adopted Amendment to the address in number 6:
4. **Electronic Submittals: Form 2 – Notice of Adoption will not be accepted via email or any electronic or digital format at this time.**
5. The Adopted Materials must include the final decision signed by the official designated by the jurisdiction. The Final Decision must include approved signed ordinance(s), finding(s), exhibit(s), and any map(s).
6. **DLCD Notice of Adoption must be submitted in One (1) Complete Paper Copy and One (1) Electronic Digital CD via United States Postal Service, Common Carrier or Hand Carried to the DLCD Salem Office and stamped with the incoming date stamp.** (for submittal instructions, also see # 5)] **MAIL the PAPER COPY and CD of the Adopted Amendment to:**

**ATTENTION: PLAN AMENDMENT SPECIALIST
DEPARTMENT OF LAND CONSERVATION AND DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OREGON 97301-2540**

7. Submittal of this Notice of Adoption must include the signed ordinance(s), finding(s), exhibit(s) and any other supplementary information (see ORS 197.615).
8. Deadline to appeals to LUBA is calculated **twenty-one (21) days** from the receipt (postmark date) of adoption (see ORS 197.830 to 197.845).
9. In addition to sending the Form 2 - Notice of Adoption to DLCD, please notify persons who participated in the local hearing and requested notice of the final decision at the same time the adoption packet is mailed to DLCD (see ORS 197.615).
10. **Need More Copies?** You can now access these forms online at <http://www.lcd.state.or.us/>. You may also call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518.

ORDINANCE NO. 1989

(An Ordinance amending the City's Comprehensive Land Use Plan and Zoning Map for property located at 3N 10E 25, portions of Tax Lots 100, 102, 109, 115, and 500)

WHEREAS, the City of Hood River Planning Commission held a public hearing on August 16, 2010 to consider the Port's application for a quasi-judicial plan and zone map amendment according to Chapter 17.08 to change the zoning designation on the property located at 3N 10E 25, portions of Tax Lots 100, 102, 109, 115, and 500 and as shown on Exhibit A;

WHEREAS, the applicant requested a plan and zone change from Industrial (I) to Light Industrial (LI) and the Planning Commission recommended granting the request;

WHEREAS, the City of Hood River notified the Department of Land Conservation and Development in writing on June 29, 2010;

WHEREAS, following issuance of notice as required by the Hood River Municipal Code, the Hood River City Council held a public hearing on September 13, 2010, at which time the Council considered the Planning Commission's record and recommendation, the Planning Staff's report, and testimony presented, if any;

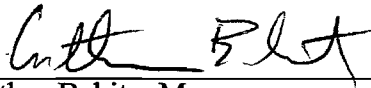
WHEREAS, the Hood River City Council adopts the Planning Commission's findings of fact and conclusions of law set forth in the findings signed 9/8/10 and approves the application for the requested plan and zone map amendment.

NOW, THEREFORE, the City of Hood River ordains as follows:

The Comprehensive Land Use Plan and Zoning Maps of the City of Hood River are hereby amended by changing the zoning designation of property located at 3N 10E 25, a portions of tax lots 100, 102, 109, 115, and 500.

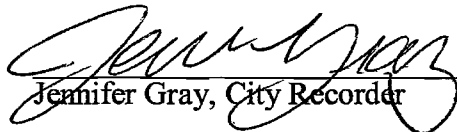
Read for the first time September 27, 2010.

Read for the second time and approved: October 12, to become effective 30 days after the ordinance is read for the second time.



Arthur Babitz, Mayor

ATTEST:



Jennifer Gray, City Recorder

**BEFORE THE CITY OF HOOD RIVER PLANNING COMMISSION
HOOD RIVER, OREGON**

In the Matter of a Plan and)
Zone Map amendment for)
Port of Hood River File)
#2010-17)

