



# Oregon

John A. Kitzhaber, M.D., Governor

Department of Land Conservation and Development

635 Capitol Street NE, Suite 150

Salem, Oregon 97301-2540

Phone: (503) 373-0050

Fax: (503) 378-5518

[www.oregon.gov/LCD](http://www.oregon.gov/LCD)



## NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

Date: 10/24/2014  
Jurisdiction: City of Hood River  
Local file no.: 2014-11  
DLCD file no.: 001-14

The Department of Land Conservation and Development (DLCD) received the attached notice of adopted amendment to a comprehensive plan or land use regulation on 10/21/2014. A copy of the adopted amendment is available for review at the DLCD office in Salem and the local government office.

Notice of the proposed amendment was submitted to DLCD 38 days prior to the first evidentiary hearing.

### Appeal Procedures

Eligibility to appeal this amendment is governed by ORS 197.612, ORS 197.620, and ORS 197.830. Under ORS 197.830(9), a notice of intent to appeal a land use decision to LUBA must be filed no later than 21 days after the date the decision sought to be reviewed became final. If you have questions about the date the decision became final, please contact the jurisdiction that adopted the amendment.

A 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).

If the amendment is not appealed, it will be deemed acknowledged as set forth in ORS 197.625(1)(a). Please call LUBA at 503-373-1265, if you have questions about appeal procedures.

### DLCD Contact

If you have questions about this notice, please contact DLCD's Plan Amendment Specialist at 503-934-0017 or [plan.amendments@state.or.us](mailto:plan.amendments@state.or.us)



# NOTICE OF ADOPTED CHANGE TO A COMPREHENSIVE PLAN OR LAND USE REGULATION

**FOR DLCD USE**

File No.: 001-14 {22404}

Received: 10/21/2014

Local governments are required to send notice of an adopted change to a comprehensive plan or land use regulation **no more than 20 days after the adoption.** (See [OAR 660-018-0040](#)). The rules require that the notice include a completed copy of this form. **This notice form is not for submittal of a completed periodic review task or a plan amendment reviewed in the manner of periodic review.** Use [Form 4](#) for an adopted urban growth boundary including over 50 acres by a city with a population greater than 2,500 within the UGB or an urban growth boundary amendment over 100 acres adopted by a metropolitan service district. Use [Form 5](#) for an adopted urban reserve designation, or amendment to add over 50 acres, by a city with a population greater than 2,500 within the UGB. Use [Form 6](#) with submittal of an adopted periodic review task.

Jurisdiction: City of Hood River

Local file no.: **2014-11**

Date of adoption: Oct. 14, 2014

Date sent: Oct. 21, 2014

Was Notice of a Proposed Change (Form 1) submitted to DLCD?

Yes: Date (use the date of last revision if a revised Form 1 was submitted): August 8, 2014

No

Is the adopted change different from what was described in the Notice of Proposed Change? Yes No

If yes, describe how the adoption differs from the proposal:

No, the adopted change is not different from what was described in the Notice of Proposed Change.

Local contact (name and title): Kevin Liburdy, Senior Planner

Phone: 541-387-5224

E-mail: kevin@ci.hood-river.or.us

Street address: 211 2<sup>nd</sup> St.

City: Hood River

Zip: 97031-

## PLEASE COMPLETE ALL OF THE FOLLOWING SECTIONS THAT APPLY

### For a change to comprehensive plan text:

Identify the sections of the plan that were added or amended and which statewide planning goals those sections implement, if any:

### For a change to a comprehensive plan map:

Identify the former and new map designations and the area affected:

- Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.
- Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.
- Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.
- Change from \_\_\_\_\_ to \_\_\_\_\_ acres. A goal exception was required for this change.

Location of affected property (T, R, Sec., TL and address):

The subject property is entirely within an urban growth boundary

The subject property is partially within an urban growth boundary

If the comprehensive plan map change is a UGB amendment including less than 50 acres and/or by a city with a population less than 2,500 in the urban area, indicate the number of acres of the former rural plan designation, by type, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

If the comprehensive plan map change is an urban reserve amendment including less than 50 acres, or establishment or amendment of an urban reserve by a city with a population less than 2,500 in the urban area, indicate the number of acres, by plan designation, included in the boundary.

Exclusive Farm Use – Acres:	Non-resource – Acres:
Forest – Acres:	Marginal Lands – Acres:
Rural Residential – Acres:	Natural Resource/Coastal/Open Space – Acres:
Rural Commercial or Industrial – Acres:	Other: – Acres:

**For a change to the text of an ordinance or code:**

Identify the sections of the ordinance or code that were added or amended by title and number:

**For a change to a zoning map:**

Identify the former and new base zone designations and the area affected:

Change from General Commercial (C-2)	to Light Industrial (LI)	Acres: 2.33
Change from	to	Acres:
Change from	to	Acres:
Change from	to	Acres:

Identify additions to or removal from an overlay zone designation and the area affected:

Overlay zone designation: IAMP      Acres added: 0      Acres removed: 0

Location of affected property (T, R, Sec., TL and address): 3N10E25 Portions of Tax Lots 127, 128 and 129

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List affected state or federal agencies, local governments and special districts: ODOT

Identify supplemental information that is included because it may be useful to inform DLCD or members of the public of the effect of the actual change that has been submitted with this Notice of Adopted Change, if any. If the submittal, including supplementary materials, exceeds 100 pages, include a summary of the amendment briefly describing its purpose and requirements.

Attachments: Ordinance No. 2012 including map of affected property (Exhibit A); and, the Planning Commission's final order, signed September 18, 2014, adopted by the City Council in association with Ordinance No. 2012.

**ORDINANCE NO. 2012**

**(An Ordinance amending the City's Comprehensive Land Use Plan and Zoning Map for property located at 3N 10E 25, portions of Tax Lots 127, 128, and 129.)**

**WHEREAS**, the City of Hood River Planning Commission held a public hearing on September 15, 2014, to consider the Port of Hood River's application for a quasi-judicial plan and zone map amendment pursuant to Hood River Municipal Code Chapter 17.08 to change the zoning designation on property located at 3N 10E 25, portions of Tax Lots 127, 128, and 129, as shown on "Exhibit A";

**WHEREAS**, the Port of Hood River requested a plan and zone change from General Commercial (C-2) to Light Industrial (LI) and the Planning Commission recommended approving the request;

**WHEREAS**, the City of Hood River notified the Department of Land Conservation and Development of the proposal via email on August 22, 2014;

**WHEREAS**, following issuance of notice as required by the Hood River Municipal Code, the Hood River City Council held a public hearing on September 22, 2014, at which time the Council considered the Planning Commission's record and recommendation, the Planning Staff's report, and testimony presented;

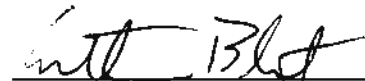
**WHEREAS**, the Hood River City Council adopts the Planning Commission's findings of fact and conclusions of law set forth in their decision (File No. 2014-11) signed September 18, 2014, and approves the application for the requested plan and zone map amendment.

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

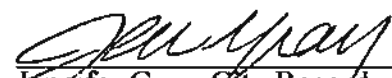
The Comprehensive Land Use Plan and Zoning Maps of the City of Hood River are hereby amended by changing the zoning designation of property located at 3N 10E 25, portions of Tax Lots 127, 128, and 129, as shown on "Exhibit A" from General Commercial (C-2) to Light Industrial (LI).

Read for the first time September 22, 2014.

Read for the second time and approved October 14, 2014, to become effective 30 days after the ordinance is read for the second time.

  
\_\_\_\_\_  
Arthur Babitz, Mayor

ATTEST:

  
\_\_\_\_\_  
Jennifer Gray, City Recorder

TERRA SURVEYING  
EXHIBIT B  
for  
THE PORT OF HOOD RIVER  
REZONE C-2 TO L-I

RECEIVED

AUG 08 2014

CITY PLANNING DEPT.

- REFERENCES:**
- HOOD RIVER COUNTY SURVEY No. 80031
  - HOOD RIVER COUNTY SURVEY No. 80084
  - HOOD RIVER COUNTY SURVEY No. 89010
  - HOOD RIVER COUNTY SURVEY No. 2000-089
  - HOOD RIVER COUNTY SURVEY No. 2008-038
  - HOOD RIVER COUNTY SURVEY No. 2008-012
  - HOOD RIVER COUNTY SURVEY No. 2009-055 (PLAT No. 2009-4121)
  - HOOD RIVER COUNTY SURVEY No. 2012-031 (PLAT No. 2012-059)

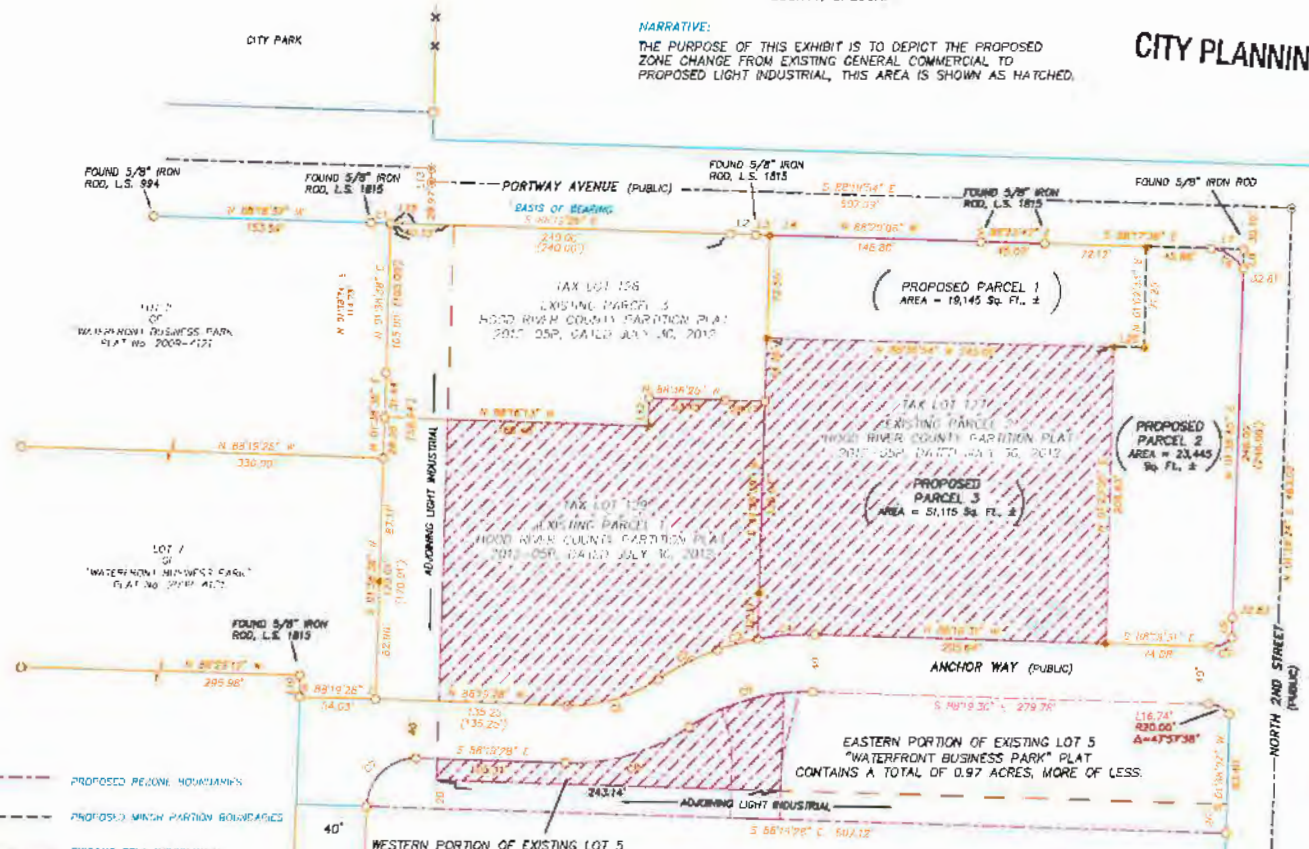
**OWNER:**  
PORT OF HOOD RIVER  
1000 E. POST MARINA DRIVE  
HOOD RIVER, OREGON 97031

**OWNER:**  
JEFF PACKHARDT  
501 PORTWAY AVE., SUITE 310  
HOOD RIVER, OREGON  
97031

**ZONING:**  
PROPOSED ZONE CHANGE FROM  
(C-2) GENERAL COMMERCIAL  
TO (L-I) LIGHT INDUSTRIAL

**LOCATION OF SURVEY:**  
A PORTION OF THE SOUTHWEST QUARTER OF  
SECTION 25, TOWNSHIP 3 NORTH, RANGE 10  
EAST, WILLAMETTE MERIDIAN, HOOD RIVER  
COUNTY, OREGON.

**NARRATIVE:**  
THE PURPOSE OF THIS EXHIBIT IS TO DEPICT THE PROPOSED  
ZONE CHANGE FROM EXISTING GENERAL COMMERCIAL TO  
PROPOSED LIGHT INDUSTRIAL. THIS AREA IS SHOWN AS HATCHED.



REGISTERED  
PROFESSIONAL  
LAND SURVEYOR

*Eric M. Carlsson*

OREGON  
December 26, 2008  
ERIK M. CARLSSON  
72306  
Expires: December, 2015

TERRA SURVEYING

DATE: AUGUST 7, 2014  
SCALE: 1" = 60'  
PROJECT: 1401281704  
ASSISTANTS: JIM JENKINS  
JOB: 808 617  
HOOD RIVER, OREGON 97031  
PHONE: (503) 886-4531  
terra@terra.net  
www.terrasurveying.com

LINE	BEARING	ARC LENGTH	CURVE BEARING	CHORD LENGTH	BE T.A. ANGLE
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**BEFORE THE CITY OF HOOD RIVER PLANNING COMMISSION  
HOOD RIVER, OREGON**

In the Matter of a Comprehensive )  
Plan/Zoning Map amendment ) **FINDINGS AND DECISION**  
by the Port of Hood River, and Site )  
Plan Review by Key Development )  
Corporation, File No. 2014-11 )

**I. BACKGROUND INFORMATION:**

- A. **REQUEST:** A Comprehensive Plan/Zoning Map Amendment to rezone approximately 2.33 acres of land on three parcels from General Commercial (C-2) to Light Industrial (LI). (See Attachments "A.1"-“A.4”.) In addition, Site Plan Review for a production and storage facility (warehouse) with floor area totaling approximately 20,174-square feet as well as off-street parking, landscaping and associated site improvements. (See Attachments “B.1”-“B.4”.)
- B. **APPLICANT FOR ZONE CHANGE:** Port of Hood River c/o Michael McElwee
- C. **APPLICANT FOR SITE PLAN REVIEW:** Key Development Corp. c/o Jeff Pickhardt
- D. **PROPERTY OWNER:** Port of Hood River
- E. **PROPERTY LOCATION:** The properties are located west of N. 2<sup>nd</sup> St. and south of Portway Ave. The Legal Descriptions of properties affected by the rezone include 3N10E25 Tax Lots 127, 128 and 129. The proposed warehouse and associated off-street parking are located on 3N10E25 Tax Lot 129. (See Location Map, Attachment "C" and the Zone Change Map, Attachment “A.3”.)
- F. **AFFECTED PROPERTY SIZE:** The rezone affects a total of approximately 2.33 acres of land (Attachment “A.3”) including approximately 51,115-square feet of Tax Lot 127, approximately 7,278-square feet of Tax Lot 128, and approximately 43,102-square feet of Tax Lot 129. The Site Plan Review affects approximately 51,738-square feet of the land that is to be rezoned (Attachment “B.1,” Sheet A101).
- G. **SITE ZONING AND LAND USES:** The subject property is zoned General Commercial (C-2) and it is also located in the Interstate 84 Exit 63/64 Interchange Area Management Plan (IAMP) Overlay Zone. Existing land uses include the Port of Hood River’s former “Expo Center” building on Tax Lot 127, a stormwater facility and driveway serving Ryan Juice Co. on the western portion of Tax Lot 128, and a parking lot on Tax Lot 129. The parking lot on Tax Lot 129 was associated with the Expo Center but 20 spaces currently are in an easement for use by occupants of the commercial building located on 3N10E25 Tax Lot 126 (Doc. No. 2012-03666).
- H. **SITE ZONING HISTORY:**
- 1954: With the adoption of the City’s Zoning Ordinance, land north of the railroad tracks located between 15<sup>th</sup> Street and the Hood River was zoned Light Industrial (Ordinance No.1006).
  - 1980: With the adoption of the City’s Comprehensive Plan, property north of Interstate 84 and west of the “Boat Basin” was zoned Light Industrial, property surrounding the Boat Basin was zoned Industrial, and property surrounding the Hood River (SR-35) Bridge was zoned General Commercial (Ordinance No. 1472).
  - 1994: City changed Light Industrial Zone to require Conditional Use Permits for commercial uses (Ordinance No. 1705).
  - 1997: City changed Light Industrial Zone to prohibit commercial uses (Ordinance No. 1734).

- 1998: Zone change approved on the Expo Center property (at that time known as 3N10E25 Tax Lots 116, 117, 118) from Light Industrial (LI) to General Commercial (C-2). The following condition of approval was adopted in association with the zone change: “3. The use of the subject property will be limited to the specific use as identified in the need - Expo Center, parking lot, Conference Center, Visitor’s Center and Chamber of Commerce. This condition can be removed upon approval of the proposed commercial designation of the subject properties through the legislative rezones for the Waterfront Master Plan” (Ordinance No. 1762).
- 2011: The Interchange Area Management Plan Overlay Zone was applied to the site and surrounding area (Ordinance No. 2001).

**I. SURROUNDING ZONING AND LAND USES:**

1. North: LI Zone, Port of Hood River’s Luhr Jensen Building with mix of light industrial uses
2. South: LI Zone, Ryan’s Juice/Hood River Juice Co. production and office facility
3. West: LI Zone, Turtle Island Foods production and office facility
4. East: LI Zone, vacant.

**J. APPLICABLE HOOD RIVER MUNICIPAL CODE (HRMC) CRITERIA:**

1. HRMC Section 17.08.040 – Quasi-Judicial Zone Change Criteria
2. HRMC Section 17.08.050 – Transportation Planning Rule (Quasi-Judicial)
3. HRMC Section 17.09.040 – Quasi-Judicial Review Procedures
4. HRMC Section 17.03.060 – Light Industrial (LI) Zone
5. HRMC Section 17.03.120 – Interchange Area Management Plan (IAMP) Overlay Zone
6. HRMC 17.04 – Supplementary Provisions
7. HRMC 17.16 – Site Plan Review
8. HRMC 17.17 – Landscaping and Development
9. HRMC 17.20 – Transportation Circulation and Access Management

**K. AGENCY COMMENTS:** Notice of the subject application was sent to the Department of Land Conservation and Development, Oregon Department of Transportation, Hood River County departments, City of Hood River departments, and franchise utility providers. The following comments were submitted in response to the notice:

1. Devon Wells, Fire Chief: Comments attached (Attachment “D”)
2. Gary Lindemyer, Public Works and Engineering: Comments attached (Attachment “E”)

**L. ADJACENT PROPERTY OWNER COMMENTS:** Property owners within 250 feet of the subject properties were notified of this request. The following comments were submitted in response to the notice:

1. Lynda Webber, Hood River Distillers: Comments attached (Attachment “F”)

**M. PLANNING COMMISSION HEARING COMMENTS:** Oral testimony was given during the Planning Commission’s hearing on September 15, 2014, by the following:

1. Michael McElwee, Port of Hood River (applicant): Testified in support of application.
2. Jeff Pickhardt, Key Development Corp. (applicant): Testified in support of application.
3. Andrew McElderry, 657 Rocky Rd., Hood River, OR 97031: Testified in support of zone change and light industrial use of affected property.
4. Gary Bushman, 1107 Methodist Rd., Hood River, OR 97031: Testified in support of zone change and light industrial use of affected property.
5. Steve Naito, Naito Development, LLC: 150 SW Harrison, Suite 200, Portland, OR 97201: Testified in opposition to zone change.

