



# Oregon

Theodore R. Kulongoski, Governor

## Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2524

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Web Address: <http://www.oregon.gov/LCD>

### NOTICE OF ADOPTED AMENDMENT



May 31, 2006

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

FROM: Mara Ulloa, Plan Amendment Program Specialist

SUBJECT: City of Hood River Plan Amendment  
DLCD File Number 005-06

The Department of Land Conservation and Development (DLCD) received the attached notice of adoption. Copies of the adopted plan amendment are available for review at DLCD offices in Salem, the applicable field office, and at the local government office.

Appeal Procedures\*

#### **DLCD ACKNOWLEDGMENT or DEADLINE TO APPEAL: June 13, 2006**

This amendment was submitted to DLCD for review prior to adoption with less than the required 45-day notice. 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 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 DATE SPECIFIED ABOVE.**

Cc: Gloria Gardiner, DLCD Urban Planning Specialist  
Gary Fish, DLCD Regional Representative  
Cindy Walbridge, City of Hood River

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**FORM 2**

**DEPT OF**

MAY 24 2006

**D L C D NOTICE OF ADOPTION**

This form must be mailed to DLCD within 5 working days after the final decision per ORS 197.610, OAR Chapter 660 - Division 18 **LAND CONSERVATION AND DEVELOPMENT**

(See reverse side for submittal requirements)

Jurisdiction: City of Hood River Local File No.: 2006-35  
(If no number, use none)

Date of Adoption: 5-23-06 Date Mailed: 5-23-06  
(Must be filled in) (Date mailed or sent to DLCD)

Date the Notice of Proposed Amendment was mailed to DLCD: ~~ADA~~ 3.3.06

- Comprehensive Plan Text Amendment
- Land Use Regulation Amendment
- New Land Use Regulation
- Comprehensive Plan Map Amendment
- Zoning Map Amendment
- Other: TSP amendment  
(Please Specify Type of Action)

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

Following changes to Hood River's TSP: (1) Add to the Port of Hood River projects - Frontage Road Crossing Feasibility study at a cost of \$900,000 (2) Add a Pedestrian Accessway to Port's projects for an ADA path around Port's waterfront.

Describe how the adopted amendment differs from the proposed amendment. If it is the same, write "Same." If you did not give notice for the proposed amendment, write "N/A."

SAME

Plan Map Changed from: NA to \_\_\_\_\_

Zone Map Changed from: NA to \_\_\_\_\_

Location: NA Acres Involved: \_\_\_\_\_

Specify Density: Previous: NA New: \_\_\_\_\_

Applicable Statewide Planning Goals: NA

Was an Exception Adopted? Yes: \_\_\_\_\_ No:

DLCD File No.: 005-06  
(15062)

Did the Department of Land Conservation and Development receive a notice of Proposed Amendment **FORTY FIVE (45) days prior to the first evidentiary hearing.** Yes:  No:

If no, do the Statewide Planning Goals apply. Yes:  No:

If no, did The Emergency Circumstances Require immediate adoption. Yes:  No:

Affected State or Federal Agencies, Local Governments or Special Districts: Port of Hood River,

ODOT, Dept of Fish + Wildlife, Corps of Engineers

Local Contact: Cindy Walbridge Area Code + Phone Number (541) 387-5217

Address: P.O. Box 27 City: Hood River

Zip Code+4: 97031 Email Address: cindy@ci.hood-river.or.us

## ADOPTION SUBMITTAL REQUIREMENTS

This form **must be mailed** to DLCD **within 5 working days after the final decision**  
per ORS 197.610, OAR Chapter 660 - Division 18.

1. Send this Form and TWO (2) Copies 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**

2. Submit **TWO (2) copies** the adopted material, if copies are bounded please submit **TWO (2) complete copies** of documents and maps.
3. Please Note: Adopted materials must be sent to DLCD not later than **FIVE (5) working days** following the date of the final decision on the amendment.
4. Submittal of this Notice of Adoption must include the text of the amendment plus adopted findings and supplementary information.
5. The deadline to appeal will not be extended if you submit this notice of adoption within five working days of the final decision. Appeals to LUBA may be filed within **TWENTY-ONE (21) days** of the date, the "Notice of Adoption" is sent to DLCD.
6. In addition to sending the "Notice of Adoption" to DLCD, you must notify persons who participated in the local hearing and requested notice of the final decision.
7. **Need More Copies?** You can copy this form on to 8-1/2x11 green paper only; or call the DLCD Office at (503) 373-0050; or Fax your request to: (503) 378-5518; or Email your request to [Mara.Ulloa@state.or.us](mailto:Mara.Ulloa@state.or.us) - ATTENTION: PLAN AMENDMENT SPECIALIST.