FINDINGS AND DECISION

I. BACKGROUND INFORMATION:

- A. **REQUEST:** Rezone approximately five acres of land from Industrial (I) to Light Industrial (LI). (See Attachments "A.1" - "A.3".)
- B. **APPLICANT:** Port of Hood River c/o Michael McElwee
- C. **PROPERTY OWNER:** Port of Hood River
- D. **PROPERTY LOCATION:** Along the western edge of the "Nichols Boat Basin" between the ordinary high water mark of the Columbia River (i.e. Bonneville Pool) and the private street known as North 1st Street. Portions of the following properties: 3N 10E 25 Tax Lots 100, 102, 109 and 115 and 500. (See Location Map, Attachment "B" and the Zone Change Map, Attachment "D".)
- E. **AFFECTED PROPERTY SIZE:** 3.83 acres based on a survey dated August 10, 2010.
- F. **SITE ZONING AND LAND USES:** The affected property is zoned Industrial (I) and is vacant with the exception of two metal storage buildings and an above-ground swimming pool, as well as North 1st Street.
- G. **SURROUNDING ZONING AND LAND USES:**
 - 1. North: RC, Event Site, Sternwheeler dock, "Nichols boat basin"
 - 2. South: C-2, fuel station and convenience store
 - 3. West: LI, vacant
 - 4. East: No zoning, vacant "Nichols boat basin"
- H. **APPLICABLE HOOD RIVER MUNICIPAL CODE (HRMC) CRITERIA:**
 - 1. HRMC Section 17.03.060 – Light Industrial (LI) Zone
 - 2. HRMC Section 17.03.070 – Industrial (I) Zone
 - 3. HRMC Section 17.08.040 – Quasi-Judicial Zone Change Criteria
 - 4. HRMC Section 17.08.050 – Transportation Planning Rule (Quasi-Judicial)
 - 5. HRMC Section 17.09.040 – Quasi-Judicial Review Procedures
- I. **AGENCY COMMENTS:** City departments and DLCD representatives were notified of this request. No agency submitted comments in response to the notice.
- J. **ADJACENT PROPERTY OWNER COMMENTS:** At the time this staff report was completed, no neighboring property owners submitted written comments.
- K. **HISTORY:**
 - 1. Application submitted for zone change on June 21, 2010
 - 2. Application deemed complete June 22, 2010
 - 3. DLCD notice for zone change mailed June 30, 2010
 - 4. Staff referrals for zone change emailed June 30, 2010

5. Agency referrals for zone change done through DLCD notice
6. Notice of Planning Commission and City Council hearings mailed to adjacent property owners August 4, 2010
7. Planning Commission hearing to be held August 16, 2010
8. City Council hearing to be held September 13, 2010

L. ATTACHMENTS:

1. Attachment "A.1" – Application narrative dated June 21, 2010
2. Attachment "A.2" – Vicinity and Existing Conditions Map
3. Attachment "A.3" – Applicant's Existing and Proposed Zoning Map
4. Attachment "B" – Location Map
5. Attachment "C" – Aerial Photo
6. Attachment "D" – Zone Change Map

II. FINDINGS OF FACT AND CONCLUSIONS OF LAW

- 1) **Section 17.08.030 – Quasi- Judicial Zone Changes and Plan Amendments: A quasi-judicial zone or plan change may be initiated only by the application(s) of the owner(s) or authorized agent of the subject property.**
 - A. **An application for a quasi-judicial zone or plan change shall be submitted to the City Planning Department. The application shall include:**
 1. **The applicable fee.**
 2. **A statement by the applicant explaining the proposed zone or plan change, including existing zoning and proposed zoning.**
 3. **The tax map of the area being considered for a zone or plan change, indicating boundaries, existing zoning, and existing comprehensive plan designation;**
 4. **A copy of a document showing ownership of the subject property, and if the applicant is not the owner, a letter of authorization from the owner;**
 5. **A vicinity map showing the subject property and the surrounding parcels, together with their current zoning;**
 6. **The reason(s) for requesting the zone change;**
 7. **Existing site conditions, including but not limited to: topography, public facilities and services, natural hazards, natural areas, open space, scenic and historic areas, transportation, and present use of the site;**
 8. **An explanation of how the zone change complies with the Comprehensive Plan and criteria in this chapter;**
 9. **A statement of the potential effect(s) of the zone or plan change on the site; and**
 10. **If an exception to a goal is required, applicant shall submit documentation establishing compliance with Oregon Revised Statute ORS 197.732 and any applicable Oregon Administrative Rules.**

FINDINGS: The applicant submitted an application containing the required fee and information in order to address these requirements, incorporated herein by reference (Attachments "A.1" - "A.3").

The proposed rezone affects approximately five acres of land located between North 1st Street (a private street) and the Nichols Boat Basin. This is the only property with the Industrial (I) zoning designation on the waterfront, previously associated with boat building and repair. The former deep water access of the boat basin is now constrained by sediment following expansion of the Hood River delta in November of 2006. Commercial boat access into the boat basin is no longer available. According to the applicant, the purpose of the zone change request is to allow development consistent with the Light Industrial zone and expand local employment options.