**N. APPLICATION HISTORY:**

1. Application submitted for Zone Change on April 24, 2014
2. Application deemed incomplete on May 23, 2014
3. Additional application materials submitted on June 6, 2014

4. Application deemed complete on June 18, 2014
5. Applicant extended 120-day deadline for 30 days beginning June 26, 2014
6. Application materials for Site Plan Review submitted on July 31, 2014
7. Revised map for Zone Change submitted August 8, 2014
8. Notice of Proposed Plan Amendment emailed to DLCD on August 8, 2014
9. Request for comments sent to agencies and franchise utility providers on August 22, 2014
10. Notice of Planning Commission and City Council hearings mailed to adjacent property owners on August 22, 2014
11. Planning Commission hearing on Zone Change and Site Plan Review held September 15, 2014
12. City Council hearing on Zone Change scheduled September 22, 2014

**O. ATTACHMENTS:**

1. Attachment "A.1" – Zone Change narrative dated April 24, 2014
2. Attachment "A.2" – Vicinity and Existing Zoning Map
3. Attachment "A.3" – Map depicting proposed Zone Change area received August 8, 2014 (replacing maps received April 24, 2014 and June 6, 2014)
4. Attachment "A.4" – Transportation Assessment Letter dated June 6, 2014
5. Attachment "B.1" – Preliminary Plan Set received July 31 and Floor Plan received August 8, 2014
6. Attachment "B.2" – Site Plan Review narrative dated July 30, 2014
7. Attachment "B.3" – Traffic Assessment Letter revised July 30, 2014
8. Attachment "B.4" – Exterior lighting specification sheet
9. Attachment "C" – Location Map
10. Attachment "D" – Fire Chief's comments dated August 28, 2014
11. Attachment "E" – Public Works and Engineering Department comments dated September 4, 2014
12. Attachment "F" – Hood River Distillers comments dated September 4, 2014

**II. FINDINGS OF FACT AND CONCLUSIONS OF LAW**

**A. HRMC 17.08 – ZONE CHANGES AND PLAN AMENDMENTS**

HRMC 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 submitted application materials include the fee and information in order to address these requirements (Attachments “A.1” - “A.4”). The applicant provided an explanation of how the proposed zone change complies with the Comprehensive Plan on pages 7-10 of the Zone Change narrative (Attachment “A.1”), incorporated herein by reference.

- 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 the Department of Land Conservation and Development in accordance with OAR 660-018-0020. Notices also were mailed to agencies, utility providers and affected property owners in conformance with the Review Procedures of HRMC 17.09 including the Notice of Hearing requirements specified in HRMC 17.09.040 (G).

HRMC 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:** The proposed rezone affects approximately 2.33 acres of land located west of N. 2<sup>nd</sup> St. and south of Portway Ave. including the Port of Hood River’s former “Expo Center.” The proposal affects portions of three lots/parcels.

A portion of two of the three affected lots/parcels already features the Light Industrial zoning designation (Attachment “A.3”). There are existing Light Industrial uses located north, west and south of the site, and vacant Light Industrial land to the east of the site. As such the proposed zone change will not be unreasonably harmful or incompatible with existing uses.

The applicant’s narrative explains historic use of the subject property for industrial uses including Clark Door, its conversion to use as an Expo Center and Visitor’s Center in the 1990s, and its return to use for light industrial purposes in the 2000s (Attachment “A.1”). Evidence is presented that conditions have changed on the site following closure of the Port of Hood River’s Expo Center and Conference Center, and relocation of the Chamber of Commerce and Visitor’s Center.

The proposal is intended to facilitate waterfront development including, as addressed below in this report, a warehouse to support a food products manufacturer located immediately west of the site.

The proposed zone change from General Commercial 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 General Commercial 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 land affected by the proposed zone change is located in an area generally referred to as the "waterfront area." HRMC 17.01.060 defines the waterfront area as the area of the City west of the Hood River (SR-35) Bridge, north of I-84 and east of the Hook, including the Hook. Under the guidance of the Port of Hood River, the waterfront has evolved to include a mix of traditional industrial uses, technology-oriented light-industrial uses, industrial offices, commercial activities as well as parks recreation facilities.

Originally intended for industrial development, 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). Recreational opportunities may improve quality of life for residents and attract visitors from other communities who contribute to the local economy.

In the wake of the Great Recession, commercial activities associated with light industrial businesses such as Pfriem Family Brewers and Stoked Roasters, as well as other outright commercial businesses such as Solstice Wood Fire Café, have been established near the Waterfront Park with support from tourists and employees of nearby light industrial businesses such as DaKinc. The southern/western interior of the waterfront is a hub of manufacturing and production activity with employers including Hood River Distillers, Hood River Juice Company, Turtle Island Foods, PocketFuel, Real Carbon and Decavo.

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. Rezoning the subject property to Light Industrial will increase compatibility with adjacent uses and is expected to conserve property values in the area.

The direction of building development on the waterfront is evident with the Port of Hood River's 20,000-square foot Halyard Building, Turtle Island Foods' 32,000-square-foot production and office facility, Hood Tech's 40,769-square-foot light industrial building, and Key Development Corporation's 21,205-square-foot commercial building. These buildings have been designed for a mix of light industrial and commercial tenants and feature pedestrian-scaled storefront façades. The traditional industrial users including the City's Wastewater Treatment Plant, Hood River Distillers and the Hood River Juice Company are buffered from recreational activities and maintain efficient access to Interstate-84. The proposal is intended to facilitate waterfront development including, as addressed below in this report, a warehouse to support a food products manufacturer located immediately west of the site. As such the proposal is consistent with the direction of building development in the waterfront area.

No comments were submitted by neighboring property owners in opposition to the proposal prior to completion of the staff report. Hood River Distillers submitted comments in support of the proposed zone change (Attachment "F").

HRMC 17.08.050 – Transportation Planning Rule (Legislative or Quasi-Judicial)

- A. Zone changes and 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;
  3. Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes;
  4. Amending the Transportation System Plan to modify the planned function, capacity or performance standards of the transportation facility.

**FINDINGS:** The proposed zone change affects approximately 2.33 acres of land. Light Industrial uses typically generate less vehicular traffic than General Commercial uses such as retail activities.

No amendments to the Transportation System Plan are proposed or recommended. Land uses permitted following the proposed zone change are expected to be consistent with the function and capacity of affected transportation facilities as analyzed in association with adoption of the I-84 Exit 63/64 Interchange Area Management Plan (IAMP). However, development on the site may trigger improvements to the public transportation system consistent with the City of Hood River Transportation System Plan and IAMP.

As such, the proposed zone change is not expected to significantly affect a transportation facility consistent with these requirements. Findings addressing effects on transportation facilities also are provided below.

- 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. As measured at the end of the planning period identified in the adopted transportation system plan or, when evaluating highway mobility on state facilities, as measured at the end of the 20 year planning horizon or a planning horizon of 15 years from the proposed date of the amendment adoption, whichever is greater:
    - a. 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;
    - b. Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan; or
    - c. Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

**FINDINGS:** The proposed zone change does not affect the functional classification of Portway Ave. (a Local Street), N. 2<sup>nd</sup> St. (an Urban Collector), or Anchor Way (an Industrial Street). Anchor Way was developed to accommodate truck traffic generated by industrial and light industrial uses, thereby minimizing potential conflicts with recreational activities located north of Portway Ave. The proposed

zone change affects property located adjacent to Anchor Way (excluding the eastern portion of Waterfront Business Park Lot 5) and is intended to accommodate light industrial uses associated truck traffic consistent with the intended use of Anchor Way. As such the proposed zone changes will not significantly affect a transportation facility.

Hood River's functional classification system is addressed in Chapter 3 of the Transportation System Plan (TSP), dated October, 2011. The functional classification system provides direction for the management and design of streets in the city. The TSP includes a functional classification map (Figure 5), management objectives and typical roadway standards. The proposed zone change does not change standards implementing a functional classification system.

The applicant submitted a Traffic Assessment Letter comparing reasonable worst-development scenarios on the subject property under the existing General Commercial (C-2) Zone and the proposed Light Industrial (LI) Zone (Attachment "A.4"). The assessment features potential development in the LI Zone of 50,000-square feet of general office space on 2.36 acres with associated off-street parking generating 75 vehicle trips during the P.M. Peak Hour. The assessment also features potential development in the C-2 Zone of 19,000-square feet of retail and 38,000-square feet of general office space generating a total of 108 P.M. Peak Hour trips. The scenario in the LI Zone generates approximately 30% fewer trips than the scenario in the C-2 Zone. Further, specific development proposals will be evaluated for conformance with applicable standards including access management and will be required to provide adequate public facilities. Therefore the proposed plan amendment will not:

- Allow types or levels of land use that result in levels of travel or access that are inconsistent with the functional classification of a transportation facility.
- Reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan.
- Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.

As such the proposed plan amendment does not significantly affect a transportation facility.

- C. **Traffic Impact Analysis.** A Traffic Impact Analysis or Traffic Assessment Letter shall be submitted with a plan or land use regulation amendment or a zone change application. (See Section 17.20.060 Transportation Impact Analysis).

**FINDINGS:** The applicant submitted a Traffic Assessment Letter (Attachment "A.4") addressing reasonable worst-case development scenarios as requested by the City of Hood River and ODOT.

## **B. LIGHT INDUSTRIAL (LI) ZONE – HRMC 17.03.060**

### **A. Permitted Uses.**

1. Temporary uses not exceeding thirty (30) days.
2. Caretaker's residence for an on-site industrial use.
3. Transportation Facilities pursuant to 17.20.050 (A).

**FINDINGS:** An outright permitted use is not proposed.

### **B. Permitted Uses Subject to Site Plan Review.**

1. Light Industrial Uses including the following when accessory and essential to the permitted light industrial use: office uses, wholesale sales, marketing, training and outside storage.
2. Industrial Office uses up to 25,000 square feet of gross floor area.

3. Sales and display of products provided: (i) sales are limited those accessory and essential to the permitted use; and (ii) the total area devoted to sale and display of such products shall not exceed 2,500 square feet or 25% of the gross floor area within the building, whichever is less, except for I.I uses in the Central Business District where the sales and display of products can be greater than 2,500 square feet or 25% of the gross floor area as long as the use remains incidental to the onsite light industrial use.
4. Parking lots of four (4) or more spaces, new or expanded, and or the equivalent of paving equal to four (4) or more parking spaces
5. Transportation facilities pursuant to 17.20.050(B)
6. Change of use

**FINDINGS:** The applicant proposes a production and storage facility (i.e. warehouse) on 3N10E25 Tax Lot 129 which is affected by the proposed zone change. The warehouse facility includes off-street parking, landscaping and associated site improvements. The warehouse facility is to be used by Turtle Island Foods, a manufacturer and distributor of vegan food products with a production facility located immediately west of the subject site.

HRMC 17.01.060 defines Light Industrial Use to include warehousing. However, HRMC 17.01.060 does not allow a warehouse as a Commercial Use. As such a **condition of approval is recommended that approval of the Site Plan Review permit for the warehouse and associated site improvements is contingent upon approval of the proposed zone change from General Commercial to Light Industrial on 3N10E25 Tax Lot 129 (Parcel 1 of Hood River County Partition Plat 2012-05P, CS No. 2012-031).**

The proposed use is subject to Site Plan Review as addressed below in HRMC 17.16, and subject to applicable Building and Fire Code requirements. The applicant will be required to demonstrate compliance with the requirements of the Building Official and the Fire Chief prior to issuance of building permits and/or prior to occupancy.

#### C. Conditional Use

1. Industrial Office uses greater than 25,000 square feet of gross floor area, subject to design standards in 17.16.055.
2. Light Industrial and Industrial Office uses with accessory and incidental employee services, such as but not limited to food and beverage sales. Such employee service uses are further limited by the following threshold criteria to ensure against public sales:
  - a. Location. Employee service areas shall be located within the building(s) of the permitted Light Industrial Use.
  - b. Visibility. An employee service area may be located on a street frontage with interior access and no direct exterior entrance. Secondary fire egress is allowed.
  - c. Signage. No exterior signs promoting employee service and sales are allowed.
3. Public facilities and uses, including change of use.
4. Light Industrial and Industrial Office Uses on parcels of more than 5 acres.

**FINDINGS:** The project consists of a one-story, 20,174-square-foot warehouse (i.e. Light Industrial use). A conditional use permit is not proposed or required.

#### D. Site Development Requirements.

1. Minimum Lot Area: None
2. Minimum frontage: Twenty (20) feet on a dedicated public street

**FINDINGS:** No new lot or parcel is proposed in association with the subject application. The existing parcel upon which the warehouse and parking are to be located has greater than 20 feet of frontage on Anchor Way.

The Preliminary Site Plan (Attachment "B.1," Sheet A101) notes the location of existing and proposed property lines. However, an application was not submitted to change property line locations.

**E. Setback Requirements.** Minimum Setbacks: None

**FINDINGS:** Although setbacks are not required by the zoning ordinance, the applicant will be required to demonstrate compliance with the requirements of the Building Official and the Fire Chief prior to issuance of building permits and/or prior to occupancy.

**F. Maximum Building Height.** Forty-five (45) feet

**FINDINGS:** The roof over three loading docks at the southeastern corner of the building is approximately 21-feet 4-inches tall as noted on the Preliminary Building Elevations (Attachment "B.1," Sheet A302). The remainder of the warehouse is 40-feet tall measured between the base of the building and the top of parapet walls.

Building height is measured from original grade. The Grading and Drainage Plan (Attachment "B.1," Drawing C-1), notes existing grades ranging from 95.54' near the southwestern corner of the proposed building and 93.89' near the northeastern corner of the proposed building. According to IIRMC 17.01.060 building height is measured from the highest adjoining ground surface within five horizontal feet of the exterior wall of a building when that elevation is not more than 10 feet above the lowest grade. The proposed finish floor elevation is 95.50'. As such the proposed building complies with the maximum building height standard.

**G. Parking Regulations.**

1. One (1) off-street parking space shall be provided on the building site, or adjacent to the site for each employee. In addition, adequate off-street parking shall be provided on or adjacent to the building site to meet the needs of anticipated clientele.
2. In no case shall there be less than two (2) off-street parking spaces.
3. The Central Business District, the Heights Business District and the Waterfront are exempt from this requirement but shall pay a fee in-lieu of parking in accordance with Chapter 17.24.
4. Parking in the Central Business District, Heights Business District and Waterfront may be satisfied by substituting all or some of the parking requirement at adjacent or nearby off-site off-street locations and/or by adjacent or nearby shared parking if the substitute parking reasonably satisfies the parking requirements of this section. If no off-street or off-site parking reasonably satisfies the parking requirements of this section, the fee in-lieu of parking shall be paid in accordance with Chapter 17.24. If less than all required parking is provided, the fee in lieu of parking shall be paid in accordance with Chapter 17.24, except that a credit shall be given for the number of spaces provided.
5. Off-street loading facilities shall be encouraged.
  - a. Public alleys may be utilized for off-street loading facilities.
6. All parking areas and driveways shall be hard surfaced prior to occupancy, under the following circumstances:
  - a. New construction
  - b. Change of use
  - c. New parking area
7. Bicycle parking as required by 17.20.040.

**FINDINGS:** The Topographic Survey of the site depicts the location of 110 existing parking spaces on the site. The application indicates that, following construction of the proposed warehouse, there will be 38 off-street parking spaces on the site (Attachment "B.2"), two of which are accessible.

The Preliminary Site Plan depicts the location of proposed parking on the site, existing parking located north of the site, as well as existing and proposed lot lines (Attachment "B.1," Sheet A101). An application was not submitted to change property line locations. As such seven parking spaces located east of the proposed warehouse are not located entirely on the subject site, and eight existing parking spaces are located on the northeastern corner of the site. Further, 20 of 30 existing parking spaces on the site located north of the proposed building are in an easement designated for use by the commercial building located immediately north of the site (Doc. No. 2012-03666). As such, there are a total of 19 parking spaces on the subject parcel that are available to serve the proposed warehouse. If property lines are reconfigured as noted on the plans, there will be a total of 18 spaces on the site available to serve the warehouse.

Five full-time employees are anticipated in the proposed warehouse during peak use (Attachment "B.2"). No information about clientele was provided. As such, no clientele are expected on the site and proposed parking exceeds minimum parking requirements.

If property lines are adjusted in the future, it is recommended that all parking spaces north of the warehouse should be located on 3N10E25 Tax Lot 126 and designated to serve occupants and clientele of the existing commercial building on that site. Only five parking spaces are required to serve the proposed warehouse based on use by five employees. The commercial building on Tax Lot 126 has insufficient off-street parking as evidenced by an agreement between the Port of Hood River and Key Development Corporation designating easements over 30 parking spaces owned by the Port for use by occupants of the commercial building on Tax Lot 126 (Doc No. 2012-03666). Twenty of the parking spaces on the site located immediately north of the proposed warehouse are subject to this agreement and easement, leaving 19 parking spaces on the site for use by warehouse employees.

Bike parking is addressed below in HRMC 17.20.040. As such, the proposal is consistent with these requirements.

- H. **Lighting.** Artificial lighting shall be subdued and shall not shine, cause glare, or be unnecessarily bright on surrounding properties. Both interior and exterior lighting shall take into consideration the viewshed and shall be dimmed as much as possible after closing without compromising safety and security. Flood lights on poles higher than fifteen (15) feet shall not be permitted.

**FINDINGS:** The applicant submitted a specification sheet for pole-mounted outdoor lighting featuring 150-watt metal halide lamps (Attachment "B.4"), and the Preliminary Site Plan notes that "new exterior lighting fixtures shall be full cut-off or shielding method to direct emissions downward" (Attachment "B.1," Sheet A101). However, the Preliminary Site Plan and Preliminary Building Elevations do not specify the location of exterior lighting on the site. As such **a condition of approval is recommended that, prior to issuance of a building permit, the location of exterior lighting shall be specified on the site plan and/or building elevations.** Further, in order to ensure compliance with these requirements **conditions of approval are recommended that all exterior lighting on the site shall be subdued and shall not shine, cause glare, or be unnecessarily bright on surrounding properties. Flood lights on poles higher than fifteen (15) feet shall not be permitted. And, any existing lighting on the site does not comply with these requirements shall be brought into compliance with these requirements prior to occupancy.** As conditioned, the proposal meets these requirements.

- I. **Signs.** All signs shall be in conformance with the sign regulations of this title.

**FINDINGS:** In order to ensure compliance with the sign standards of HRMC Title 18, **a condition of approval is recommended that sign permits shall be obtained from the City of Hood River prior to installation of any new signs on the site.** As conditioned, the proposal is consistent with these requirements.

J. **Landscaping.** All landscaping shall be in conformance with the landscape standards in this title.

**FINDINGS:** Landscaping standards are addressed below in HRMC 17.17.

**C. INTERCHANGE AREA MANAGEMENT PLAN OVERLAY ZONE – HRMC 17.03.120**

The purpose of the IAMP Overlay Zone is the long-range preservation of operational efficiency and safety of the highway interchanges within the City of Hood River, which provides access from and to Interstate 84 for residents and businesses throughout the city. The interchanges are a vital transportation link for regional travel and freight movement and provide connectivity between the east and west side of the community and to employment and recreational opportunities at the waterfront. Preserving capacity and ensuring the safety of these interchanges and the local transportation systems in their vicinity is essential to visitors, residences, and existing businesses as well as to the continued economic vitality along the Columbia River and to community growth and development in the vicinity of the interchanges.