**ORDINANCE NO. 1899**

(An ordinance amending the Background Report of the Comprehensive Plan under Goal 12-  
Transportation: Transportation System Plan - TSP)

WHEREAS, the Port of Hood River would like to apply for grants to fund several projects;

WHEREAS, currently the projects listed in the TSP under "Port Projects" do not include the Riverfront Pedestrian Trail System (formerly known as the PAW) and the feasibility study for a frontage road on the north side of I-84 between exits 63 and 64;

WHEREAS, applications for studies and funding for these projects require the project to be listed on the local TSP;

WHEREAS, the Planning Commission conducted a public hearing on April 19, 2006 and recommends approval of the amendment;

WHEREAS, the attached staff report containing findings of fact and conclusions of law are adopted by the City Council as if fully set forth herein.

NOW, THEREFORE, THE CITY OF HOOD RIVER ORDAINS AS FOLLOWS:

The Background Report of the Comprehensive Plan under Goal 12- Transportation :  
Transportation System Plan is hereby adopted to include the following:

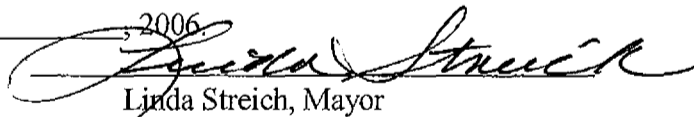
Recommended Motor Vehicle System Projects: Port of Hood River - \$900,000 feasibility study for a frontage road between exits 63 and 64 of I-84: and

Recommended Pedestrian System Projects: Port of Hood River – Riverfront Pedestrian Trail System.

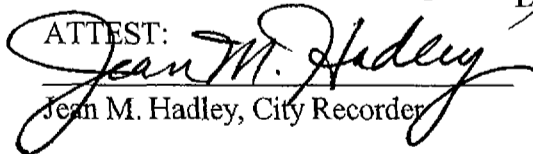
Read for the first time: May 8, 2006.

Read for the second time and passed: May 22, 2006, to become effective thirty (30) days hence.

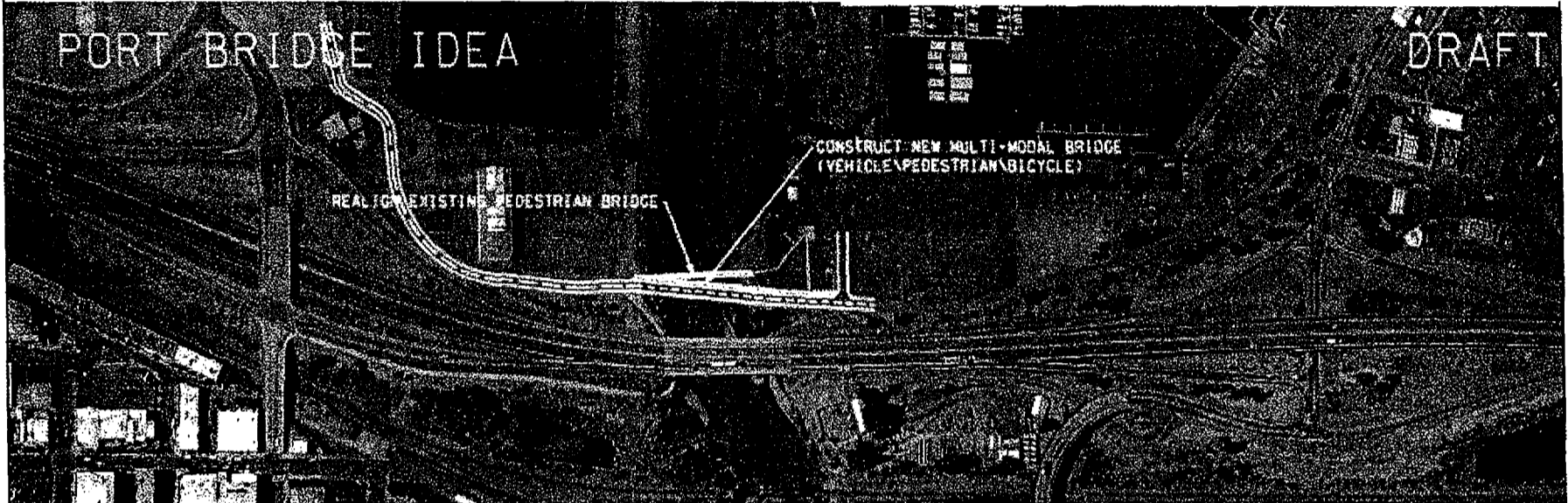
Signed May 23, 2006.