Staff notes that the vacant property known as 3N 10E 25 Tax Lot 500, which is also owned by the applicant, includes a split zoning designation of General Commercial (C-2) and Industrial (I). In order to ensure consistency in waterfront zoning and development, **a condition of approval is recommended that the portion of 3N 10E 25 Tax Lot 500 that is currently zoned Industrial (I) shall be rezoned to Light Industrial (LI).**

Staff noted that the boundary depicted on the applicant's Existing and Proposed Zoning Map (Attachment "A.3") includes land located west of North 1st Street that is already zoned Light Industrial, and the map indicates that the proposed zone change affects 3.83 acres of land. Because the map does not accurately define the boundary of the property that is to be rezoned, the applicant's calculation of affected area is not accurate. At the hearing the Planning Commission was presented with a survey depicting the exact size and location of lands subject to the zone change request. The area of the request is 3.83 acres in size.

- B. The Planning Director shall schedule at least one (1) public hearing on the application for zone or plan changes before the Planning Commission. The Planning Commission shall forward its recommendation to the City Council, which shall approve, approve with conditions, or deny the application.**

FINDINGS: A public hearing will be held before the Planning Commission, and the Planning Commission will forward a recommendation to the City Council. The City Council will approve, approve with conditions, or deny the application in accordance with these requirements.

- C. The application shall not be approved unless the proposed zone or plan change would be in compliance with the Comprehensive Plan and the criteria set forth in this chapter.**

FINDINGS: Findings regarding compliance with the Comprehensive Plan and applicable criteria are addressed below in this report.

- D. Hearings under this chapter may be held only after required notification and shall be conducted in conformance with the *Review Procedures* (Chapter 17.09).**

FINDINGS: Notices were mailed to affected property owners and the Department of Land Conservation and Development in conformance with the Review Procedures of HRMC 17.09.040 (G).

2) Section 17.08.040 - Quasi-Judicial Zone Changes and Plan Amendment Criteria:

- A. Quasi-Judicial zone or plan changes may be approved if the change will not be unreasonably harmful or incompatible with existing uses and one or more of the following exist:**
- 1. A mistake was made in the original zone or plan designation; or**
 - 2. There is a public need for the change, and this identified need will be served by changing the zone or plan designation for the subject property(ies); or**
 - 3. Conditions have changed within the affected area, and the proposed zone or plan change would therefore be more suitable than the existing zone or plan designation.**

FINDINGS: These criteria require evaluation of the effect of allowing new uses and greater density as a result of the zone change on existing uses on nearby properties. Typically, the City defines the surrounding area to include all properties entitled to notice of the subject application. The notice area, which in this case includes all properties within 250 of the subject property, is appropriate because the impacts of the proposed zone change primarily will affect neighboring properties most significantly.

The subject property includes portions of five tax lots, four of which are split-zoned Light Industrial and Industrial, and one of which is split-zoned General Commercial and Industrial. The primary

difference between the Light Industrial (LI) and Industrial (I) zones is that businesses associated with software engineering, and research and development (i.e. production-oriented office employment but not traditional service-oriented offices) have been interpreted to be appropriate in the LI zone. The city has permitted such uses in the LI zone with the understanding that production of digital and intellectual property can be considered a type of manufacturing.

The proposed zone change will not be unreasonably harmful or incompatible with existing uses. Four of the five affected tax lots already feature the Light Industrial zoning designation. There is no industrial or other use currently operating to the east of the subject property (i.e. the boat basin). The remainder of the waterfront is zoned Light Industrial, Recreational/Commercial, and Open Space/Public Facilities, and is used primarily for light industrial and recreational purposes.

The applicant does not assert that a mistake was made in the original zoning. However, the applicant asserts that there is a public need for the change, and that conditions have changed at the waterfront. The waterfront is defined as the area of the city west of the Hood River, north of I-84, and east of the Hook, including the Hook.

Public need is typically evaluated from a comprehensive standpoint, including review of adequacy of supply of land in various zoning districts. Public need does not include the need of individual property owners. The applicant asserts that the public need to be accommodated by approval of the zone change is an increase in available Light Industrial property to meet the needs of new and expanding businesses for the Port District and the Hood River area. There are a limited number of industrially-zoned properties within Hood River and its Urban Growth Boundary, and it is the Port's objective to make these properties as competitive as possible in today's market. According to the applicant, approval will make the property more suitable for development and job creation therein positioning it to best serve the public interest. The Port would like to accommodate Insitu (a Boeing subsidiary and local provider of unmanned aircraft systems) on the waterfront, including the subject property. This zone change would better meet the needs of Insitu and/or other users who perform more research and development activities than traditional manufacturing.