A. **Boundary:** The boundary of the IAMP Overlay Zone is shown on the City of Hood River Zoning Map and also is depicted in the respective IAMP documents. The zone's boundary generally corresponds with a 1/2-mile buffer area around the interstate highway interchanges. The Overlay Zone is applied to two boundary areas - one centered at Exit 62 and the other encompassing both Exit 63 and Exit 64.

**FINDINGS:** The subject property is located in the boundary of the IAMP Overlay Zone for Interstate 84 Exits 63 and 64, and is located in Access Management Block "I".

B. **Applicability:** The provisions of this section shall apply to any Administrative, Quasi-judicial, or Legislative land use application pursuant to Section 17.09 that is for a parcel wholly or partially within the IAMP Overlay Zone, as defined by Section 17.03.120.A. Any conflict between the standards of the IAMP Overlay Zone and those contained within other chapters of the Zoning Ordinance shall be resolved in favor of this chapter and the applicable requirements in Chapter 17.20, Transportation Circulation and Access Management.

**FINDINGS:** The subject application is being processed through a Quasi-Judicial Review process. Access is not proposed directly to 2<sup>nd</sup> Street and the existing access points serving the site on Anchor Way and Portway Ave. are located far enough away from 2<sup>nd</sup> Street intersections to avoid turning conflicts. As such there is no conflict between this chapter and other chapters of the zoning ordinance. Chapter 17.20 is addressed below.

C. **Permitted Land Uses:** Uses allowed in the underlying zoning district are allowed subject to other applicable provisions in the Zoning Ordinance and in Title 16, Subdivision Ordinance.

**FINDINGS:** Findings in this decision address consistency between the proposed light industrial use (warehouse) and applicable standards of the zoning ordinance.

D. **Comprehensive Plan and Zoning Map and Text Amendments:** This Section applies to all Comprehensive Plan Map and Zoning Map amendments to parcels wholly or partially within the IAMP Overlay Zone and code amendments that affect development within the IAMP Overlay Zone.

In addition to meeting the requirements of Section 17.08.020, applications for Comprehensive Plan amendments, Zoning Map amendments, or development regulation amendments shall meet the requirements of the Transportation Planning Rule, Oregon Administrative Rule (OAR) 660-012-0060, including making a determination whether or not the proposed change will significantly affect an existing or planned transportation facility.



**FINDINGS:** The applicant proposes a Comprehensive Plan/Zoning Map amendment. Findings are presented above addressing requirements of the Transportation Planning Rule, Oregon Administrative Rule (OAR) 660-012-0060, including a determination the proposed change will not significantly affect an existing or planned transportation facility.

- E. IAMP Review and Update:** The IAMP document must be reviewed and possibly updated in association with a proposed change to the Hood River Comprehensive Plan, Plan Map, or implementing zoning ordinances that will have a “significant affect” on one or more I-84 Interchanges pursuant to OAR 660-12-0060.
- a. An IAMP update is required when the findings and conclusions from an IAMP review demonstrate the need for an update to the plan in order to mitigate identified impacts to interchange facilities. The agency or person(s) proposing the change shall be responsible for reviewing and initiating an update to the applicable IAMP(s), consistent with the procedures outlined in the IAMP.
  - b. An updated IAMP that results from a City-initiated review process pursuant to Section 17.03.120.E, shall be legislatively adopted, requiring a City Council public hearing, as an amendment to the City of Hood River Transportation System Plan and also will be adopted by the Oregon Transportation Commission as an update to the Oregon Highway Plan.

**FINDINGS:** Findings from an IAMP review have not demonstrated the need for an update of the IAMP Exit 63/64 document.

#### **D. CHAPTER 17.04 – SUPPLEMENTARY PROVISIONS**

##### **17.04.050 Fences and Walls.**

- A. Fences and walls not more than six (6) feet in height are permitted within or on all property lines and on corner lots or parcels when vision clearance requirements are met.
- B. Height is measured from original ground elevation in accordance with the City Engineering Standards.
- C. A fence that is six (6) feet or less as measured from original ground elevation in accordance with City Engineering Standards, is not considered a structure for purposes of setbacks established in this title.
- D. All retaining walls are considered structures from purposes of setbacks, and may not be located within the front, side or rear setback for a building except as provided in this title.

**FINDINGS:** Fences are not depicted on the Preliminary Plan Set (Attachment “B.1”). If fencing is needed in the future, it will need to be installed in a manner that meets applicable city standards.

##### **17.04.060 Retaining Walls.**

- A. Retaining walls less than four (4) feet in height are permitted within or on all setback lines when the retaining wall retains earth on the parcel on which the retaining wall is built.
- B. If more than one retaining wall is located within the setback, the distance between each wall must be equal to the height of both walls, and the area between the walls must be landscaped.
- C. There shall be no more than 4’ of exposed wall face on a retaining wall within a setback adjacent to a public right-of-way.
- D. One retaining wall of any height may be located within or on all property lines if the wall retains earth on the adjoining parcel and, if on a corner lot or parcel, when vision clearance requirements are met.
- E. Height is measured from original ground elevation in accordance with the City Engineering Standards.
- F. The limitations on location and height of retaining walls in this title do not apply to retaining walls located within the public right of way for the purpose of constructing or maintaining the public right of way.

**FINDINGS:** A retaining wall is proposed along the southern edge of the ramp to the loading docks as depicted on the Preliminary Grading and Drainage Plan (Attachment “B.1,” Drawing C-1). The retaining

wall is intended to facilitate construction of the ramp to the loading docks below existing grade including below the elevation of Anchor Way. The wall is proposed within approximately seven feet of the Anchor Way right-of-way. As addressed above in HRMC 17.03.060, the setback standards of the zoning ordinance are not applicable. However, the applicant may be required to demonstrate that the retaining wall is constructed in a manner that supports public improvements in the Anchor Way right-of-way.

**17.04.130 General Requirements for Parking Lots.** A parking lot, whether an accessory or principal use, intended for the parking of four (4) or more automobiles or trucks shall comply with the following stipulations:

1. Areas used for standing or maneuvering of vehicles shall have hard surfaces maintained adequately for all-weather use and be so designed as to avoid flow of water across sidewalks.
2. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.
3. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access, and provide the maximum safety of pedestrians and vehicular traffic on the site.
4. Service drives for parking lots shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points fifteen (15) feet from their intersection. Exceptions may be granted by the Building Official with the provision of safety devices.
5. Landscaping shall be in conformance with the landscape standards in this title. Duplexes are excluded from this requirement.

**FINDINGS:** Asphalt parking lots are proposed on the north and east sides of the warehouse building. Vehicular access aisles are approximately 24-foot wide as depicted on the Preliminary Site Plan (Attachment "B.1," Sheet A101). Access aisles are of sufficient width to facilitate passenger vehicles accessing the site.

The Preliminary Site Plan notes the location of existing and proposed property lines, and indicates an existing driveway located immediately east of the site (3N10E25 Tax Lot 127) is to be realigned. However, an application was not submitted to change property line locations.

The driveway located immediately east of the site on Tax Lot 127 provides vehicular access between Anchor Way and Portway Ave., and currently it serves three parcels including the subject site, the former "Expo Center" to the east of the site, and Key Development Corporation's commercial building located north of the site. However, there is no existing access easement guaranteeing access via this driveway between Anchor Way and the subject site. As addressed below in HRMC 17.20 **it is recommended that an access easement is established to ensure access between the proposed parking lots and Anchor Way.** Further, any realignment of the existing shared access driveway will need approval of the property owner(s) and will be subject conformance with applicable city standards for access spacing, width, etc.

A pedestrian access path is proposed between the southwestern corner of the building and the southeastern corner of the site in order to facilitate access between Turtle Island Foods' existing production facility and the proposed warehouse. Because this path will cross an access point between Anchor Way and an existing parking lot, a crosswalk with tactile warning strips may be required.

The preliminary landscaping plan includes limited details regarding plant species, size and location (Attachment "B.1," Sheet L101). As such, **a condition of approval is recommended that the landscaping plan shall demonstrate compliance with the vision clearance requirements of HRMC 17.04.130(4) at the intersections of private driveways with public streets.** As conditioned, the proposal is consistent with these requirements.

## **E. CHAPTER 17.16 – SITE PLAN REVIEW**

### **17.16.010 Applicability.**

- A. A site plan review permit shall be required for the following circumstances:
  - 1. New construction.
  - 2. Expansion, remodel, or exterior alteration of any building or other structure.
  - 3. Change of use.
  - 4. Multi-family and group residential.
  - 5. Removal or fill of over 5,000 cubic yards of land.
- B. Exemptions from site plan review are as follows;
  - 1. Any activity that does not require a building permit and is not considered by the Director to be a change in use.
  - 2. Any activity on the exterior of a building that does not exceed ten percent (10%) of the structure's total cost, fair market value, or \$75,000, whichever is less, as determined by the building official.
  - 3. Interior work which does not alter the exterior of the structure or effect parking standards by increasing floor area.
  - 4. Normal building maintenance including the repair or maintenance of structural members.
  - 5. All residential development, except multi-family and group residential, as provided above.

**FINDINGS:** The proposal features a new light industrial building for use as a warehouse. As such, site plan review is required. The proposal does not qualify for an exemption to the site plan review process.

**17.16.020 Application Procedure.** The Planning Director shall review all site plan review applications. However, if the Director determines that an application is unusually complicated or contentious due to site constraints or due to the complexity of the project, the Director may request the Planning Commission to review the application.

The City shall process a site plan review application in accordance with the following procedures:

**A. Pre-Application Conference**

- 1. An applicant for a site plan review permit shall meet with the City staff at a required pre-application conference to assist in the permit processing.
- 2. An applicant may submit an application for a site plan review permit at any time after completion of a required pre-application conference. The applicant shall submit a complete application as specified in *Submittal Requirements* of this chapter, listed below.

**FINDINGS:** The Planning Director met with the applicant and representatives of the Port of Hood River on January 30, 2014, to discuss the condition adopted with Ordinance No. 1762 limiting use of the site to the Port of Hood River's Expo Center, parking lot, Conference Center, Visitor's Center and Chamber of Commerce until adoption of a waterfront master plan. The Planning Director determined that an application to return a portion of the property to the Light Industrial (I.I) Zone did not conflict with the conditions adopted by Ordinance No. 1762. Further, based on the applicant's experience developing light industrial buildings on the waterfront, it was determined that a formal pre-application conference was not necessary. The Planning Director has discretion to require a pre-application conference pursuant to HRMC 17.09.030(D) and 17.09.040(C).

**B. Application Review.**

- 1. Administrative Review
  - a. Upon receipt of a complete application, the Director may determine, based on the complexity of the proposal, that it is appropriate for City staff to review the application administratively and make a recommendation to the Director. The final decision on an application is made by the Director based on the following:
    - (1) The recommendation of the City staff,
    - (2) Consideration of any public comments received; and
    - (3) The decision criteria in this chapter.

- (a) Administrative site plan review will require an additional noticing requirement. The Notice of Application shall be published in the local newspaper of record.
2. Quasi-Judicial Review
- a. A site plan review application requiring Planning Commission review and decision shall be reviewed by City staff prior to the final decision by the Planning Commission in accordance with the following procedure:
  - b. The Director shall forward a completed application to City staff.
  - c. City staff shall consider the application and make recommendation to the Director.
  - d. The Director shall review the staff recommendation and determine the major issues and specific aspects of the project, which the Planning Commission should review.
  - e. The Planning Commission shall review the application in relationship to staff recommendations. The Planning Commission shall consider the application at a public meeting.
  - f. The Planning Commission will make the final decision based on the following:
    - (1) The recommendation of City staff;
    - (2) Consideration of any public comments received;
    - (3) The decision criteria in this chapter.

**FINDINGS:** The applicant requested review of the proposed warehouse concurrently with an application to rezone the subject property. As such, the application has been processed in accordance with HRMC 17.09.040, Quasi Judicial Actions.

**17.16.030 Submittal Requirements.** The site plan shall be drawn to scale and indicate all of the following:

1. Dimensions and orientation of the parcel.
2. Locations and heights of buildings and structures, both existing and proposed. Scaled elevation drawings and photographs shall be required.
3. Location and layout of parking and loading facilities, including bicycle parking as required pursuant to 17.20.040;
4. Location of points of entry and exit for pedestrians and motor vehicles, and internal circulation patterns in compliance with the requirements of Chapter 17.20.
5. Location of existing and proposed walls and fences and indication of their height and materials.
6. Proposed location and type of exterior lighting.
7. Proposed location and size of exterior signs.
8. Site specific landscape plan including percentage of total net area.
9. Location and species of trees greater than six (6) inches in diameter when measured four (4) feet above the ground and an indication of which trees are to be removed.
10. Contours mapped at two (2) foot intervals. (five [5] foot contours may be allowed on steep slopes).
11. Natural drainage.
12. Other significant natural features.
13. Legal description of the lot.
14. Percentage of the lot covered by any and all proposed and remaining structures to include asphalt concrete and Portland Cement Concrete.
15. Locations and dimensions of all easements and nature of the easements.
16. Service areas for uses such as loading and delivery.
17. Grading and drainage plan.
18. Other site elements that will assist in the evaluation of site development.
19. A statement of operations with a brief narrative on the nature of the activity, including
  - a. Number of employees;
  - b. Method of import and export;
  - c. Hours of operation including peak times; and
  - d. Plans for future expansion.

**FINDINGS:** The submitted application materials (Attachments "B.1"- "B.4") generally address submittal requirements. As addressed in this report, conditions of approval are recommended requiring submittal of

additional information where necessary. As conditioned, the application is consistent with these requirements.

#### **17.16.040 Site Plan Review Decision Criteria**

- A. Natural Features: Significant natural features shall be protected to the maximum extent feasible. Where existing natural or topographic features are present, they shall be used to enhance the development; the use of small streams in the landscaping design, rather than culvert and fill. Existing trees and large woody plants shall be left standing except where necessary for building placement, sun exposure, safety or other valid purpose. Vegetative buffers should be left along major street or highways, or to separate adjacent uses. The use should have minimal adverse impacts on the land and water quality. Possible impacts to consider may include; pollution, soil contamination, siltation, and habitat degradation or loss.**

**FINDINGS:** The applicant submitted a topographic survey depicting the location, approximately size and genus of existing trees on the site. All existing trees were planted for landscaping purposes and none exceed six inches diameter. As such these trees are not considered significant natural features. There are no other significant natural or topographic features on the site.

The applicant proposes to remove up to nine of 14 existing landscape trees in order to construct the warehouse building, loading dock ramp and parking lot improvements (Attachment "B.1", Drawing C-1), and proposes to plant at least three new trees in appropriate locations (Attachment "B.1", Sheet L101). As such, the proposal complies with this criterion.

- B. Air Quality: The use shall have minimal or no adverse impact on air quality. Possible impacts to consider include smoke, heat, odors, dust, and pollution.**

**FINDINGS:** The proposed warehouse and distribution facility will not have any production emissions (Attachment "B.2"). Although the building's roof and paving for parking lots will generate heat, and automobile/freight traffic will generate pollution, these impacts are not expected to be greater than what is typically generated in association with light industrial development. As such, the proposal is not expected to have an adverse impact on air quality and the proposal is consistent with this criterion.

- C. Grading: Any grading, contouring on-site surface drainage, and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be required.**

**FINDINGS:** The Preliminary Grading and Drainage Plan depicts existing and proposed grades as well as finish-floor elevations (Attachment "B.1," Drawing C-1). The plan depicts the locations of proposed catch basins that are intended to capture stormwater and prevent adverse effects on neighboring properties and rights-of-way. A stormwater management plan is required demonstrating compliance with city standards (Attachment "E").

In order to ensure conformance with these requirements **conditions of approval are recommended that contouring for on-site surface drainage and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be provided in conformance with the city's engineering standards.** As conditioned, the proposal complies with this criterion.

- D. **Public Facilities: Adequate capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks shall be provided to the subject parcel. Development of on-site and off-site public facilities necessary to serve the proposed use shall be consistent with the Comprehensive Plan and any adopted public facilities plan(s). Underground utilities shall be required. Connection to Oregon Department of Transportation (ODOT) stormwater facilities will require a permit from ODOT District 2C. On-site detention or treatment of stormwater may be required by ODOT.**

**FINDINGS:** Existing public and private utilities are depicted on the Topographic Survey (Attachment "B.1"). Findings regarding adequacy of public facilities are as follows:

#### Water and Sanitary Sewer

The City Public Works/Engineering Department submitted the following comments in regard to water and sewer facilities (Attachment "E") and recommended conditions of approval are in **bold** type:

- City water is available within the Anchor Way right of way. **There is an existing 2" water service to the parcel that may require relocation to avoid the proposed driveway location.**
- **Relocation of the fire hydrant will require abandoning the existing pipe at the connection to the water main and removal of the existing gate valve for the hydrant. The fire hydrant will be required to be installed a minimum of 10' from the existing sanitary sewer service line.**
- **Pipe sizes must be consistent with the City's Water Master Plan.**
- See City of Hood River Engineering Standards Section 4.6 Potable Water Systems for design and submittal criteria.

#### Storm Sewer

The Preliminary Grading and Drainage Plan depicts the locations of proposed catch basins (Attachment "B.1," Drawing C-1). The City Public Works/Engineering Department submitted the following comments in regard to stormwater facilities (Attachment "L") and recommended conditions of approval are in **bold** type:

- **A Storm Water Management Plan is required as per City Engineering Standards.**
- **Sizing of all pipes must meet the City's Stormwater Utility Capital Facilities Plan (CFP).**
- See City of Hood River Engineering Standards Section 4.5 Stormwater Management for design and submittal criteria.

#### Streets and Sidewalks

Currently the site is accessed from both Portway Avenue and Anchor Way via a shared driveway that connects to both streets. The preliminary plans anticipate realigning the existing shared driveway to the east (Attachment "B.1," Drawing C-1) but that driveway is located on an adjacent property owned by the Port of Hood River (3N10E25 Tax Lot 127). The applicant also proposes a new access point on Anchor Way to provide access to loading docks by trucks. Anchor Way functions as an Industrial Street and was designed to accommodate truck traffic. .

The applicant submitted a Transportation Assessment Letter prepared by a professional engineer detailing the number of PM Peak Hour Trips expected to be generated by the proposed warehouse, and also addressing trip distribution assumptions, driveway access spacing and sight distance evaluation (Attachment "B.3"). Trip generation rates for warehouse (ITE Code 150) were used. Based on 20,174-square feet of floor area the engineer anticipates 34 A.M. Peak Hour and 21 P.M. Peak Hour Trips. Further, the engineer anticipates 10% of these trips will travel to and from the east on I-84, 32% will

travel to the west on I-84, and 58% will travel to and from the south into downtown Hood River and points beyond.

Previously adopted traffic analyses (e.g. Naito, File No. 2008-01), have determined that the levels-of-service at the intersections of 2<sup>nd</sup> and Oak as well as 2<sup>nd</sup> & Cascade do not meet city standards, and that signalization of the 2<sup>nd</sup> & Oak intersection (later coupled with changes to turning movements at 2<sup>nd</sup> & Cascade) would resolve this problem. An intersection that does not operate at an acceptable level of service is not an adequate public facility. The applicant does not propose to install a traffic signal at 2<sup>nd</sup> & Oak or make other improvements at 2<sup>nd</sup> & Cascade in order to provide adequate public facilities.