  
Linda Streich, Mayor

ATTEST:

  
Jean M. Hadley, City Recorder

## Local Bridge Crossing Option (Preferred) – Conceptual & Preliminary



### What Options were Considered to Reduce Local Traffic Using I-84?<sup>1</sup>

Four alternatives to reduce the local trip-making on I-84 were proposed:

1. Construct a local bridge crossing over Hood River between the Expo Center area on the west bank of the river, and the Marina Way/Museum area on the east bank of the river.
2. Construct a grade separation between the on- and off-ramps between the two exits (called "braided ramps") that would prevent trips only traveling between the two interchanges.
3. Reconfigure the two interchanges into something called a "split diamond". Westbound vehicles desiring to exit at Exit 63 would exit at Exit 64, travel through a signalized intersection using the westbound off-ramp, and then use the existing westbound on-ramp to travel to Exit 63. A barrier would be placed between the westbound I-84 through lanes and the auxiliary lane that exists between the current on- and off-ramps, so that traffic would not be allowed to weave left onto I-84 or weave right from I-84.
4. Improve the Button Junction intersection to reduce delays and encourage local trips to use it.

During the analysis, the following was found:

- The braided ramp option would force all trips between the Hood River city center and Expo Center area traveling to the Marina area to use Button Junction, as no other route exists other than to travel three miles out of direction to use Exit 62. This would add over 600 peak hour trips to the Button Junction intersection which would cause it to fail, even with improvements.
- Providing a local bridge connection between the east and west banks of the Hood River would reduce the local trip making and increase 2025 PM peak speeds on I-84 in the weaving area by at least 2 mph to 42-49 mph, reducing the collision risk and improving I-84 traffic operations.
- A local bridge crossing would cost in the \$4-6 million range, while the braided ramps are estimated to cost \$35-45 million.
- The barrier option would require widening of the I-84 bridge over Hood River which may cost more than \$4 million to build.

<sup>1</sup> ODOT's Executive Summary for Exit 64 Interchange 6/17/05

- **Streich opened the next Public Hearing at 6:15 pm and announced that this is the time scheduled for a public hearing regarding Ordinance 1899, Amending the background Report of the Comprehensive Plan under Goal 12-Transportation: Transportation System Plan (TSP) by the City of Hood River.**

**Streich asked to hear the City's Staff Report.**

Walbridge mentioned that there are two things that the Port has asked the City to do. The Port asked us to put what is now called the "Riverfront Pedestrian Trail System" and a feasibility study for a frontage road into our TSP which will allow the Port of Hood River to go out and ask for money to fund the Pedestrian Access Way (PAW). She said that the City is not saying that the City of Hood River is supporting the frontage road in that location or supporting that at all.

**Streich stated that the rules of order from the previous hearing still apply and asked for public testimony.**

**Due to no testimony the public testimony and oral argument portion of the hearing was closed and the Council entered into deliberations.**

**Deliberations:**

Streich asked where the information came from for this option. Walbridge said that it is from an Executive Summary which would change the ingress and egress off of a plan for Exit 64. The amendment to the TSP is under "Port Projects", not "City projects".

**Motion: I move that we approve the Amendment to the Comprehensive Plan Background Report under Goal 12 – Transportation Ordinance 1899 to include under Port Projects: the Riverfront Pedestrian Trail System and a feasibility study for a frontage road on the north side of I-84 between exits 63 and 64.**

**First: Blackburn**

**Second: Cummings**

**Discussion: None**

**Vote: Hadley took a roll call vote. Motion passed unanimously.**

**Hadley read Ordinance 1899 by title only and Streich announced that Ordinance 1899 has passed its first reading and will be read for the second and final time on May 22, 2006 at the regular City Council meeting.**

**The public hearing was closed at 6:24 pm.**