The city undertook a visioning project in 2005 using a written survey and town hall meetings. Ordinance 1919 amended the Background Report of the city's Comprehensive Plan under Goal 1 (Citizen Involvement) to include: 1) the 1995-2015 Community Vision; 2) Hood River 2020 – Keeping Hood River on Track (Public Feedback Report); and, 3) Hood River 2020 Final Report. According to the 1995-2015 Community Vision, "...the city should...evaluate current land uses with the goal of possible rezoning in selected areas" (pg. 4, Hood River is Attractive, Livable and Viable).

According to the Public Feedback Report, based on questionnaires, "[t]wo hundred and thirty five comments were received regarding the Port and/or waterfront issues with the majority of respondents dissatisfied with the status of waterfront development." Further, "[t]he economy and lack of jobs were typical comments listed under the dislikes and 'more industry/jobs' was mentioned even more frequently as something respondents would like to change" (pg. 6). Based on community town hall meetings, the Public Feedback Report notes: "...it was apparent that participants were concerned about living-wage, or 'good' jobs, the lack of diversity in the current job market, and the work force being able to afford housing in the city" (pp. 10-11).

The proposal appears to address the public need for more diverse and living-wage employment opportunities by facilitating waterfront development. Further, according to the applicant, conditions have changed within the waterfront area and the larger economy has shifted to favor the proposed Light Industrial zoning for the subject property. The original Industrial zoning accommodated boat-building and repair, but the use no longer occurs along the boat basin largely due to a changing local economy. The economy has shifted away from heavier industrial and resource-based uses over the past 20-years toward more technology, value-added agricultural production, service and tourism uses. This is

reflected in the tenant mix presently occupying the waterfront including Full Sail Brewing, Turtle Island Foods, Northwave, Airtime, Hood River Distillers and Hood River Juice Company. In addition, the Hood River delta has expanded and blocked deep water access to the boat basin, making it infeasible to accommodate a water-dependant industrial user on the subject property.

Pubic testimony was received from Linda Maddox about the public use of the area directly adjacent to the water on the north and northwest portions of the property a.k.a. "slack water beach". She noted the heavy public use by persons on kayaks, paddlers, and those who need access to the water directly from a vehicle. It is also a good place to bring a vehicle close to the water for viewing. It is heavily used, and she expressed concern the rezone to LI would allow more uses than the Industrial Zone, and the public would lose this beach access.

The Planning Commission agreed that river access is important along the waterfront, however, the rezoning to LI would no block access and any subsequent development through the conditional use or site plan review process would take into account this beach and its access.

The proposed zone change from Industrial to Light Industrial complies with this criterion because it will not be unreasonably harmful or incompatible with existing uses and because conditions have changed within the affected area that make Light Industrial zoning more suitable than Industrial zoning.

- B. The hearing body shall consider factors pertinent to the preservation and promotion of the public health, safety, and welfare, including, but not limited to:**
- 1. The character of the area involved;**
 - 2. It's peculiar suitability for particular uses;**
 - 3. Conservation of property values; and**
 - 4. The direction of building development.**

FINDINGS: The waterfront increasingly has become used for recreational purposes as reflected by rezoning of the Waterfront Park to open space/public facility (OS/PF) and rezoning of the Hook, the Spit and the Event Site to recreational commercial (RC). With the exception of the southern interior of the waterfront where manufacturing and production occurs at the Hood River Distillers and Hood River Juice Company, the waterfront is in transition from traditional industrial uses to new technology-oriented light-industrial uses.

Although it has not been adopted by the City of Hood River, the Port of Hood River's Waterfront Development Strategy emphasizes critical local industries that support Hood River County's base economy including technology, renewable energy, recreational gear and value-added agriculture. The strategy also emphasizes preservation and support of current light industrial businesses. According to the applicant, rezoning the subject property to Light Industrial will increase compatibility and generally conserve property values in the area.

The direction of building development on the waterfront is evident with the new 21,000-square foot Halyard Building which is designed for light industrial tenants and features a pedestrian-scaled storefront façade. The traditional industrial users, including the City's Wastewater Treatment Plant, Hood River Distillers and the Hood River Juice Company form the southern core of the waterfront district and maintain efficient access to I-84. The proposal is consistent with development of walkable streets around the northern perimeter of the waterfront, as well as access to amenities and recreational uses. The property south of the boat basin housed the former Nichols Boat Works, and has since been rezoned to General Commercial. According to the applicant, there is no longer a reason to maintain an Industrial designation on this property because there is no demand, no deep water access, and minimal local support for heavier industry over light industrial future use for this property.