The cost of signalizing the 2<sup>nd</sup> & Oak intersection has been estimated to be \$225,000. Traffic impacts by the proposed development will not be roughly proportional to the cost of signalizing the 2<sup>nd</sup> & Oak intersection. As such, the city should not impose a condition requiring the applicant to construct all of these off-site signalization improvements. However, requiring the applicant to contribute to the cost of signalizing the intersection would be reasonably related to the proposal based on the traffic impacts described above.

The Hood River Municipal Code Chapter 3.20 permits a finding of adequate public facilities if approval is conditioned upon the applicant contributing a proportionate share of any improvements required to achieve adequate public facilities. The city hired a traffic engineer to prepare a proportionate share study associated with signalization of the 2<sup>nd</sup> & Oak intersection. At the time of this decision, the study was in draft format and anticipated a proportionate cost of \$662 per weekday p.m. peak hour trip through the intersection. If the study is adopted as currently drafted, the applicant's proportionate share would be approximately \$8,063 based upon p.m. peak hour trips (21 p.m. peak hour trips x 58% = 12.18 x \$662 = \$8,063.16). Such a proportionate share would account for less than four percent of the estimated cost of the signalization project.

Based upon the above findings, subject to city council approval of a proportionate share district, **conditions of approval are recommended that the developer shall contribute a proportionate share of the costs of signalization of the 2<sup>nd</sup> & Oak intersection consistent with the requirements of Hood River Municipal Code Chapter 3.20. The amount contributed by the developer will be determined using the city's proportionate share study, as approved by the city council, and the findings of the applicant's trip generation letter (Attachment "B.3") assuming 58% of these trips will travel through the 2<sup>nd</sup> & Oak intersection. The developer shall sign a written agreement to pay the proportionate contribution. The agreement shall be prepared by the City of Hood River. The agreement shall provide that full payment, partial payment or the posting of acceptable security must be made to the City of Hood River on or before the commencement of any work on and issuance of any permit for the subject property under the development proposal. If payment is not made as required, the city council shall assess the proportionate contribution against the subject property by resolution and shall enter the assessment resolution in the docket of city liens and record the same in the Hood River County Assessor's real property records. If a use which generates more vehicular trips than ITE Code 150 is to occupy a portion of the building on the site, the owner and/or occupant will be required to obtain land-use- and/or building permits for the change of use and to contribute an equivalent proportionate share for that use prior to occupancy. As conditioned, the project meets requirements for adequate transportation facilities.**

The City Public Works/Engineering Department submitted the following comments in regard to public street facilities (Attachment "E") and recommended conditions of approval are in **bold type**:

- The proposed **street cuts may require payment of a street degradation fee based on the age of Anchor Way. If applicable, this fee must be paid with the Construction Permit fee.**
- **A city standard commercial driveway approach will be required. Due to the width, an exception to the maximum width must be approved by the City Council.**

- See City of Hood River Engineering Standards Section 4.4 Roadways for design and submittal criteria.

### General

HRMC 17.16.040, Public Facilities, and HRMC 12.05.010(E) require the property owner to place utilities underground. The city public works and engineering department submitted the following comments (Attachment “E”) and recommended conditions of approval are in **bold** type:

- **All utilities shall be placed underground including power, phone, cable television and other telecommunications lines.**
- **All City water, sanitary, and or storm sewer pipes and appurtenances located outside of a dedicated public right of way must be located within a recorded easement on a form provided by the City. All easements must meet the requirements of the City Engineering Standards.**
- **The Oregon Department of Environmental Quality requires a National Pollutant Discharge Elimination System (NPDES) 1200 – C permit for all projects that disturb one acre or more. Contact the Bend regional DEQ office at 541-388-6146 for permit application forms and more information.**
- **Design and construction of public facilities must meet the requirements of the City of Hood River Engineering Standards.** A copy of the Engineering Standards is available at the City Public Works office or on line at [www.ci.hood-river.or.us](http://www.ci.hood-river.or.us).
- **Prior to any site work a Construction Site Permit is required.**
- A pre – submittal meeting is recommended prior to the engineered design of any public facilities. **Prior to issuance of the building permit plans stamped by an engineer licensed in Oregon must be provided for review and approval by the City Engineering Department.**
- **All fees, bonds, and insurance must be provided as per the City of Hood River Engineering Standards.**

### Police and Fire

Public fire- and police protection currently serve the site because it is inside the city limits. The Fire Chief submitted comments (Attachment “D”). **Conditions of approval are recommended that the applicant shall demonstrate compliance with the requirements of the Fire Chief prior to occupancy.**

As conditioned, the proposal is consistent with this criterion.

- E. **Traffic and Circulation:** The following traffic standards shall be applicable to all proposals:
1. **Traffic Impact Analysis:** The applicant will be required to provide a Traffic Impact Analysis prepared by an Oregon licensed traffic engineer or a Transportation Assessment Letter pursuant to Section 17.20.060.

**FINDINGS:** The applicant submitted a Transportation Assessment Letter prepared by a professional engineer (Attachment “B.3”).

- F. **Storage:** **All outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing.**

**FINDINGS:** No outside storage is proposed (Attachment “B.2”). Trash and recycling collection area is proposed on the south side of the warehouse near the building’s pedestrian entrance (Attachment “B.1,” Sheet A101). As such, the proposal is consistent with this criterion.



- G. Equipment Storage: Design attention shall be given to the placement or storage of mechanical equipment so as to be screened from view and that an adequate sound buffer will be provided to meet at a minimum the requirements of the noise ordinance.**

**FINDINGS:** The applicant anticipates installation of mechanical equipment on the roof near the center of the building (Attachment “B.2”) but no details were submitted. In order to ensure compliance with these requirements, **conditions of approval are recommended that any new mechanical equipment shall be screened from view and an adequate sound buffer shall be provided to meet the noise ordinance (HRMC 8.09).** Methods to screen mechanical units from view and to maintain an adequate sound buffer may include parapet walls for roof-mounted equipment, fencing and vegetation for ground-mounted equipment, or relocation of exterior mechanical equipment to a less sensitive area. As conditioned, the proposal complies with this criterion.

- H. Compatibility: The height, bulk, and scale of buildings shall be compatible with the site and buildings in the surrounding area. Use of materials should promote harmony with surrounding structures and sites.**

**FINDINGS:** For site plan review purposes, the “surrounding area” is determined by examining the area of impact of the proposed use based on its location, size, design and operating characteristics. In some cases, the surrounding area may not extend beyond the notice area, in other cases; the surrounding area may encompass an entire neighborhood or large portions of the City. In all cases, the surrounding area is defined geographically.

For this proposal the surrounding area includes Hood River Distillers’ 50,000-square-foot manufacturing facility, Turtle Island Foods’ 32,000-square foot production and office facility, Ryan’s Juice Company’s 33,500-square-foot production facility and 45-foot-tall 22,400-square-foot production and treatment building, the Port of Hood River’s 32,000-square-foot “Expo Center” building, Hood Tech’s 40,769-square-foot light industrial building, and Key Development Corporation’s 21,205-square-foot commercial building. These buildings, up to 45-feet tall with flat roofs, feature a variety of exterior building materials including concrete panels, concrete masonry as well as metal and wood siding.

The proposed building features a 20,174-square-foot footprint and a flat roof, and ranges from approximately 21-feet- to 40-feet tall (Attachment “B.1,” Sheets A301 and A302). The 40-foot-tall portion of the building features a 90-foot-deep by 206-foot-long footprint, and the 21-foot-tall southeastern corner of the building features a truck loading area that is approximately 35-feet deep by 55-feet long.

The building features split-faced and smooth-faced concrete masonry units, metal-framed roof overhangs at the roofline between parapet walls, and metal-framed roof overhangs above doors and loading docks. Three segments of the building’s north wall feature windows surrounded by vertical wood siding. All concrete masonry units and vertical wood elements match the existing Turtle Island Foods building located immediately west of the site.

Recognizing potential harsh weather conditions on the waterfront and associated maintenance issues, it is recommended that integrally-colored CMU is used rather than applying a colored finish.

The height, bulk and scale of the building, as well as the materials, are compatible with the buildings in the surrounding area. As such, the proposal is consistent with this criterion.

- I. Design: Variety of detail, form and siting should be used to provide visual interest. A single uninterrupted length of facade shall not exceed 100 feet. Buildings shall utilize at least three of the**

**following architectural elements to provide architectural variety: massing, offsets, materials, windows, canopies, pitched or terraced roof forms, or other architectural elements.**

**FINDINGS:** The warehouse building has been designed to complement Turtle Island Foods' production facility located immediately west of the subject site. The proposed building features smooth- and split-faced concrete masonry units, vertical wood panels surrounding windows on the north side, and metal-framed wood overhangs at the roofline between segments of parapet as well as over exterior doors and loading docks. The portion of the building used as a loading dock steps down from the main building thereby reducing its mass along Anchor Way (Attachment "B.2").

The north wall of the building is approximately 206-feet long, and the southern wall of the warehouse is approximately 150-feet long. These walls are interrupted through use of contrasting concrete masonry units (smooth- and split faced), windows on the north side, and metal-framed wooden overhangs at the roofline between segments of parapet walls (Attachment "B.1," Sheets A301 and A302).

The proposed buildings rely on massing, windows, materials and canopies to provide visual interest. As such, the proposal is consistent with this criterion.

**J. Orientation: Buildings shall have their orientation toward the street rather than the parking area, whenever physically possible.**

**FINDINGS:** The building is oriented toward Anchor Way so that trucks can access loading docks efficiently. However, pedestrian access is not anticipated from Anchor Way where sidewalks are not present because it is used primarily for truck access. A pedestrian door near the southwestern corner of the building will provide access to the Turtle Island Foods' production facility located immediately west of the subject site. And, a pedestrian door near the southeastern corner of the building will provide access to a parking lot and a pedestrian access way designated on the property immediately east of the subject site. As such, the proposal is in general conformance with these requirements.

**K. Parking: Parking areas shall be located behind building or on one or both sides, whenever physically possible.**

**FINDINGS:** Parking lots are located on the east and north sides of the proposed building (Attachment "B.1," Sheet A101). There are loading docks between the building and Anchor Way, but no parking is proposed between the building and Anchor Way. As such, the proposal is in conformance with these requirements.

**17.16.060 Effect of Approved Site Plan Review Permit.** No building or development of any sort shall occur to the approved site plan review permit except as follows:

1. Minor adjustments to an approved site plan review permit may be made after review and approval by the Director. Minor adjustments are those that entail minor changes in dimensions or siting of structures and location of public amenities, but do not entail changes to the intensity or character of the use.
2. Major adjustments to an approved site plan review permit require a new or amended application, as determined by the Director. Major adjustments are those that change the basic design, intensity, density, use, and the like.

**FINDINGS:** Any new construction on the site shall be consistent with the Findings of Fact and Conditions of Approval in this decision, unless the applicant requests a minor or major adjustment.

**17.16.070 Expiration and Extension**

- A. The site plan review permit is valid for a period of two (2) years from the written Notice of Decision, or the decision on an appeal, whichever is later.

- B. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.

**FINDINGS:** In order to ensure compliance with these requirements, **conditions of approval are recommended that this site plan review permit is valid for a period of two (2) years from the written Notice of Decision, or the decision on an appeal, whichever is later. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.**

**17.16.080 Appeal.** Final decisions on site plan review may be appealed in accordance with the provisions of *Appeal Procedures* (Chapter 17.09).

**FINDINGS:** The notice of decision associated with this application will detail the appeal process in conformance with HRMC 17.09.030(J).

## **F. CHAPTER 17.17 – LANDSCAPING AND DEVELOPMENT STANDARDS**

### **17.17.010 Scope**

- A. Landscaping standards apply to all new multifamily, commercial, industrial uses, change of use, parking lots of four (4) spaces or more, public facilities and conditional uses.
- B. For sites that do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building or parking lot expands, e.g. if the building or parking lot area is to expand by twenty-five percent (25%), then twenty-five percent (25%) of the site must be brought up to the standards required by this ordinance.

**FINDINGS:** The proposal is an industrial use. As such, the landscaping requirements of this section apply to the proposal.

### **17.17.020 Procedure**

- A. A preliminary or conceptual landscaping plan shall be submitted to the planning Director at the time of application. The Planning Director shall review all landscaping plans for compliance with the provisions of this ordinance and notify the property owner of deficiencies in a submitted plan.
- B. A building permit shall not be issued until a final landscaping plan has been approved by the Planning Director.
- C. The required landscaping shall be in place prior to issuance of a certificate of occupancy.
- D. A property owner shall be responsible for the establishment and maintenance of landscaping. All required landscaped areas shall be maintained according to the approved landscaping plan.

**FINDINGS:** The applicant submitted a preliminary landscaping plan (Attachment “B.1,” Sheet L101). **Conditions of approval are recommended that all approved landscaping shall be installed or guaranteed prior to occupancy of the building. The owner shall be responsible for the establishment and maintenance of all landscaping in accordance with the approved landscaping plan.** As conditioned, the proposal complies with these standards.

**17.17.030 Contents of Landscaping Plan.** A landscaping plan submitted to the Planning Director as required by this ordinance shall identify the placement and type of plant materials to provide an effective means for evaluating whether the chosen plant materials will:

1. Survive in the climate and soils of the proposed site; and
2. Satisfy the functional objectives of landscaping as detailed in this ordinance, including erosion control, screening, and shade, within a reasonable time.

**FINDINGS:** The preliminary landscaping plan indicates that plants will consist of a mix of native and decorative species. Some landscaped areas may be used to accommodate stormwater. In order to ensure compliance with these requirements, **conditions of approval are recommended that all plant materials shall be chosen to survive in the climate and soils of the proposed site, and to satisfy the functional objectives of landscaping as detailed in HRMC 17.17 including erosion control, screening and provision of shade within a reasonable time.** As conditioned, the proposal complies with these standards.

**17.17.040 General Landscaping Standards.** The following landscaping standards shall apply:

1. The property owner shall be responsible for any future damage to a street, curb, or sidewalk caused by landscaping.
2. Landscaping shall be selected and located to deter sound, filter air contaminants, curtail erosion, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character.
3. Landscaping in parking areas shall be planted in combination along the perimeter and in the interior of the lot and shall be designed to guide traffic movement and lessen the visual dominance of the lot.
4. Plants that minimize upkeep and maintenance shall be selected.
5. Plants shall complement or supplement surrounding natural vegetation and fit the climate.
6. Plants chosen shall be in scale with building development.
7. Minimum landscaping as a percent of gross site area shall be as follows:

<u>ZONE/USE</u>	<u>PERCENT</u>
Industrial	10%

8. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting.
9. Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting.
10. Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting.
11. Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.
12. Watering systems shall be installed to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.
13. Trees shall not be planted closer than twenty-five (25) feet from the curb line of intersections of streets or alleys, and not closer than ten (10) feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.
14. Street trees shall not be planted closer than twenty (20) feet to light standards. Except for public safety, no new light standard location should be positioned closer than ten (10) feet to any existing street tree, and preferably, such locations will be at least twenty (20) feet distant.
15. Trees shall not be planted closer than two and one-half (2½) feet from the face of the curb except at intersections, where it should be five (5) feet from the curb in a curb return area.
16. Where there are overhead power lines, tree species that will not interfere with those lines shall be chosen.
17. Trees shall not be planted within two (2) feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least four (4) feet by four (4) feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, paver blocks, cobblestones, or ground cover.

18. Trees, as they grow, shall be pruned to their natural form to provide at least eight (8) feet of clearance above sidewalks and twelve (12) feet above street roadway surfaces.
19. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the City Engineer.
20. Vision clearance hazards shall be avoided. Refer to Diagram "A" – Vision Clearance, Section 17.09.040.
21. City or State right-of-way(s) can not be used to satisfy the required landscaping requirement.
22. Landscaping in the Central Business district and the Heights Business District can include street amenities such as park benches and planter boxes.

**FINDINGS:** The majority of proposed landscaping is located around the ramp to the loading docks, and at the perimeter of the parking lot on the east side of the building (Attachment "B.1," Sheet L101). According to the Preliminary Grading and Drainage Plan, stormwater from the east parking lot is to drain into a landscaped swale located on the parcel immediately east of the site (Attachment "B.1," Drawing C-1).

The Preliminary Site Plan indicates that 13% of the site is to be landscaped (Attachment "B.1," Sheet A101), however, a portion of the designated landscaping area is located on the parcel immediately east of the subject site. As such **a condition of approval is recommended that the landscaping plan shall verify that a minimum of 10% of the site is landscaped.**

HRMC 17.17.040(3) requires landscaping in parking areas to be planted in combination along the perimeter and in the interior of the lot and to be designed to guide traffic movement and lessen the visual dominance of the lot. There is a 10-foot-wide landscaping planter located along the site's northern property line and there are six trees planted approximately 20 feet on center in the planter. Several trees are missing. In order to lessen the visual dominance of the parking area **a condition of approval is recommended that the landscaping plan shall ensure trees are installed in the landscaping planter along the site's northern property line spaced approximately 20 feet on center, avoiding light poles as specified in city standards.** In addition, it is *recommended* that one of the 22 parking spaces along the northern property line, located near the center of the row, is replaced with a planter well that is landscaped with a street tree. **Further, detailed information about the species, size and location of all proposed landscaping shall be provided on the landscaping plan, and all landscaping materials shall comply with the standards of HRMC 17.17.040.** As conditioned, the proposal complies with these standards.

**17.17.050 City Entrances Landscaping and Development Standards.** The following standards will be required for new commercial, multi-family, industrial uses, including change of use, and parking lots of four (4) spaces or more on properties within the designated entrances to the City of Hood River.

For sites which do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building or parking lot expansion, e.g., if building or parking lot area is to expand by twenty-five percent (25%), then twenty-five percent (25%) of the site must be brought up to the standards required by this ordinance.

**A. Entrances.**

1. West: Parcels fronting along Highway 30 between and including the intersection of 13th Street and Highway 30 to the intersection of Country Club Road and Highway 30.
2. South: Parcels fronting 12th Street from the northern intersection of Brookside Drive/Eliot Road and 12th Street to the southern intersection of Belmont Drive and 12th Street.
3. East: Parcels including the northern intersection of the Old Columbia River Highway and Highway 35 to and including the intersection of Front Street and State Avenue, excluding lands within the Urban Renewal District which have been addressed in this streetscape plan.
4. North: Parcels including the intersection of Oak Avenue and Second Street and along the 2nd Street extension to and including its intersection with Portway Avenue excluding lands within the Urban Renewal District which have been addressed in its streetscape plan.

**B. Standards.**

1. An average ten (10) foot wide landscaped area, at minimum, shall be planted along the perimeter of the parcel fronting the street right-of-way as part of the landscape requirement.
2. Street trees shall be placed at the rate of one tree for every thirty (30) feet of street frontage. Trees shall be evenly spaced with variations to the spacing permitted for specific site limitations such as driveway approaches.

**FINDINGS:** The subject site is not located within a designated entrance to the city. As such, these standards are not applicable.

**17.17.060 Violation.** Failure to comply with the standards subsequent to issuance of the building permit for new construction shall constitute a violation of these regulations and be subject to the penalty and abatement proceedings in the *Severability – Penalties* chapter (Chapter 17.10).

**FINDINGS:** Failure to comply with the standards subsequent to issuance of the building permit for new construction shall constitute a violation of these regulations and be subject to the penalty and abatement proceedings in the *Severability – Penalties* chapter (Chapter 17.10).