No comments were submitted by neighboring property owners expressing concerns about the proposal. As such, these factors were considered in the evaluation of the proposed zone change.

3.) Section 17.08.050 – Transportation Planning Rule (Legislative or Quasi-Judicial)

- A. Amendments to the comprehensive plan and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the function, capacity, and level of service of the facility identified in the Transportation System Plan. This shall be accomplished by one of the following:**
- 1. Limiting allowed land uses to be consistent with the planned function of the transportation facility;**
 - 2. Amending the Transportation System Plan to ensure that existing, improved, or new transportation facilities are adequate to support the proposed land uses consistent with the requirement of the Transportation Planning Rule; or,**
 - 3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes.**

FINDINGS: No amendments are proposed to the comprehensive plan or land use regulations at this time. Because the proposed zone change affects less than five acres of land, it is not expected to affect transportation facilities in the area significantly. Land uses permitted following the proposed zone change are expected to be consistent with the function and capacity of affected transportation facilities. However, development on the site may trigger improvements to the public transportation system consistent with the City of Hood River Transportation System Plan. As such, the proposed zone change is consistent with these requirements.

- B. A plan or land use regulation amendment significantly affects a transportation facility if it:**
- 1. Changes the functional classification of an existing or planned transportation facility;**
 - 2. Changes standards implementing a functional classification system;**
 - 3. Allows types or levels of land use that would result in levels of travel or access that are inconsistent with the functional classification of a transportation facility; or,**
 - 4. Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.**

FINDINGS: There are a variety of street design types on the waterfront because most were originally developed as private streets. The City has accepted as public streets 2nd Street, Portway between 2nd and 8th, and the industrial street known as Anchor Way. The system has characteristics of a collector street system, with respect to widths and capacity, however, the TSP designates the majority of waterfront streets as Local Streets. The exception is 2nd Street south of Riverside Drive, which is designated Minor Arterial at the I-84 overpass.

The applicant has been participating in the ODOT Interchange Access Management Plan (IAMP) planning process for the Exit 63 interchange serving the waterfront. Based on the range of uses that could be allowed in either the Industrial or Light Industrial zone, and given the condition of street improvements on the waterfront, the proposed zone change is not expected to significantly affect transportation facilities serving the site.

The proposed zone change will not result in a change to the functional classification of any existing or planned transportation facility, and will not change standards that implement the functional classification system. If approved, the proposal may result in types or levels of land use that affect levels of service and/or access, but any future development must be done in a manner that is consistent with the functional classification of transportation facilities. The proposal will not directly reduce the level of service of any identified facility below the minimum acceptable level identified in the TSP. Again, development on the site may trigger improvements to the public transportation system

consistent with the Transportation System Plan. As such, the proposed zone change is not expected to significantly affect transportation facilities.

C. CITY OF HOOD RIVER COMPREHENSIVE PLAN

1. **GOAL 1 - CITIZEN INVOLVEMENT: Maintain a citizen involvement program that ensures the opportunity for citizens to be involved in all phases of the planning process.**

FINDINGS: The subject application is being processed in accordance with all applicable notice and public hearing procedures, as detailed in HRMC 17.09.040. As such, the application is consistent with the City's Goal 1 policies.

2. **GOAL 2 - LAND USE PLANNING: 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.**

FINDINGS: The policies for "Plan Review and Revisions" discuss the process and criteria for revisions and changes to the comprehensive plan (including the zoning map). The majority of the criteria relate to legislative revisions to the comprehensive plan rather than quasi-judicial changes. Legislative revisions are broad in scope and can be initiated only by the Planning Commission or City Council, while quasi-judicial changes are narrow in scope and can be initiated by the property owner. Quasi-judicial changes are evaluated pursuant to HRMC 17.08.020 through 17.08.050. As addressed in this report, the proposed zone change is consistent with HRMC 17.08.020 through 17.08.050 and is therefore consistent with the City's Goal 2 policies.

3. **GOAL 3 - AGRICULTURAL LANDS: To preserve and maintain agricultural lands.**

FINDING: There are no designated Agricultural Lands within the city. As such, this Goal is not applicable.