**G. CHAPTER 17.20 - TRANSPORTATION CIRCULATION AND ACCESS MANAGEMENT**

**17.20.010 Applicability.** This chapter implements the City’s adopted Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-12). The standards of this chapter are applicable to all proposed improvements to the public transportation system and to all development on the public transportation system.

**FINDINGS:** The public transportation system will be affected by the traffic traveling to and from the site and, as such, the standards of this chapter are applicable.

**17.20.020 Definitions.** This section incorporated into Section 17.01.060 – Definitions.

**FINDINGS:** Interpretations of text in this section shall be consistent with the definitions in HRMC 17.01.060.

**17.20.030 Access Management Standards.** This section shall apply to all development on arterials and collectors within the City and UGA and to all properties that abut these roadways as part of site plan review process (Chapter 17.16). Within the Interchange Area Management Plan Overlay Zone’s “Access Management Blocks,” this section also applies to local streets and roads and abutting properties.

**FINDINGS:** The site does have direct access to a designated Arterial or Collector Street. However, the site is located in Access Management Block “F” of the I-84 Exit 63/64 Interchange Area Management Plan Overlay Zone and, as such, the access management standards of this section apply to the proposed development.

**A. Site Plan Review Procedures.** All site plans are required to be submitted for review pursuant to the provisions of this title and shall show:

1. Location of existing and proposed access point(s) on both sides of the road where applicable;
2. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;
3. Number and direction of lanes to be constructed on the driveway plus striping plans;
4. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);
5. Parking and internal circulation plans including walkways and bikeways; and

6. A detailed description of any requested variance and the reason the variance is requested.

**FINDINGS:** The Preliminary Site Plan depicts the location of access points along Anchor Way (Attachment "B.1," Sheet A101). There is an existing vehicular access point located immediately west of the site, a proposed access point near the southwestern corner of the site for truck access, as well as an existing access point located immediately east of the site that may be relocated. This plan also notes an anticipated lot line adjustment and access easement between Anchor Way and the warehouse's parking lot.

The Preliminary Site Plan depicts parking space locations and pedestrian walkways on the site, and notes that two bicycle parking spaces will be provided near the pedestrian entrance at the southwestern corner of the building. No sidewalk is proposed or required along the site's frontage on Anchor Way because this frontage on an Industrial Street is not intended to accommodate pedestrians. No variance is requested. In order to meet driveway spacing requirements, the proposal includes relocating an existing street light and fire hydrant (Attachment "B.1," Drawing C-1).

B. **Criteria.** All site plans shall comply with the following access criteria:

1. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
2. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.
3. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
4. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas; entrances to the development; and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.
5. The access shall be consistent with the access management standards adopted in the Transportation System Plan.
6. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.

**FINDINGS:** No new roads are proposed on the site. As addressed above in HRMC 17.16.040, conditions of approval are recommended to provide adequate transportation facilities, and to address the requirements of the City's Public Works and Engineering Departments which ensure compliance with the Transportation System Plan.

The applicant's Traffic Assessment Letter indicates that sight distance to the south of the proposed truck loading access does not meet standards for a 25 mph street. The assessment states that stopping sight distance, a more important consideration, is sufficient for a vehicle approaching the 90 degree bend in Anchor Way at 20 mph. However, it may be appropriate to provide all-way stop control at the 90 degree bend in Anchor Way near the southwestern corner of the site (Attachment "B.3"). **As such a condition of approval is recommended that the developer shall be responsible for all costs associated with installing all-way stop control at the 90 degree bend in Anchor Way (or costs for any alternative solution to meeting sight distance requirements, if approved by the City Engineer).**

A pedestrian access path is proposed between the pedestrian entrance at the southwestern corner of the building and the southwestern corner of the site, facilitating access between the proposed warehouse and the existing Turtle Island Foods production facility located immediately west of the site. A patio and accessible ramp is also proposed at the southeastern corner of the building for pedestrian access to the parking lot on the east side of the building.

The proposed access point to the loading dock ramp meets access management standards of the TSP as addressed below.

**C. Standards.**

1. **Access Spacing:** Driveway accesses shall be separated from other driveways and street intersections in accordance with the standards and procedures of Chapter 13.28.
2. **Joint and Cross Access:**
  - a. Adjacent commercial or office properties classified as major traffic generators (e.g. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
  - b. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
    - (1) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
    - (2) A design speed of ten (10) mph and a maximum width of twenty (20) feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
    - (3) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive; and
    - (4) A unified access and circulation system plan for coordinated or shared parking areas is encouraged.
  - c. Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.
  - d. Pursuant to this section, property owners shall
    - (1) Record an easement allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
    - (2) Record an agreement that remaining access rights along the roadway will be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
    - (3) Record a joint maintenance agreement defining maintenance responsibilities of property owners.
  - e. The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
    - (1) Joint access driveways and cross access easements are provided in accordance with this section.
    - (2) The site plan incorporates a unified access and circulation system in accordance with this section.
    - (3) The property owner enters into a written agreement with the city, which shall be recorded with respect to the subject property, agreeing that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and
    - (4) The City Engineer may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.
3. **Driveway Design:** Driveways shall be designed pursuant to the requirements of Chapter 13.28.
4. **Requirements for Phased Development Plans:**
  - a. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one (1) building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased



- development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both may be cited for any violation.
- b. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.
5. **Nonconforming Access Features:** Legal access connections in place as of November 2001 that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards pursuant to the requirements of 13.28.
  6. **Reverse Frontage:** Lots that front on more than one (1) street shall be required to locate motor vehicle accesses on the street with the lower functional classification.

**FINDINGS:** The proposed development is not considered a major traffic generator. Nonetheless shared access easements have been established between the Port of Hood River and the owner of the building located immediately north of the site to ensure continued shared access to Portway Ave. The Preliminary Site Plan notes the applicant's intent to obtain an access easement between Anchor Way and the parking lot on the site via the parcel located immediately east of the site (Attachment "B.1," Sheet A101).

**Conditions of approval are recommended that the applicant shall submit evidence of a recorded access easement(s) between Anchor Way and on-site parking lots prior to occupancy. Further, the applicant shall submit evidence of a joint maintenance agreement(s) for the shared driveway(s) defining maintenance responsibilities of property owners.**

Existing driveway locations on Anchor Way provide adequate separation between other driveways and street intersections. The location and design of the proposed access point for the loading dock is consistent with the maximum driveway width standard of HRMC 13.28.030(B) and the access spacing requirements of HRMC 13.28.040(B). The City Engineering Department will ensure that any new or reconstructed driveway approaches are constructed of concrete and that all required permits are obtained prior to construction.

A phased development plan is not proposed. However, the proposed relocation of the access point on Anchor Way that is immediately east of the site will require the consent of the property owner, conformance with applicable standards including HRMC 13.28 and approval by the City Engineer. As conditioned the proposal is consistent with these standards.

- D. **Access within Interchange Area Management Plan (IAMP) Overlay Zone.** In addition to the standards and requirements of the Transportation Circulation and Access Management section of this ordinance (Section 16.12 and Section 17.20), parcels wholly or partially within an adopted IAMP Overlay Zone are subject to the Access Management Plan in the applicable IAMP (Exit 62 or Exit 63/64). The following applies to land use and development applications for parcels within an adopted IAMP Overlay Zone that are subject to Chapter 17.16 Site Plan Review or Title 16 Subdivisions and, that are shown as part of an "Access Management Block" subject to the recommendations of the Access Management Plan (see Figure 9, Access Management Blocks, in the Exit 62 IAMP and Figures 10 and 11, Access Management Blocks, in the Exit 63 and 64 IAMP).

1. **Access Approval.**

- a. Access to streets and roads within the IAMP Overlay Zone shall be subject to joint review by the City and the Oregon Department of Transportation (ODOT) and, where applicable, by Hood River County. Coordination of this review will occur pursuant to Section 17.03.120.D. and consistent with requirements of Title 16.12, when applicable.
- b. Approval of an access permit is an Administrative Action and is based on the standards contained in this Section, the provisions of Sections 17.20.030. B. and C., and the Access Management Plan in the applicable IAMP. Where the recommendations of the Access Management Plan conflict with other access management and spacing requirements in Section

17.20.030 of the Zoning Ordinance, the applicable IAMP Access Management Plan shall govern.

**2. Cross Access Agreement.**

- a. Prior to approving access for tax lots that are identified in the Access Management Plan of the applicable IAMP, the City shall require that:
  - (1) The applicant demonstrate how cross access can be accomplished for sites contiguous to the subject property or properties, consistent with the circulation and planned local street network shown in the IAMP;
  - (2) If access across an adjacent parcel or parcels is necessary for the development of the subject site, a signed cross access agreement is submitted with the application; and,
  - (3) For applications reviewed as part of a subdivision approval process, necessary cross access easements are shown and recorded on the final plat. Access widths shall be consistent with City Public Works standards unless based on a Transportation Impact Study, developed pursuant to Section 17.20.060.C.2 and approved by the City Engineer or his/her designee.

**3. Frontage Improvements to Public Streets.** Development application approval will require public street frontage improvements pursuant to the Access Management Plan in the applicable IAMP and City requirements for constructing public improvements, including those in Subdivision Ordinance Section 16.12.060, Public Facilities Standards.

**FINDINGS:** The subject property is located in the boundary of the IAMP Overlay Zone for Interstate 84 Exits 63 and 64, and is located in Access Management Block “1”. The applicant proposes to one new access point and anticipates relocating one access point located immediately east of the site in the future. Direct access to N. 2<sup>nd</sup> St. is not proposed. Notice of the proposed development was provided to ODOT. The application is being reviewed as an Quasi-Judicial Action. Cross access is anticipated between the subject site and adjacent properties via easements. **As addressed above, a condition of approval is recommended to ensure a shared access easement(s) is recorded prior to occupancy.** As such, the proposal is consistent with these requirements.

17.20.040 Bicycle Parking. All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in Table 17.20-40-A, and subsections A-H, below.

**A. Minimum Required Bicycle Parking Spaces.** Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 17.20.40-A. Where two options are provided (e.g., 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking shall be used.

**Table 17.20.40-A Minimum Requirements for Bicycle Parking Spaces**

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
<b>Industrial Categories</b>			
Manufacturing and Production		2, or 1 per 15,000 sq. ft. of floor area	None
Warehouse and Freight Movement		2, or 1 per 40,000 sq. ft. of floor area	

**B. Exemptions.** Section 17.20.040 does not apply to single-family and two-family housing (attached, detached, or manufactured housing) or home occupations.

- C. **Location and Design.** Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less. Long-term (*i.e.*, sheltered) bicycle parking should be incorporated whenever possible into building design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable. Racks shall allow frames and wheels to be locked. Shared facilities will be allowed.
- D. **Visibility and Security.** Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. **Options for Storage.** Long-term bicycle parking requirements for multiple family uses and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building, including beneath roof overhangs and awnings.
- F. **Lighting.** For security, bicycle parking shall be at least as well lit as vehicle parking.
- G. **Reserved Areas.** Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. **Hazards.** Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance areas (see Diagram “A” – 17.04.090).

**FINDINGS:** The applicant proposes less than 40,000-square feet of warehouse space. As such a minimum of two long-term bicycle parking spaces are required.

The site plan depicts a bicycle parking location near the pedestrian entrance at the southwestern corner of the building but no other details were provided. As such, **conditions of approval are recommended that, prior to occupancy, the applicant shall provide a minimum of two long-term (i.e. covered or enclosed) bike parking spaces on the site.** Long-term (*i.e.* sheltered) bicycle parking should be incorporated whenever possible into building design. **Racks shall allow frames and wheels to be locked. Bicycle parking shall be at least as well lit as vehicle parking. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance areas.** As conditioned, the proposal is consistent with these requirements.

17.20.050 Standards for Transportation Improvements

- A. **Permitted Uses.** Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:
  1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
  2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
  3. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.
  4. Landscaping as part of a transportation facility.
  5. Emergency measures necessary for the safety and protection of property
  6. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.
  7. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

**FINDINGS:** The proposed use exceeds the scope of these permitted improvements. As such, the standards of HRMC 17.20 are applicable to the proposal.

- B. **Uses Subject to Site Plan Review.**
  1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are
    - a. Not improvements designated in the Transportation System Plan; or

- b. Not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.
- 2. An application for site plan review is subject to review under *Site Plan Review* (Chapter 17.16); however, the decision criteria do not apply. In order to be approved, the site plan permit shall comply with the Transportation System Plan and applicable standards of this title, and shall address the criteria below. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:
  - a. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.
  - b. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
  - c. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
  - d. Project includes provision for bicycle and pedestrian circulation as consistent with the Comprehensive Plan and other requirements of this ordinance.
- 3. Street and interchange improvements (defined as parking removal, access modifications in IAMP blocks, new lanes, new streets, signalization modifications). The site plan review shall include findings and solutions addressing safety, mobility, and the effect of traffic beyond the immediate vicinity, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed. The following facility(ies) shall be considered in the study area for all traffic analysis unless modified by the City Engineer: All access points and intersections signalized and un-signalized adjacent to the proposed site, if the proposed site fronts an arterial collector street the analysis shall address all intersection and driveways along the site frontage and within the access facing distances extending out from the boundary from the site frontage roads through and adjacent to the site. All intersections that receive site generated trips that comprise at least 10% or more of the total intersection volume. All intersections needed for signal progression analysis. In addition to these requirements the City Engineer may determine any additional intersections or roadway links that may be adversely affected as the result of the proposed development.”

**FINDINGS:** The proposed use includes review of the Site Plan Review criteria, as addressed above in this report. As such, the criteria of HRMC 17.20.050 (B.2) do not apply.

#### 17.20.060 Traffic Impact Analysis

- A. **Purpose.** The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to protect and minimize adverse impacts to transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis (TIA) must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a TIA; and who is qualified to prepare the analysis.
- B. **Typical Average Daily Trips and Peak Hour Trips.** The latest edition of the *Trip Generation* manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily and peak hour (weekday and/or weekend) vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. A trip generation study may be used to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which a similar facility is available to count.
- C. **Applicability and Consultation.** A Traffic Impact Analysis shall be required to be submitted to the city with a land use application when (1) a change in zoning or plan amendment is proposed or (2) a proposed development shall cause one or more of the following effects, which can be determined by

field counts, site observation, traffic impact analysis, field measurements, crash history, Institute of Transportation Engineers *Trip Generation*; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

- a. The proposed action is estimated to generate 250 Average Daily Trips (ADT) or more, or 25 or more weekday AM or PM peak hour trips (or as required by the City Engineer);
- b. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day
- c. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or
- d. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; or
- e. A change in internal traffic patterns that may cause safety problems, such as back up onto public streets or traffic crashes in the approach area.

The applicant shall consult with the City Engineer or his/her designee at the time of a pre-application conference (see Section 17.09.120 Pre-Application Conferences) about whether a TIA is required and, if required, the details of what must be included in the TIA.

- D. Traffic Assessment Letter.** If a TIA is not required as determined by Section 17.20.060.C, the applicant shall submit a Transportation Assessment Letter (TAL) to the City indicating that TIA requirements do not apply to the proposed action. This letter shall present the trip generation estimates and distribution assumptions for the proposed action and verify that driveways and roadways accessing the site meet the sight distance, spacing, and roadway design standards of the agency with jurisdiction of those roadways. Other information or analysis may be required as determined by the City Engineer. The TAL shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis.

The requirement for a TAL may be waived if the City Engineer determines that the proposed action will not have a significant impact on existing traffic conditions.

**E. Traffic Impact Analysis Requirements.**

1. Preparation. A Traffic Impact Analysis shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis and will be paid for by the applicant.
2. Transportation Planning Rule Compliance. See Chapter 17.08.050 Transportation Planning Rule Compliance.
3. Pre-application Conference. The applicant will meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis. The City has the discretion to determine the required elements of the TIA and the level of analysis expected.

**F. Study Area.** The following facilities shall be included in the study area for all Traffic Impact Analyses (unless modified by the City Engineer):

1. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
2. Roads through and adjacent to the site.
3. All intersections that receive site-generated trips that comprise at least 10% or more of the total intersection volume.
4. All intersections needed for signal progression analysis.
5. In addition to these requirements, the City Engineer may determine any additional intersections or roadway links that may be adversely affected as a result of the proposed development.

6. Those identified in the IAMP Overlay Zone (see Subsection I).
- G. When a Traffic Impact Analysis (TIA) is required, the TIA shall address the following minimum requirements:**
1. The TIA was prepared by an Oregon Registered Professional Engineer; and
  2. If the proposed development shall cause one or more of the effects in Section 17.20.060(C), above, or other traffic hazard or negative impact to a transportation facility, the TIA shall include mitigation measures that are attributable and are proportional to those impacts, meet the City's adopted Level-of-Service standards, and are satisfactory to the City Engineer and ODOT, when applicable; and
  3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
    - a. Minimize the negative impacts on all applicable transportation facilities; and
    - b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
    - c. Make the most efficient use of land and public facilities as practicable; and
    - d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
    - e. Otherwise comply with applicable requirements of the Hood River Municipal Code.
  4. If the proposed development will increase through traffic volumes on a residential local street by 20 or more vehicles during the weekday p.m. peak hour or 200 or more vehicles per day, the impacts on neighborhood livability shall be assessed and mitigation for negative impacts shall be identified. A negative impact to neighborhood livability will occur where:
    - a. Residential local street volumes increase above 1,200 average daily trips; or
    - b. The existing 85<sup>th</sup> percentile speed on residential local streets exceed 28 miles per hour.
- H. Conditions of Approval.** The city may deny, approve, or approve a development proposal with appropriate conditions needed to meet transportation operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Factors that should be evaluated as part of land division and site development reviews, and which may result in conditions of approval, include:
1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.
  2. Access for new developments that have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.
  3. Right-of-way dedications for planned roadway improvements.
  4. Street improvements along site frontages that do not have improvements to current standards in place at the time of development.
  5. Construction or proportionate contribution toward roadway improvements necessary to address site generated traffic impacts, i.e. construction or modification of turns lanes or traffic signals.
- I. Traffic analysis within an IAMP Overlay Zone.** All development applications located within an IAMP Overlay Zone that are subject to the provisions of Chapter 17.16 (Site Plan Review) or Chapter 16.08 (Land Divisions) may be required to prepare a Traffic Impact Analysis. City of Hood River Transportation System Plan policies call for the City, in coordination with Hood River County and ODOT, to monitor and evaluate vehicle trip generation impacts at Hood River interchanges and on street systems in interchange areas from development. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions. Development approved under this article shall be subject to the following additional requirements.
1. The Traffic Impact Analysis must include an account of weekday p.m. peak hour site generated trips through IAMP study intersections. Intersections impacted by 25 or more weekday p.m. peak

- hour site generated trips, or weekend peak hour site generated trips, shall be analyzed for level of service and volume to capacity ratio during day of opening conditions.
2. The City shall provide written notification to ODOT and Hood River County when an application concerning property in the IAMP Overlay Zone and subject to Site Plan Review or Title 16 is received. This notice shall include an invitation to ODOT and the County to participate in the City's pre-application conference with the applicant, pursuant to Section 17.09.120.
  3. The City shall not deem the land use application complete unless it includes a Traffic Impact Analysis prepared in accordance with the applicable requirements of Section 17.20.060.
  4. Pursuant to Section 17.09.030.F, ODOT shall have 14 calendar days from the date a completion notice is mailed to provide written comments to the City. If ODOT does not provide written comments during this 14-day period, the City staff report may be issued without consideration of ODOT comments.
  5. Monitoring Responsibilities. The details of monitoring responsibilities will be outlined in the adopted IAMP.

**FINDINGS:** The applicant submitted a Traffic Analysis Letter prepared by a professional engineer (Attachment "B.3"). The applicant's submittal is based on direction provided by city staff and ODOT and is generally consistent with the requirements for a Traffic Assessment Letter.

The proposed development is intended to rely on shared driveways and a new truck loading access point that complicates with spacing requirements. **As addressed above, conditions of approval are recommended to ensure compliance with sight distance requirements and for a shared access easement(s) to be recorded prior to occupancy.** The City of Hood River notified ODOT in regard to the subject application and waited greater than 14 calendar days before issuing a decision. As conditioned, the proposal is generally consistent with these requirements.

**III. CONCLUSION:** In association with adoption of the Zoning Ordinance in 1954 and the City of Hood River Comprehensive Plan in 1980, the subject property was zoned Light Industrial. The property was rezoned to General Commercial (C-2) in 1998 in order to facilitate use as an Expo Center, parking lot, Conference Center, Visitor's Center and Chamber of Commerce (Ordinance No. 1762). Conditions have changed and the Port of Hood River no longer operates the Expo Center or Conference Center, and the Chamber of Commerce and Visitor's Center have relocated. Neighboring property owner Hood River Distillers supports the proposed rezone and no opposition to the proposal was submitted prior to completion of the staff report.

The proposed warehouse, to be located on a portion of the rezoned land, is a light industrial use. As such approval of the warehouse contingent upon approval of the proposed zone change from General Commercial (C-2) to Light Industrial (LI). If the zone change is approved, the proposed warehouse is generally consistent with the zoning ordinance. However, conditions of approval are recommended where necessary to ensure compliance with all applicable standards and criteria.

The Preliminary Site Plan notes the location of existing and proposed property lines (Attachment "B.1," Sheet A101), however, the applicant did not request property line adjustments or a replat. As such the Site Plan Review application was reviewed based on existing property line locations. If property lines are adjusted in the future, it is recommended that all parking spaces north of the warehouse should be located on 3N10E25 Tax Lot 126 and designated to serve occupants and clientele of the existing commercial building on that site. Only five parking spaces are required to serve the proposed warehouse based on use by five employees. The commercial building on Tax Lot 126 has insufficient off-street parking as evidenced by an agreement between the Port of Hood River and Key Development Corporation designating easements over 30 parking spaces owned by the Port for use by occupants of the commercial building on Tax Lot 126 (Doc No. 2012-03666). Twenty of the parking spaces on the site located immediately north of the proposed warehouse are subject to this agreement and easement, leaving 19 of the 39 parking spaces on the site for use by warehouse employees.

**IV. CONDITIONS OF APPROVAL:** Based on the foregoing findings and except as conditioned below, this application is approved in general conformance with the applicants' proposal, the preliminary site plan and related plans and all representations and statements made by the applicants or any of their authorized representatives. This approval is granted subject to the requirements that the applicants, owners or subsequent developer (the "developer") shall comply with all applicable code provisions, laws and standards and the following conditions. These conditions shall be interpreted and implemented consistently with the foregoing findings:

#### **Zone Change**

1. Approval is for a Comprehensive Plan/Zoning Map Amendment from General Commercial (C-2) to Light Industrial (LI) affecting approximately 2.33 acres of land as depicted on the attached Zone Change Map (Attachment "A.3").
2. Any development or change of use on the portion of the property affected by this zone change that occurs prior to the effective date of this amendment, if approved by the City Council, shall comply with the standards of the General Commercial (C-2) Zone consistent with Ordinance No.1762.
3. Any development or change of use on the portion of the property affected by this zone change that occurs after the effective date of this amendment, if approved by the City Council, shall comply with the standards of the Light Industrial (LI) Zone.

#### **Site Plan Review**

##### *Planning Department*

4. Approval of the Site Plan Review permit for the warehouse and associated site improvements (Attachment "B.1") is contingent upon approval of the proposed zone change from General Commercial to Light Industrial on 3N10E25 Tax Lot 129 (Parcel 1 of Hood River County Partition Plat 2012-05P, CS No. 2012-031).
5. Prior to issuance of a building permit, the final landscaping plan shall comply with the following requirements:
  - The plan shall verify that a minimum of 10 percent of the site is landscaped.
  - All landscaping materials shall comply with the standards of HRMC 17.17.040. Detailed information about the species, size and location of all proposed landscaping shall be provided on the plan. All plant materials shall be chosen to survive in the climate and soils of the proposed site, and to satisfy the functional objectives of landscaping as detailed in HRMC 17.17 including erosion control, screening and provision of shade within a reasonable time.
  - The plan shall ensure trees are installed in the landscaping planter along the site's northern property line spaced approximately 20 feet on center, avoiding light poles as specified in city standards.
  - The plan shall demonstrate compliance with the vision clearance requirements of HRMC 17.04.130(4) at the intersections of private driveways with public streets.
  - The owner shall be responsible for the establishment and maintenance of all landscaping in accordance with the approved landscaping plan.
6. Prior to issuance of a building permit, the location of exterior lighting shall be specified on the site plan and/or building elevations. All exterior lighting on the site shall be subdued and shall not shine, cause glare, or be unnecessarily bright on surrounding properties. Flood lights on poles higher than fifteen (15) feet shall not be permitted. And, any existing lighting on the site does not comply with these requirements shall be brought into compliance with these requirements prior to occupancy.



7. Any new mechanical equipment shall be screened from view and an adequate sound buffer shall be provided to meet the noise ordinance (HRMC 8.09).
8. Prior to occupancy, the applicant shall provide a minimum of two long-term (i.e. covered or enclosed) bike parking spaces on the site. Racks shall allow frames and wheels to be locked. Bicycle parking shall be at least as well lit as vehicle parking. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance areas.
9. Prior to occupancy, all approved landscaping shall be installed or guaranteed.

*Public Works and Engineering Department*

10. Prior to any site work a Construction Site Permit is required.
11. Prior to issuance of the building permit plans stamped by an engineer licensed in Oregon must be provided for review and approval by the City Engineering Department. A pre – submittal meeting is recommended prior to the engineered design of any public facilities.
12. Water and sewer pipe sizes must be consistent with the City’s Water Master Plan. See City of Hood River Engineering Standards Section 4.6 Potable Water Systems for design and submittal criteria.
13. There is an existing 2-inch water service available to serve the warehouse parcel that may need to be relocated by the applicant to avoid the proposed driveway location.
14. Relocation of the fire hydrant by the applicant will require abandoning the existing pipe at the connection to the water main and removal of the existing gate valve for the hydrant. The fire hydrant will be required to be installed a minimum of 10 feet from the existing sanitary sewer service line.
15. A Storm Water Management Plan is required as per City Engineering Standards. Sizing of all pipes must meet the City’s Stormwater Utility Capital Facilities Plan (CFP). See City of Hood River Engineering Standards Section 4.5 Stormwater Management for design and submittal criteria.
16. Contouring for on-site surface drainage and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be provided in conformance with the city’s engineering standards.
17. The developer shall be responsible for payment of a street degradation fee associated with street cuts based on the age of Anchor Way. The fee, as applicable, must be paid with the Construction Permit fee.
18. A city standard commercial driveway approach will be required. Due to the width, an exception to the maximum width must be approved by the City Council. See City of Hood River Engineering Standards Section 4.4 Roadways for design and submittal criteria.
19. The developer of the warehouse shall contribute a proportionate share of the costs of signalization of the 2<sup>nd</sup> & Oak intersection consistent with the requirements of Hood River Municipal Code Chapter 3.20. The amount contributed by the developer will be determined using the city’s proportionate share study, as approved by the city council, and the findings of the applicant’s trip generation letter (Attachment “B.3”) assuming 58% of these trips will travel through the 2<sup>nd</sup> & Oak intersection. The developer shall sign a written agreement to pay the proportionate contribution. The agreement shall be prepared by the City of Hood River. The agreement shall provide that full payment, partial payment or the posting of acceptable security must be made to the City of Hood River on or before the commencement of any work on and

issuance of any permit for the subject property under the development proposal. If payment is not made as required, the city council shall assess the proportionate contribution against the subject property by resolution and shall enter the assessment resolution in the docket of city liens and record the same in the Hood River County Assessor's real property records. If a use which generates more vehicular trips than ITE Code 150 is to occupy a portion of the building on the site, the owner and/or occupant will be required to obtain land-use- and/or building permits for the change of use and to contribute an equivalent proportionate share for that use prior to occupancy.

20. The developer shall be responsible for all costs associated with installing all-way stop control at the 90 degree bend in Anchor Way (or costs for any alternative solution to meet sight distance requirements, if approved by the City Engineer).
21. Prior to occupancy, the applicant shall submit evidence of a recorded access easement(s) between Anchor Way and on-site parking lots. Further, the applicant shall submit evidence of a joint maintenance agreement(s) for the shared driveway(s) defining maintenance responsibilities of property owners.
22. All utilities shall be placed underground including power, phone, cable television and other telecommunications lines.
23. All City water, sanitary, and or storm sewer pipes and appurtenances located outside of a dedicated public right of way must be located within a recorded easement on a form provided by the City. All easements must meet the requirements of the City Engineering Standards.
24. The Oregon Department of Environmental Quality requires a National Pollutant Discharge Elimination System (NPDES) 1200 – C permit for all projects that disturb one acre or more. Contact the Bend regional DEQ office at 541-388-6146 for permit application forms and more information.
25. Design and construction of public facilities must meet the requirements of the City of Hood River Engineering Standards. A copy of the Engineering Standards is available at the City Public Works office or on line at [www.ci.hood-river.or.us](http://www.ci.hood-river.or.us).
26. All fees, bonds, and insurance must be provided as per the City of Hood River Engineering Standards.

#### *Building and Fire Departments*

27. The developer shall demonstrate compliance with the requirements of the Building Official and Fire Chief prior to occupancy.

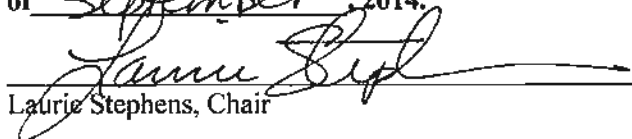
#### *General*

28. Prior to installation of any new signs on the site, a sign permit(s) shall be obtained from the City of Hood River.
29. This approval does not condone nor require interference with existing easements, covenants, deeds or restrictions of record which affect this or adjacent properties.
30. Failure to comply with these conditions will nullify this Site Plan Review permit.
31. This site plan review permit is valid for a period of two (2) years from the written Notice of Decision, or the decision on an appeal, whichever is later. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.

V. **DECISION:** Commissioner Hollatz moved and Commissioner Gulizia seconded a motion to forward a recommendation of approval of the Zone Change to the City Council based upon the above Findings of Fact and subject to the Conditions of Approval of this Final Order. The motion passed with a 5-1 vote.

Commissioner Hollatz moved and Commissioner Weeks seconded a motion to approve the Site Plan Review for the warehouse, based upon the above Findings of Fact and subject to the Conditions of Approval of this Final Order. The motion passed with a 5-1 vote.

APPROVED BY THE CITY OF HOOD RIVER PLANNING COMMISSION the 18<sup>th</sup> day  
of September, 2014.

  
\_\_\_\_\_  
Laurie Stephens, Chair

ATTEST:

  
\_\_\_\_\_  
Cindy Walbridge, Planning Director

**PORT OF HOOD RIVER ZONE CHANGE  
QUASI-JUDICIAL REVIEW NARRATIVE**

**TABLE OF CONTENTS**

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1.0	INTRODUCTION & REQUEST .....	1
2.0	PROJECT DESCRIPTION .....	1
3.0	PROJECT SITE .....	2
4.0	EXISTING CONDITIONS .....	2
4.1	Project Location and Site Characteristics .....	2
4.2	Surrounding Uses.....	2
5.0	REGULATORY COMPLIANCE .....	3
5.1	Zone Changes and Plan Amendments (HRMC 17.08) .....	3
5.1.1	Quasi-Judicial Zone Changes and Plan Amendments Criteria (HRMC 17.08.040).....	3
5.1.2	Transportation Planning Rule (Legislative and Quasi-Judicial) (HRMC 17.08.050).....	3
5.2	HRMC Title 17 .....	6
5.2.1	Land Use Zones (HRMC 17.03).....	6
5.2.2	IAMP Overlay Zone (HRMC 17.03.120).....	6
5.3	Comprehensive Plan.....	7
5.3.1	Economy (Goal 9).....	7
5.3.2	Transportation (Goal 12).....	8
5.4	Statewide Planning Goals.....	9
5.4.1	Public Involvement (Goal 1) .....	9
5.4.2	Land Use Planning (Goal 2).....	9
5.4.3	Natural Resources (Goal 5).....	9
5.4.4	Air, Water and Land Resources Quality (Goal 6).....	9
5.4.5	Areas Subject to Natural Hazards (Goal 7) .....	9
5.4.6	Recreational Needs (Goal 8).....	9
5.4.7	Economic Development (Goal 9) .....	10
5.4.8	Housing (Goal 10).....	10
5.4.9	Public Facilities and Services (Goal 11).....	10
5.4.10	Transportation (Goal 12) .....	10
5.4.11	Energy Conservation (Goal 13) .....	10
6.0	CONCLUSION .....	10

**EXHIBITS**

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- Exhibit A – Vicinity and Existing Zoning Map
  - Exhibit B – Proposed C-2 to LI Rezone Map

## **PORT OF HOOD RIVER ZONE CHANGE QUASI-JUDICIAL REVIEW NARRATIVE**

### **1.0 INTRODUCTION & REQUEST**

The applicant, the Port of Hood River (Port), requests a quasi-judicial zone change and plan amendment for an approximately 2.56-acre area located in the Waterfront Business Park along Anchor Way. See Exhibit A (Vicinity and Existing Zoning Map) and Exhibit B (Rezone Map). The parcels include the Expo Center building (now occupied by Mid-Columbia Distributors), adjacent surface parking, some undeveloped land area, and a bioswale. The City of Hood River comprehensive plan and zoning map currently designates the property General Commercial (C-2) with an Interchange Access Management Plan (IAMP) overlay. The property also contains a use restriction, tied to the C-2 zoning and limiting the use of the property to “Expo Center, parking lot, Conference Center, Visitors Center and Chamber of Commerce.”<sup>1</sup> The Port requests to change this plan and zoning designation to Light Industrial (LI) and remove the use restriction associated with the C-2 zoning designation. The IAMP overlay would remain on the property.

The site has been planned and zoned for commercial use since the 1990s when the Port worked with the City to rezone the property from LI to C-2 to allow commercial uses associated with the Expo Center. In 1998, the City approved the zone change request, but limited the use of the property to Expo Center, parking lot, Conference Center, Visitors Center and Chamber of Commerce. The Expo and Visitors Centers were repurposed into warehouse and office uses in 2007/2008 and commercial/retail uses are no longer envisioned on the property. Therefore, the Port proposes to return the property to the use planned for it prior to the 1998 plan amendment and zone change. Furthermore, the Port requests the removal of the use restriction on the subject properties associated with the C-2 zoning designation.

This plan amendment and zone change request would leave approximately 2.44 acres of C-2-zoned land west of North 2nd Street within the Waterfront Business Park. Through a separate application the Port is requesting a zone change on adjacent parcels (Parcel 3, excluding the western-most 40 feet; a portion of Parcel 2; and a portion of Lot 5, excluding the southern-most 20 feet) to retain the underlying C-2 zoning designation, but remove the use restriction. It is anticipated that, subsequent to this plan amendment and zone change request, the Port will work with the City to advance a waterfront refinement plan that will re-evaluate and identify the appropriate extent and intensity of general commercial uses planned at the Waterfront Business Park.

### **2.0 PROJECT DESCRIPTION**

This zone change and plan amendment request reflects an appropriate re-classification of the property to fit its current use and the current need for industrial land in Hood River. The change in plan and zoning designation would change the City’s employment

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<sup>1</sup> City of Hood River File Number 1998-24; Ordinance 1762, September 29, 1998.

land inventory by substituting 2.56 acres of commercially zoned property for an industrial zoning designation. This change would retain commercial zoning along the Portway Avenue and North 2<sup>nd</sup> Street frontages, and provide for industrial use internal to the block served by Anchor Way, which was built to serve truck traffic. Through a separate and future waterfront refinement plan process, the Port will seek the relocation and integration of the displaced commercial zoning on Port property. This future process is intended to seek appropriate locations to allocate commercial zoning on the Port's waterfront property.

### **3.0 PROJECT SITE**

The site is located in the Port of Hood River Waterfront Business Park, and is commonly known as the Hood River Expo Center property. Included are Parcel 1 (excluding the western-most 40 feet), a portion of Parcel 2, and a portion of Lot 5 (excluding the southern-most 20 feet), totaling approximately 2.56 acres. See Exhibit A (Vicinity and Existing Zoning Map) and Exhibit B (Rezone Map).

### **4.0 EXISTING CONDITIONS**

#### **4.1 Project Location and Site Characteristics**

The project site is located on approximately 2.56 acres within the Port's Waterfront Business Park. The project site is west of North 2nd Street, south of Portway Avenue, north of Anchor Way, and extends across Anchor Way to include the area west of Hood River Juice Company's access road on a portion of Lot 5. See Exhibit A for site location and existing zoning and see Exhibit B for a rezone map, including parcel sizes.

Mid-Columbia Distributors, adjacent surface parking, some undeveloped land, and a bioswale currently occupy the subject parcels; light industrial or commercial uses and associated parking and infrastructure have occupied the subject parcels since the 1970s.

#### **4.2 Surrounding Uses**

The project site is within the Port's Waterfront Business Park and surrounded by industrial and associated commercial uses and waterfront recreational uses. A newly constructed commercial building, is located directly to the north of the subject properties. The Jensen Building is located to the north across Portway Avenue and is occupied by Turtle Island Foods, RBS Batten Systems, Servpro, and Northwave. To the east of the subject properties, across North 2nd Street, are undeveloped lots currently zoned LI. To the south of Parcel 2, across Anchor Way, is the portion of Waterfront Business Park Lot 5 that will remain zoned C-2 and is currently unoccupied. Adjacent to Lot 5 to the south is Hood River Juice Company and to the west of the subject properties are various commercial and industrial uses including, Hood Technology, Turtle Island Foods, DaKine Hawaii, Hood River Distillers, and Pfriem Family Brewers. The Hood River Waterfront Park is northwest of the subject properties.

## **5.0 REGULATORY COMPLIANCE**

The criteria for approval of this zone change and plan amendment request are found in Hood River Municipal Code (HRMC) Section 17.08. The following findings demonstrate compliance with these criteria.

### **5.1 Zone Changes and Plan Amendments (HRMC 17.08)**

#### **5.1.1 Quasi-Judicial Zone Changes and Plan Amendments Criteria (HRMC 17.08.040)**

*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.*

**Response:** The Port established an industrial park in the 1970s in what is now the Waterfront Business Park. This historic industrial park included the subject properties, which were occupied with light industrial uses until 1993. In 1993, the Clark Door building began its conversion to the Expo Center which, at the time, was a permitted commercial use in the LI zone. In October 1997, the City amended the LI zone to remove the allowance of commercial activities not associated with an industrial use and the Expo Center was no longer a permitted use in the LI zone. In September 1998 the Port requested a zone change and plan amendment for the subject properties from LI to C-2. This request was approved with a condition limiting the use of the subject properties and adjacent parcels to Expo Center, parking lot, Conference Center, Visitors Center and Chamber of Commerce. Since that time, the Expo Center has been repurposed and returned to an employment and industrial use; commercial/retail uses no longer occupy the property and are not envisioned on the site in the future.