4. **GOAL 4 - FOREST LANDS: To conserve forest lands for forest uses.**

FINDING: There are no designated Forest Lands within the city. As such, this Goal is not applicable.

5. **GOAL 5 - OPEN SPACES, SCENIC AND HISTORIC AREAS, AND NATURAL RESOURCES: To conserve open space and protect natural, historic, and scenic resources.**

FINDINGS: The City adopted a study of Goal 5 resources along the Columbia River waterfront, as well as a Local Wetland Inventory and a Riparian Corridor Inventory for the entire city. Land use regulations have been adopted to address development impacts to the identified resources (HRMC 17.22, Natural Resources Overlay). There are no identified wetlands or historic resources on the site.

The City adopted a Historic Preservation Ordinance (HRMC 17.14) that applies to historic landmarks identified in the City's Cultural Resource Inventory and to all properties in designated Historic Districts. The property is not located in a designated historic district and no historic landmarks are identified on the site.

The shoreline adjacent to the subject property, located along the western edge of the Nichols Boat Basin, is known as Reach 6 under the Columbia River Infill Waterfront Area ESEE. According to the ESEE, development shall be allowed to occur with minimal limits along this reach.

The proposed zone change will not adversely impact any identified Goal 5 resources. As such, the application is consistent with the City's Goal 5 policies.

6. **GOAL 6 - AIR, WATER AND LAND RESOURCE QUALITY: To maintain and improve the quality of the air, water, and land resources of the planning area to provide a relatively pollution free environment.**

FINDINGS: This zone change request will not result in any specific development and, as such, will not increase or decrease the air-, water- or land resource qualities of the site or surrounding area. As such, the proposed zone change is consistent with the City's Goal 6 policies.

7. **GOAL 7 - NATURAL DISASTERS: To protect life and property from natural disasters and hazards.**

FINDINGS: According to the Flood Insurance Rate Map (Panel No.: 410088 0005 B, 9/24/84), the portion of the subject property lying above the ordinary high water mark is not in a floodplain. According to the City Zoning Map, the property does not contain any environmental protection areas and has no designated geologic hazard areas within its boundaries. This zone change request will not be affected by natural disasters. As such, the proposed zone change is consistent with the City's Goal 7 policies.

8. **GOAL 8 - RECREATIONAL NEEDS: To satisfy the recreational needs of the citizens of the community and visitors to the area.**

FINDINGS: The Hood River Valley Parks and Recreation District Master Plan includes an Implementation Concept Plan for the Waterfront Area. This plan does not depict any park or trail on the subject site. As such, the proposed zone change is not inconsistent with the City's Goal 8 policies.

9. **GOAL 9 - ECONOMY:**

GOALS:

- A. To diversify and improve the economy of the Hood River planning area.
- B. To preserve and promote a livable community.
- C. To better utilize all commercial and industrial lands, including underutilized lands.
- D. To have adequate public facilities for anticipated economic growth.
- E. To have economic development that is consistent with availability of long-term human natural resources.
- F. To continue to recognize the City's role in the Hood River planning area, county and beyond.
- G. To accommodate the need for expansion of new and existing businesses.

FINDINGS: This zone change request will have no direct impact on the city's economy because it does not include a specific proposal for development of the affected property. However, the proposal will assist the Port of Hood River in its role as a key economic development agency within the city and county. The plan goals align with the Port's mission to diversify and improve the local economy, develop a healthy community, and to find the best use of underutilized employment lands.

According to the applicant, the proposal will allow the Port to better accommodate the need for expansion of new and existing businesses in the area. This proposal is primarily based on a growing trend toward light industrial uses associated with the community's shift from timber- and resource-based production to a diversified economy that continues to see growth in technology-oriented industries and-value added fruit production, among others. The existing Industrial (I) zoning was designed to accommodate boat construction and repair within the boat basin which has since lost its deep water access. The property will better serve the community for employment growth consistent with the above goals through a rezoning to support light industrial use.

POLICIES:

1. Identify and maintain an inventory of appropriately zoned land consistent with the needs identified.
2. Promote commercial and light industrial development on the Waterfront consistent with a Columbia River Waterfront Plan.
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.
5. Limit commercial use on lands reserved for light industrial and industrial uses.
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.

FINDINGS: According to the applicant, the proposal is consistent with Policy 2 because it promotes commercial and light industrial development on the waterfront consistent with the Columbia River Waterfront Plan. A Columbia River Waterfront Plan has not been adopted by the City. Instead, the City currently relies on the existing Zoning Map designations and the standards of the Zoning Ordinance. However, the proposal considers business expansion needs and is expected to encourage family wage jobs.