An LI zone designation for the 2.56-acre site would make the plan and zoning designation consistent with adjacent LI-zoned property and would ensure the long-term dedication of this site to employment and industrial use.

#### **5.1.2 Transportation Planning Rule (Legislative and Quasi-Judicial) (HRMC 17.08.050)**

*A. Zone changes and 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;*

3. *Altering land use designations, densities, or design requirements to reduce demand for automobile travel and meet travel needs through other modes;*
4. *Amending the Transportation System Plan to modify the planned function, capacity or performance standards of the transportation facility.*

**Response:** The requested zone change and plan amendment will not significantly affect a transportation facility. See additional findings below.

*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;*

**Response:** As stated above, the requested zone change and plan amendment will not significantly affect a transportation facility. The proposal does not change the functional classification of Portway Avenue (a Local Street), North 2nd Street (an Urban Collector), or Anchor Way (a Local Street). Anchor Way was developed to accommodate truck traffic to serve industrial uses in the Waterfront Business Park, thereby minimizing potential conflicts with recreational users and facilities located on Portway Avenue. This proposal to rezone property along Anchor Way (excluding the eastern portion of Lot 5) from C-2 to LI will accommodate industrial users and related truck traffic, consistent with the intended use of Anchor Way.

1. *Changes standards implementing a functional classification system;*

**Response:** The proposal does not change the standards implementing a functional classification system.

1. *As measured at the end of the planning period identified in the adopted transportation system plan or, when evaluating highway mobility on state facilities, as measured at the end of the 20 year planning horizon or a planning horizon of 15 years from the proposed date of the amendment adoption, whichever is greater:*
  - a. *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;*
  - b. *Would reduce the level of service of the facility below the minimum acceptable level identified in the Transportation System Plan; or*
  - c. *Worsen the performance of an existing or planned transportation facility that is otherwise projected to perform below the minimum acceptable performance standard identified in the TSP or comprehensive plan.*

**Response:** In 2011, the Oregon Department of Transportation (ODOT) completed the I-84 Exit 63 and Exit 64 Interchange Area Management Plan (IAMP). The IAMP provided traffic modeling to ensure operational efficiency and safety for areas within the highway interchanges of Hood River, including the Waterfront Business Park. In order to further analyze the transportation impacts of potential waterfront development, the Port completed a Waterfront Area Transportation Impact Analysis (TIA) in 2011. The TIA was included in the IAMP as Appendix K.



The TIA compared operations at seven study intersections along 2nd Street for two development scenarios at the 2031 planning horizon. Scenario one, “current development,” used transportation volumes estimated by current land use zoning in the waterfront area, including the C-2 zone on the subject site. These transportation volumes were developed by DKS Associates in the preparation of the IAMP and included growth in the retail and service sectors as well as office/research, manufacturing, and warehousing sectors. Scenario two, “proposed development,” evaluated transportation impacts based on the likely build-out of Port properties. The transportation volumes generated assumed growth in the service, office/research, manufacturing, and warehousing sectors – all allowed in the LI zone – but no growth in the retail sector. Employees at uses in the proposed development scenario are characterized as “other” within trip generation calculations and generally have a low trip generation rate compared to service and retail employees. The TIA found that, at the 2031 planning horizon, a significantly greater number of employees are present in the proposed development scenario than in the current development scenario, but the trip generation is not significantly different due to the employee type and lower trip generation per employee. Table 1 below presents trip generation differences from the TIA.

**Table 1 – 2011 TIA Trip Generation**

Description	Households		Retail Employees		Service Employees		Other Employees		Total	
	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit	Enter	Exit
2031 Proposed Development Trips	0	0	0	0	43	55	47	261	90	316
2031 Current Development Trips	0	0	110	124	59	75	12	65	181	264
Net New Trips	0	0	-110	-124	-16	-20	35	196	-91	52
Flow Bundle Factor <sup>1</sup>									0.93	1.04
									9	6
Net New Flow Bundle Trips <sup>1</sup>									-85	54

Source: Port of Hood River Waterfront Area Transportation Impact Analysis (Group Mackenzie 2011)

<sup>1</sup> Based on TAZ 128 flow bundle data, actual trip generation is slightly different than identified. As such, calibrating factors were used to determine net new trip generation for use in the flow bundle.

The TIA found that all study intersections would meet mobility standards under the current and proposed development scenarios with the exception of the 2nd Street and Anchor Way intersection. This intersection in the proposed development scenario had a level of service (LOS) of D, which was below the City’s LOS standard of C for city roadways. However, in the City’s 2011 Transportation System Plan update, the LOS standard for city roadways was changed to D, primarily in response to the difficulty of funding transportation improvements in a timely manner to support development.<sup>2</sup>

In addition, the IAMP identified several mitigation alternatives for the 2nd Street and Riverside Drive intersection when it is no longer able to meet mobility standards. No mitigation is proposed in conjunction with this zone change and plan amendment request since no change in use is proposed for the site and, as demonstrated in the TIA,

<sup>2</sup> Exit 63 and 64 Hood River Interchange Area Management Plan, Oregon Department of Transportation, 2011.

the build-out of the waterfront area with uses consistent with this request will not result in LOS below current City standards. Future developments will be subject to the traffic and circulation standards outlined in the site plan review procedures of HRMC 17.16.

*C. Traffic Impact Analysis. A Traffic Impact Analysis or Traffic Assessment Letter shall be submitted with a plan or land use regulation amendment or a zone change application. (See Section 17.20.060 Transportation Impact Analysis).*

**Response:** As described above, a TIA was prepared for the Port in 2011 that evaluated transportation impacts based on the likely build-out of Port properties in the waterfront area. The TIA assumed growth in industry sectors that would be consistent with this zone change and plan amendment request.

## **5.2 HRMC Title 17**

The following sections demonstrate compliance with additional applicable criteria found in HRMC Title 17.

### **5.2.1 Land Use Zones (HRMC 17.03)**

The proposed project site is currently zoned General Commercial (C-2) with an IAMP overlay. The project site also contains a use restriction, limiting the use to Expo Center, parking lot, Conference Center, Visitors Center and Chamber of Commerce.

### **5.2.2 IAMP Overlay Zone (HRMC 17.03.120)**

*The purpose of the IAMP Overlay Zone is the long-range preservation of operational efficiency and safety of the highway interchanges within the City of Hood River, which provides access from and to Interstate 84 for residents and businesses throughout the city. The interchanges are a vital transportation link for regional travel and freight movement and provide connectivity between the east and west side of the community and to employment and recreational opportunities at the waterfront. Preserving capacity and ensuring the safety of these interchanges and the local transportation systems in their vicinity is essential to visitors, residences, and existing businesses as well as to the continued economic vitality along the Columbia River and to community growth and development in the vicinity of the interchanges.*

#### *A. Boundary*

*The boundary of the IAMP Overlay Zone is shown on the City of Hood River Zoning Map and also is depicted in the respective IAMP documents. The zone's boundary generally corresponds with a 1/2 -mile buffer area around the interstate highway interchanges. The Overlay Zone is applied to two boundary areas - one centered at Exit 62 and the other encompassing both Exit 63 and Exit 64.*

**Response:** The project site is within the boundary of the IAMP Overlay Zone.

#### *A. Applicability*

*The provisions of this section shall apply to any Administrative, Quasi-judicial, or Legislative land use application pursuant to Section 17.09 that is for a parcel wholly or partially within the IAMP Overlay Zone, as defined by Section 17.03.120.A. Any conflict between the standards of the IAMP Overlay Zone and those contained within other chapters*

*of the Zoning Ordinance shall be resolved in favor of this chapter and the applicable requirements in Chapter 17.20, Transportation Circulation and Access Management.*

**Response:** The subject properties are within the zone of the Exit 63 and Exit 64 IAMP and therefore must comply with the standards of this chapter.

*A. Permitted Land Uses*

*Uses allowed in the underlying zoning district are allowed subject to other applicable provisions in the Zoning Ordinance and in Title 16, Subdivision Ordinance.*

**Response:** No change in the existing uses of the subject properties is proposed with this zone change and plan amendment request. The property is currently used by Mid-Columbia Distributors, a permitted use within the proposed LI zone.

*A. Comprehensive Plan and Zoning Map and Text Amendments*

*This Section applies to all Comprehensive Plan Map and Zoning Map amendments to parcels wholly or partially within the IAMP Overlay Zone and code amendments that affect development within the IAMP Overlay Zone.*

*In addition to meeting the requirements of Section 17.08.020, applications for Comprehensive Plan amendments, Zoning Map amendments, or development regulation amendments shall meet the requirements of the Transportation Planning Rule, Oregon Administrative Rule (OAR) 660-012-0060, including making a determination whether or not the proposed change will significantly affect an existing or planned transportation facility.*

**Response:** See section 5.1.2 for compliance with the Transportation Planning Rule.

*A. IAMP Review and Update*

*The IAMP document must be reviewed and possibly updated in association with a proposed change to the Hood River Comprehensive Plan, Plan Map, or implementing zoning ordinances that will have a "significant affect" on one or more I-84 Interchanges pursuant to OAR 660-12-0060.*

- 1. An IAMP update is required when the findings and conclusions from an IAMP review demonstrate the need for an update to the plan in order to mitigate identified impacts to interchange facilities. The agency or person(s) proposing the change shall be responsible for reviewing and initiating an update to the applicable IAMP(s), consistent with the procedures outlined in the IAMP.*

**Response:** As demonstrated in section 5.1.2, the proposed zone change and plan amendment will not have a significant effect on the I-84 Exit 63 interchange.

## **5.3 Comprehensive Plan**

### **5.3.1 Economy (Goal 9)**

*Goal: To diversify and improve the economy to the Hood River planning area while preserving and promoting the City's quality of life and small-town atmosphere.*

**Response:** In conjunction with the periodic review of the City of Hood River Comprehensive Plan, the City prepared an economic opportunities analysis (EOA) in 2011. The EOA estimated the commercial and industrial land needs for a 20-year planning horizon based on low, medium, and high growth scenarios. Table 2 below provides an overview of the commercial and industrial land demand and supply requirements for each growth scenario according to the EOA.

**Table 2 - 20-Year Commercial and Industrial Land Needs**

Land Demand and Supply	Low Growth (acres)	Medium Growth (acres)	High Growth (acres)
Industrial:			
Demand	11	16	53
Supply	38	38	38
Land Surplus	27	22	-15
Commercial:			
Demand	23	28	36
Supply	73	73	73
Land Surplus	50	46	37

Source: Hood River Economic Opportunities Analysis (City of Hood River and FCS GROUP 2011)

The EOA recommended that the City pursue policies that implement the medium growth scenario since the existing Hood River urban growth boundary was found adequate to accommodate employment growth under the low and medium growth scenarios, but not the high growth scenario. As evidenced in Table 2 above, the supply of commercial and industrial land is adequate to accommodate demand anticipated in the 20-year medium growth scenario. The proposed plan amendment and zone change will not create an imbalance in the ratio of available commercial and industrial land.

Furthermore, the EOA identified targeted business types and corresponding acreages. According to the EOA, industrial users, such as food and beverage processors and advanced manufacturers in athletic/outdoor gear or clean tech, medium in size (10 to 99 employees), prefer industrial or business park settings and 2 to 6 acre sites. This is consistent with the existing use of the project site, which is approximately 2.56 acres and is currently occupied by Mid-Columbia Distributors. These target industries pay above-average wages and are allowed uses within the LI zone.

### 5.3.2 Transportation (Goal 12)

#### *Interchange Area Management*

*Goal 8: Protect the function and operation of the interstate highway interchanges consistent with the planned land uses in the vicinity of the interchanges.*

**Response:** As demonstrated in section 5.1.2, the proposed zone change and plan amendment are consistent with transportation planning policies and will not negatively affect the operation and function of the I-84 interchange at Exit 63.

## **5.4 Statewide Planning Goals**

The following sections demonstrate compliance with all of the applicable statewide planning goals.

### **5.4.1 Public Involvement (Goal 1)**

*To develop a citizen involvement program that insures the opportunity for citizens to be involved in all phases of the planning process.*

**Response:** In its processing of this plan amendment and zone change request, the City will follow the applicable procedures for notice and public hearing.

### **5.4.2 Land Use Planning (Goal 2)**

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

**Response:** This zone change and plan amendment request will be evaluated against the applicable land use policies and procedures outlined in the HRMC and the Hood River Comprehensive Plan. Compliance with these policies and regulations is demonstrated throughout this narrative.

### **5.4.3 Natural Resources (Goal 5)**

*To protect natural resources and conserve scenic and historic areas and open spaces.*

**Response:** As indicated on the Hood River Waterfront Goal 5 Economic, Social, Environmental and Energy Map, there are no Goal 5 resources on the subject properties.

### **5.4.4 Air, Water and Land Resources Quality (Goal 6)**

*To maintain and improve the quality of the air, water and land resources of the state.*

**Response:** The proposed zone change and plan amendment will not affect any Goal 6 resources. The subject properties are either currently in industrial use or the subject of past clearing and development activities and no negative effects on air, water, or land resources are expected to occur with future development and/or redevelopment. Any future development proposals will be required to meet all applicable development standards related to the protection of air, water, and land resources.

### **5.4.5 Areas Subject to Natural Hazards (Goal 7)**

*To protect people and property from natural hazards.*

**Response:** As identified on the Hood River County GIS map, the subject properties are not within a designated hazard area.

### **5.4.6 Recreational Needs (Goal 8)**

*To satisfy the recreational needs of the citizens of the state and visitors and, where appropriate, to provide for the siting of necessary recreational facilities including destination resorts.*

**Response:** The proposed zone change and plan amendment will not affect any recreation resources. The Port is committed to providing recreational opportunities for the public along the waterfront where appropriate. The Port's Waterfront Site

Assessment completed in 2013 describes the physical layout, character, current uses and opportunities, and constraints involved with each waterfront site, as well as the future uses, capital projects, and policy actions that have been identified to help guide the Port Commission in regards to future decision-making.

#### **5.4.7 Economic Development (Goal 9)**

*To provide adequate opportunities throughout the state for a variety of economic activities vital to the health, welfare, and prosperity of Oregon's citizens.*

**Response:** See section 5.3.1 for a discussion of the economic development benefits of this proposal and its consistency with Goal 9.

#### **5.4.8 Housing (Goal 10)**

*To provide for the housing needs of citizens of the state.*

**Response:** This proposal does not affect the amount of land available for housing nor does it affect any existing housing.

#### **5.4.9 Public Facilities and Services (Goal 11)**

*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.*

**Response:** City water and sewer services are currently available at the proposed site. The subject properties are currently occupied by Mid-Columbia Distributors and have historically been occupied by industrial or commercial tenants who use existing City services. The proposed zone change and plan amendment will not require additional City facilities or services nor will they have a negative impact on existing City facilities or services.

#### **5.4.10 Transportation (Goal 12)**

*To provide and encourage a safe convenient and economic transportation system.*

**Response:** See section 5.1.2 for compliance with transportation policies and procedures, including the Transportation Planning Rule.

#### **5.4.11 Energy Conservation (Goal 13)**

*To conserve energy.*

**Response:** The proposed zone change and plan amendment will facilitate the continued industrial use of an existing site, which is a more efficient use of infrastructure and public facilities and services.

## **6.0 CONCLUSION**

As demonstrated by this narrative and the attached materials that together comprise the submittal packet, the proposed project complies with the applicable provisions of the HRMC, the Hood River Comprehensive Plan, and the Statewide Planning Goals. Therefore, the applicant respectfully requests application approval for a rezone of 2.56 acres from C-2 to LI and removal of the prior "Expo Center" use restriction associated with the C-2 zoning designation.

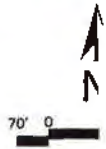
**Project Narrative  
Port of Hood River Quasi-Judicial Zone Change  
Hood River, Oregon**

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**Exhibit A  
Vicinity and Existing Zoning Map**



Exhibit A: Vicinity / Existing Zoning Map  
 Port of Hood River, Hood River, OR | April, 2014





**Project Narrative  
Port of Hood River Quasi-Judicial Zone Change  
Hood River, Oregon**

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**Exhibit B  
Proposed C-2 to LI Rezone Map**

HOOD RIVER COUNTY SURVEY No. 2009-011  
 HOOD RIVER COUNTY SURVEY No. 2009-012  
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 HOOD RIVER COUNTY SURVEY No. 2009-4200

THE PORT OF HOOD RIVER  
 REZONE C-2 TO L-1  
 LOCATION OF SURVEY  
 A PORTION OF THE SOUTHWEST QUARTER OF  
 SECTION 25, TOWNSHIP 3 NORTH, RANGE 10  
 EAST, WILLAMETTE MERIDIAN, HOOD RIVER  
 COUNTY, OREGON.

THE PURPOSE OF THIS EXHIBIT IS TO DEPICT THE PROPOSED  
 ZONE CHANGE FROM EXISTING GENERAL COMMERCIAL TO  
 PROPOSED LIGHT INDUSTRIAL. THIS AREA IS SHOWN AS HATCHED.

RECEIVED  
 AUG 08 2014  
 CITY PLANNING DEPT.

OWNER  
 PORT OF HOOD RIVER  
 1000 E. PORT AVENUE ONE  
 HOOD RIVER, OREGON 97031  
 OWNER  
 JEFF BROWN  
 501 PORTWAY AVE., SUITE 31  
 HOOD RIVER, OREGON  
 97031  
 ZONING  
 PROPOSED ZONE CHANGE FROM  
 (C-2) GENERAL COMMERCIAL  
 TO (L1) LIGHT INDUSTRIAL

NOTE:  
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JUN 06 2014

CITY PLANNING DEPT.

June 6, 2014

Port of Hood River  
Attention: Michael McElwee  
1000 E. Port Marina Drive  
Hood River, Oregon 97031

Re: **Port of Hood River Zone Change – Expo Center Site – C-2 to LI**  
*Transportation Analysis*  
Project Number 2140228.00

Dear Mr. McElwee:

The following transportation analysis letter supports the proposed quasi-judicial zone change and plan amendment for a 2.33-acre area located in the Waterfront Business Park along Anchor Way. The following more specifically describes the transportation analysis.

## BACKGROUND

The property includes the Expo Center building (now occupied by Mid-Columbia Distributors), adjacent surface parking, some undeveloped land area, and a bioswale. The City of Hood River comprehensive plan and zoning map currently designates the property General Commercial (C-2) with an Interchange Access Management Plan (IAMP) overlay. In 1998, the property was rezoned from LI to C-2 to allow limited commercial uses, and in 2007/2008, the Expo and Visitors Centers were repurposed into warehouse and office uses and commercial/retail uses are no longer envisioned on the property. Therefore, the Port proposes to return the property to the pre-1998 LI zone designation and have the IAMP overlay remain on the property.