IMPLEMENTATION STRATEGIES:

1. The City shall adopt a Columbia River Waterfront master plan for the areas north of I-84 and West of the Hood River.
2. The City shall evaluate adoption of a mixed use ordinance which allows the integration of business, office, light industrial, research and development, commercial, and where appropriate, residential on the same parcel.
3. The City shall initiate a design review process that would discourage commercial strip development, yet maintain a balance between cost and requirements for better visual quality.
4. The City shall define livability and adopt design standards consistent with the definition.
5. The site plan review and subdivision standards shall be amended, if necessary, to be consistent with Goal 9.
6. The City shall pursue funding opportunities for the construction and completion of services in areas where deficient.
7. Development standards shall require the consideration of air, water and land resources.
8. The City will cooperate with the Port, regional, state and federal agencies and private businesses to develop and implement plans to improve and diversify the economic base of the planning area.
9. Industrial centers will be developed at planned locations that have high standards of design, landscaping, maintenance, and accessibility.

FINDINGS: Implementation Strategy 8 indicates that the city will cooperate with the Port of Hood River and others to improve and diversify the economic base of the area. According to the applicant, city cooperation with the proposed rezone of approximately five acres from Industrial to Light Industrial will help the Port promote the strategies developed to ensure the waterfront accommodates economic diversity for the area.

As such, the proposed zone change is consistent with the City's Goal 9 policies.

10. GOAL 10 - HOUSING: To provide for the housing needs of the residents of Hood River.

FINDINGS: Housing is not permitted in the Industrial or Light Industrial zones. As such, the proposed zone change is consistent with the City's Goal 10 policies.

11. **GOAL 11 - PUBLIC FACILITIES AND SERVICES: 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.**

FINDINGS: Public facilities including city water and sewer are available to serve the subject property, although a force main may be necessary to ensure sewage reaches the sewer treatment plant located on the west side of the waterfront. Streets may need to be constructed on the subject property in order to provide access to any new development, and storm-water facilities also will need to be constructed. A traffic signal is planned for the intersection of 2nd and Oak as well as other improvements to accommodate greater volumes of traffic around the Exit 63 interchange. The developer(s) of the subject property may be required to construct public facilities in accordance with the adopted Capital Facilities Plans. As such, the proposed zone change is consistent with the City's Goal 11 policies.

12. **GOAL 12 - TRANSPORTATION: To provide and encourage a balanced, livable, safe, efficient, accessible, convenient and economic transportation system, maximizing mobility for the citizens of the community.**

FINDINGS: A traffic signal is planned for the intersection of 2nd and Oak as well as other improvements to accommodate greater volumes of traffic around the Exit 63 interchange. The developer(s) of the subject property may be required to construct transportation facilities in accordance with the Transportation System Plan. As such, the proposed zone change is consistent with the City's Goal 12 policies.

13. **GOAL 13 - ENERGY CONSERVATION: To conserve energy and encourage the use of renewable energy resources.**

POLICIES:

8. Industrial land use shall be permitted in areas located with good access to transportation, public services, and raw materials.

FINDINGS: This proposal is consistent with the intent of Policy #8 because it will facilitate development of light industrial uses with good access to transportation facilities and public services. As such, the proposed zone change is generally consistent with the City's Goal 13 policies.

14. **GOAL 14 - URBANIZATION: To provide for an orderly and efficient transition from rural to urban land use.**

FINDINGS: The proposed zone change will have no direct affect the urban growth boundary and, as such, this Goal is not applicable.

- D. **.TRANSPORTATION PLANNING RULE: According to Oregon Administrative Rule (OAR) 660-12-060 (1) and (2):**

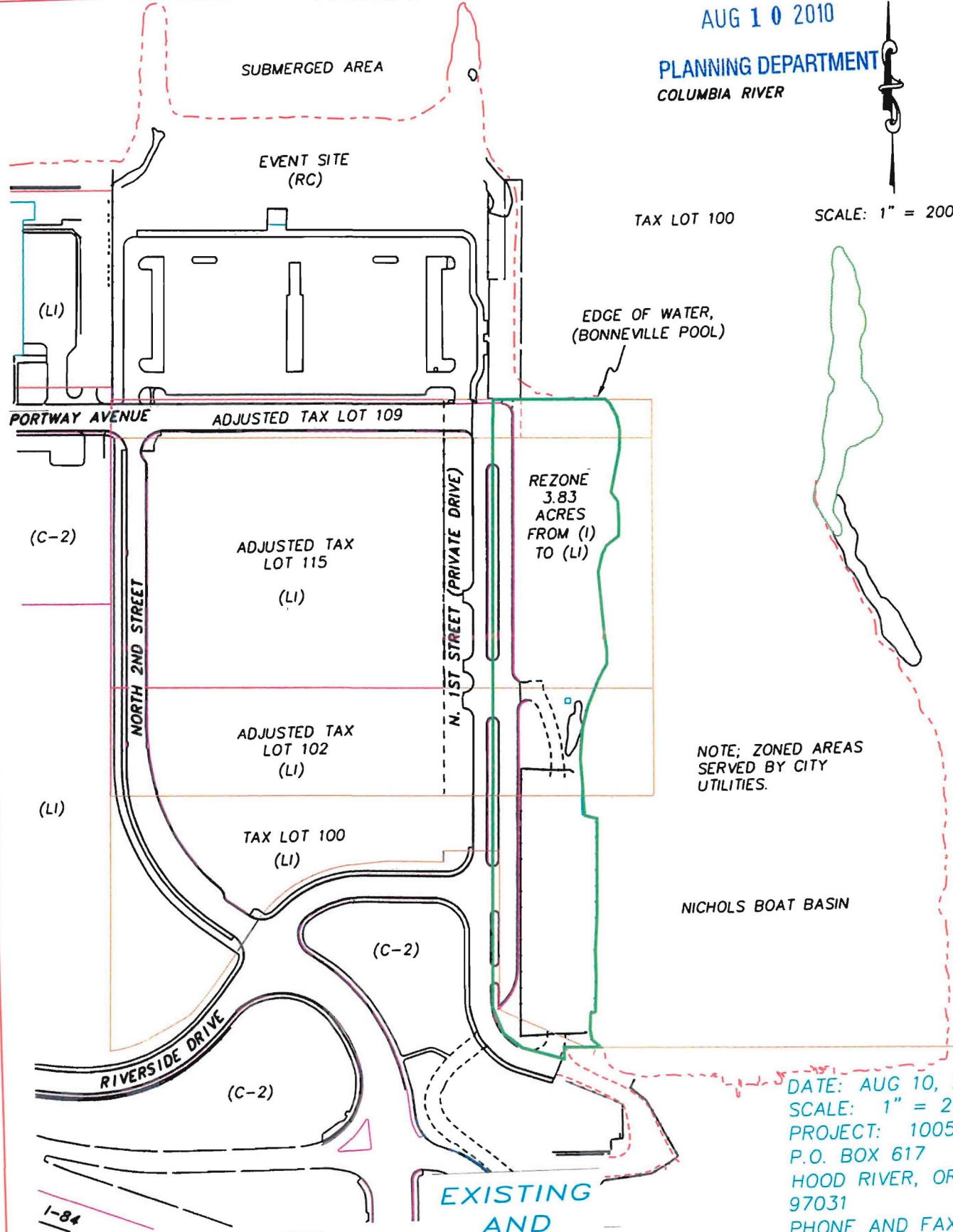
1. **Amendments to comprehensive plans, functional plans and land use regulations which significantly affect a transportation facility shall assure that allowed land uses are consistent with the identified function, capacity and level of service of the facility.**
2. **A land use regulation amendment significantly affects a transportation facility if it:**
 - a) **Changes the functional classification of an existing or planned transportation facility;**
 - b) **Changes standards implementing a functional classification system;**
 - c) **Allows land uses or levels of development that would result in types or levels of travel or access that are inconsistent with the functional classification of an existing or planned transportation facility;**

AUG 10 2010

PLANNING DEPARTMENT
COLUMBIA RIVER



SCALE: 1" = 200'



NOTE; ZONED AREAS
SERVED BY CITY
UTILITIES.

NICHOLS BOAT BASIN

DATE: AUG 10, 2010
SCALE: 1" = 200'
PROJECT: 10056
P.O. BOX 617
HOOD RIVER, OREGON
97031
PHONE AND FAX:
(541) 386-4531

EXISTING
AND
PROPOSED ZONING MAP

1-84



City of Hood River
P. O. Box 27
Hood River, OR 97031



ATTENTION: PLAN AMENDMENT SPECIALIST
DEPT OF LAND CONSERVATION & DEVELOPMENT
635 CAPITOL STREET NE, SUITE 150
SALEM, OR 97301-2540

97301+2540



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