## SCOPE OF ANALYSIS

This analysis addresses Transportation Planning Rule (TPR) requirements outlined in Oregon Administrative Rule (OAR) 660-012-0060(1) stating, *“If an amendment to a functional plan, an acknowledged comprehensive plan, or a land use regulation (including a zoning map) would significantly affect an existing or planned transportation facility, then the local government must put in place measures as provided in section (2) of this rule, unless the amendment is allowed under section (3), (9) or (10) of this rule.”*

OAR 660-012-0060(2) further states, *“If a local government determines that there would be a significant effect, then the local government must ensure that allowed land uses are consistent with the identified function, capacity, and performance standards of the facility measured at the end of the planning period identified in the adopted TSP through one or a combination of the remedies listed in (a) through (e) below, unless the amendment meets the balancing test in*



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**ATTACHMENT “A.4”**  
FILE NO. 2014-11

*subsection (2)(e) of this section or qualifies for partial mitigation in section (11) of this rule. A local government using subsection (2)(e), section (3), section (10) or section (11) to approve an amendment recognizes that additional motor vehicle traffic congestion may result and that other facility providers would not be expected to provide additional capacity for motor vehicles in response to this congestion.”*

The proposed land use action effectively ‘down zones’ the subject property by proposing a zone designation allowing uses having less transportation infrastructure impacts. Therefore, this analysis concludes the proposed land use action does not significantly affect an existing or planned transportation facility.

## **DEVELOPMENT SCENARIOS**

### **Proposed LI Zone Designation**

Based on the Hood River Municipal Code Chapter 17.03.060, the reasonable worst-case development scenario in the proposed zone designation is an industrial office use. The Code limits individual building size to 25,000 square feet of gross floor area. Excluding Anchor Way right-of-way and the existing bio-swale, net developable portion of the proposed re-zone area is 2.36 acres (102,865 SF). This property can reasonably be developed with (2) 25,000 SF buildings and 150 parking spaces (assuming a rate of 3 spaces per 1,000 SF of building).

Using the Institute of Transportation Engineers (ITE) *Trip Generation Manual*, 9th Edition for General Office (Land Use 710), 50,000 SF of office generates 75 trips during the PM peak hour.

### **Current C-2 Zone Designation**

Based on the Hood River Municipal Code Chapter 17.03.050 and existing Waterfront development patterns, the reasonable worst-case development scenario in the current zone designation is a mixed-use commercial/office building. The 2.36 acre (102,865 SF) property can reasonably be developed with a 57,000 SF, 3-story building – 19,000 SF ground floor retail and (2) 19,000 SF floors office, and 209 parking spaces (assuming a rate of 5 spaces per 1,000 SF retail and 3 spaces per 1,000 SF office).

Using the ITE *Trip Generation Manual* for Specialty Retail Center (Land Use 826), 19,000 SF of retail generates 51 trips during the PM peak hour and using General Office (Land Use 710), 38,000 SF of office generates 57 trips during the PM peak hour. Total trip generation for both uses is 108 PM peak hour trips.

## **TRIP GENERATION**

As identified in the *Development Scenarios* section of this letter, the reasonable worst-case development scenario in the proposed LI zone designation generates fewer PM peak hour trips than in the current C-2 zone designation. Therefore, the proposed land use action is not anticipated to significantly affect existing or planned transportation facilities.

Port of Hood River  
Port of Hood River Zone Change – Expo Center Site – C-2 to LI  
Project Number 2140228.00  
June 6, 2014  
Page 3

## SUMMARY

Based on the transportation analysis presented in this letter, the proposed quasi-judicial zone change and plan amendment for the subject property from General Commercial (C-2) with an Interchange Access Management Plan (IAMP) overlay to Light Industrial (LI) without a use restriction is not anticipated to significantly affect an existing or planned transportation facility. Therefore, Transportation Planning Rule (TPR) requirements are met and no further transportation analysis is necessary.

Sincerely,



Christopher M. Clemow, PE, PTOE  
Transportation Engineer

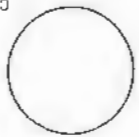
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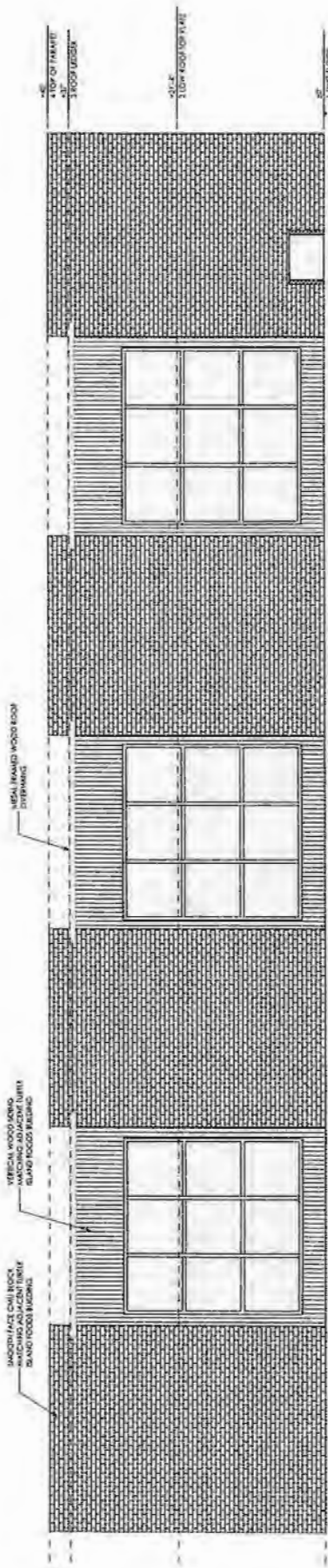
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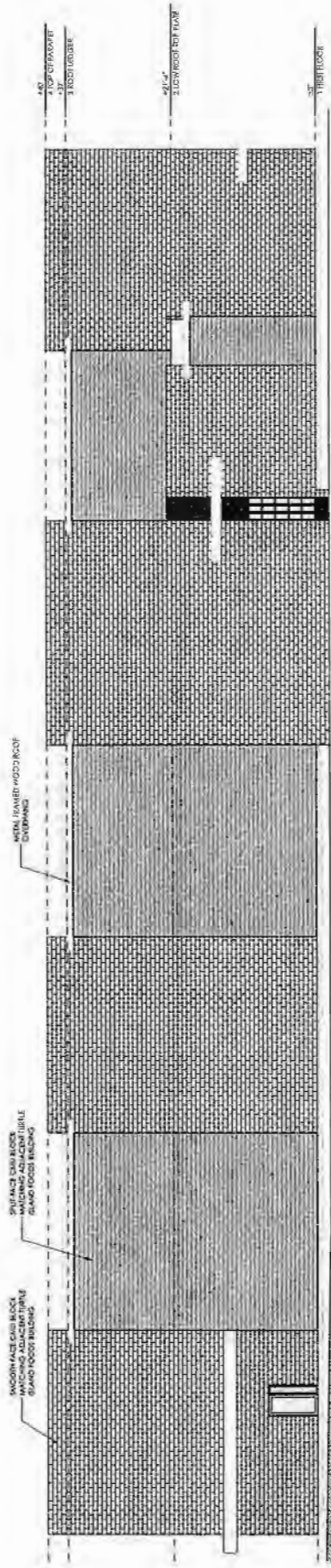


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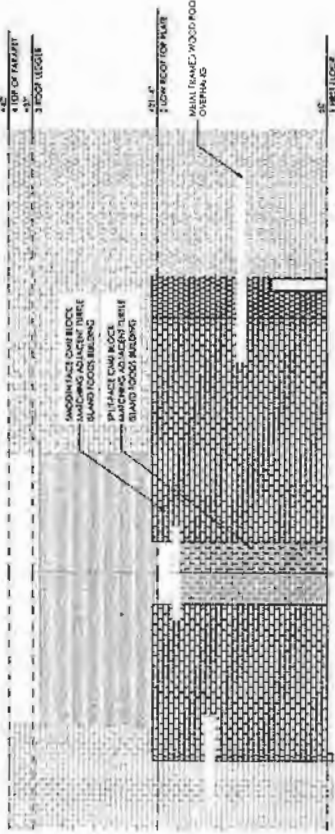
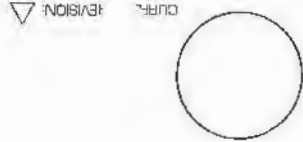
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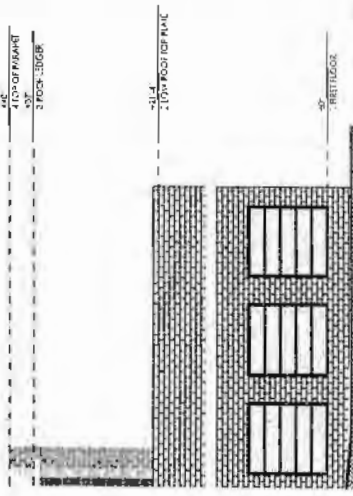
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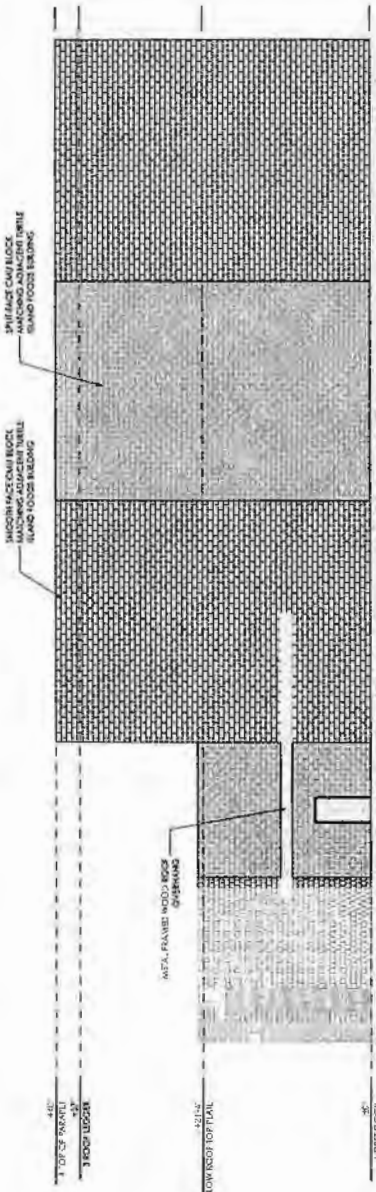
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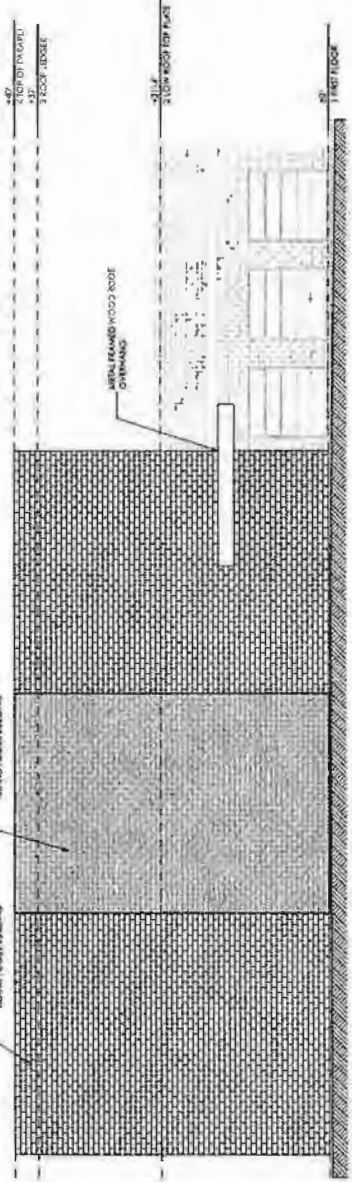
**SOUTHEAST ELEVATION**  
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**WEST ELEVATION TRUCK DOCKS**  
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**EAST ELEVATION**  
 SCALE: 1/8" = 1'-0"



**WEST ELEVATION**  
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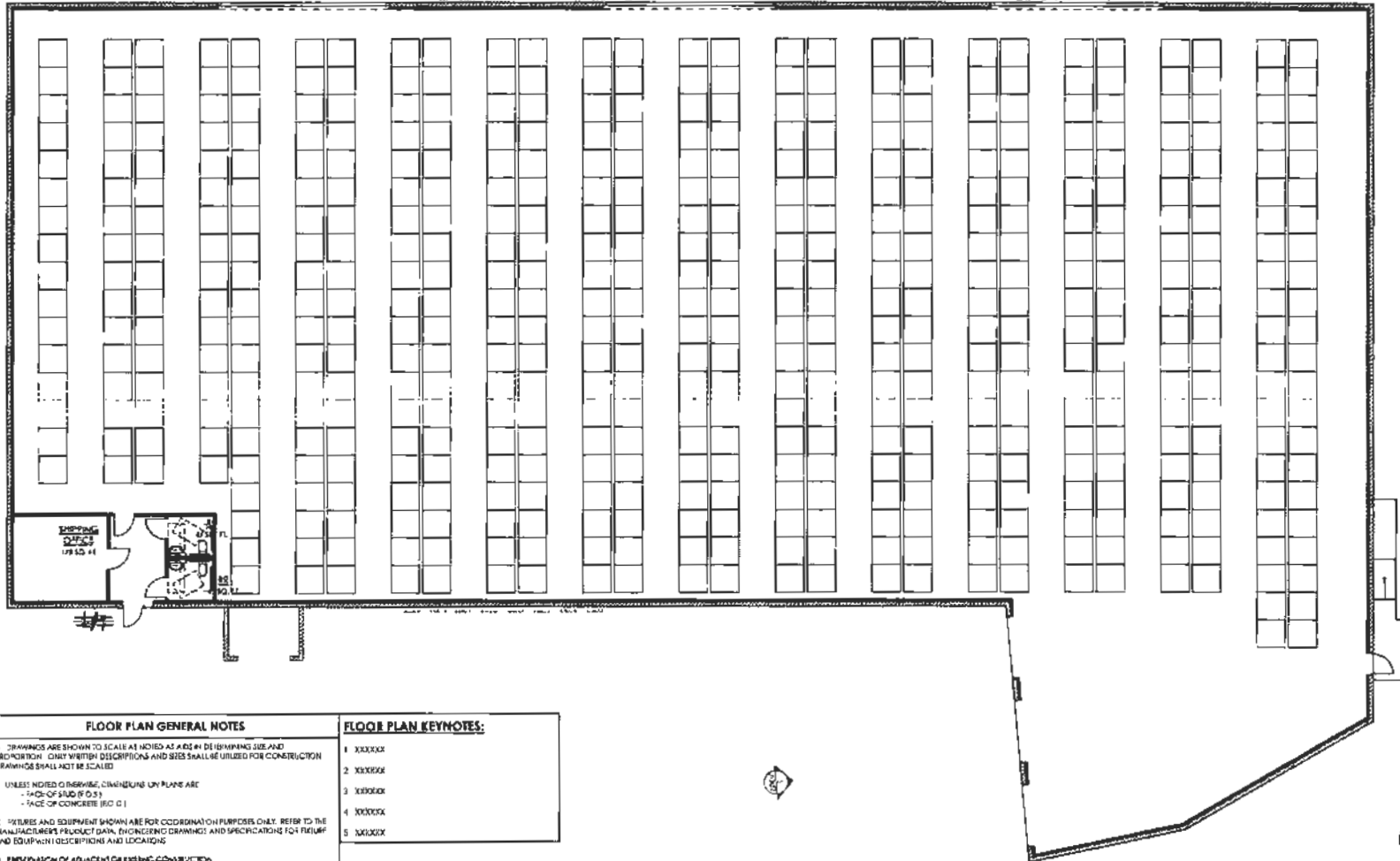
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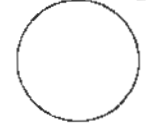
CITY PLANNING DEPT.

STEMMACH  
DESIGN & ARCHITECTURE  
819 NW Bond #214 - Bend, OR 97701  
t 541.647.5661 - f 541.749.2464  
www.stemmachdesign.com

CURRENT REVISION: 



FLOOR PLAN GENERAL NOTES	FLOOR PLAN KEYNOTES:
A. DRAWINGS ARE SHOWN TO SCALE AS NOTED AS A KEY #1 DETERMINING SIZE AND PROPORTION. ONLY WRITTEN DESCRIPTIONS AND SEES SHALL BE USED FOR CONSTRUCTION. DRAWINGS SHALL NOT BE SCALED.	1 XXXXXX
B. UNLESS NOTED OTHERWISE, DIMENSIONS ON PLANS ARE: - FACE OF STUD (R/O S) - FACE OF CONCRETE (R/O C)	2 XXXXXX
C. FIXTURES AND EQUIPMENT SHOWN ARE FOR COORDINATION PURPOSES ONLY. REFER TO THE MANUFACTURER'S PRODUCT DATA, ENGINEERING DRAWINGS AND SPECIFICATIONS FOR FIXTURE AND EQUIPMENT DESCRIPTIONS AND LOCATIONS.	3 XXXXXX
D. PROTECTION OF ADJACENT OR EXISTING CONSTRUCTION: - AVOID DAMAGE TO EXISTING STRUCTURES, SERVICES, CURBS, PAVING AND LANDSCAPING. - PATCH, REPAIR OR REPLACE ANY ITEMS DAMAGED OR AS DIRECTED BY THE PROPERTY OWNER.	4 XXXXXX
E. AVOID UNNECESSARY OBSTRUCTIONS TO THE FUNCTIONS AND ACTIVITIES OF ADJACENT BUILDINGS.	5 XXXXXX
F. CAREFULLY REVIEW ALL CONTRACT DOCUMENTS PRIOR TO CONSTRUCTION. BRING DISCREPANCIES OR CONFUSING DATA TO THE ATTENTION OF THE ARCHITECT PRIOR TO COMMENCING WORK.	
G. INSTALL PORTABLE FIRE EXTINGUISHER CABINETS NO MORE THAN 5' APART.	



GROUND FLOOR PLAN  
SCALE 1/8" = 1'-0"

1

TURTLE ISLAND FOODS  
ANCHOR WAY  
HOOD RIVER, OR 97031  
Date: 8/8/14  
Job: 14018  
A 202  
FLOOR PLAN

# STEMACH

## Design & Architecture

919 NW Bond St #214  
Bend, OR 97701

T 541.647-5661  
[stacey@stemachdesign.com](mailto:stacey@stemachdesign.com)

[stemachdesign.com](http://stemachdesign.com)

July 30, 2014

Turtle Island Foods  
Anchor Way, Hood River  
Section 25, Township 3N, Range 10E, Tax Lot 129, Hood River County

### 17.16.030 Submittal Requirements for Site Plan Review

#### Statement of Operations

A new production and storage facility for Turtle Island Foods will be constructed at Lot 6 on the Port of Hood River to serve immediate needs of the business. The project consists of a one-story, 20,174 square foot light industrial building, 38 new parking spaces, and parking lot landscaping. A loading bay will be designed for the south end of the building off of Anchor Way with space for three trucks. Two bathrooms and a shipping/receiving office will be designed for the southwest corner of the building. Racking layouts inside the warehouse will be based on standard aisle widths for use by standard electric forklifts. Storage capacity will be approximately 3,100 pallets with a central tunnel where forklifts will maneuver. An option for hoisting equipment will also be included in the interior design. Exterior materials will include concrete masonry or brick, steel, wood, and glass.

The following information requested for inclusion in the Site Plan Submittal is listed below:

- 1) Number of employees in this facility: Five full-time employees.
- 2) Method of Import/Export (semi-trucks): Semi-trucks and box van (for deliveries or pick-ups).
- 3) Hours of Operations including peak time: 8am to 5pm, with no particular peak time.
- 4) Plans for future expansion: Consideration of an expansion to the east side of proposed building.
- 5) The following conditions are proposed:
  - The building height (40'-0') is less than the maximum allowable height in the LI zone (45').
  - The lot is currently 51,738 square feet (1.19 acres) total. The proposed site area will be 48,027 square feet. Existing and proposed site areas are indicated in the Site Plan.
  - The total building footprint will be 20,174 square feet.
  - Landscaping is proposed to include 13% of gross site area (6,307 square feet).

## Approval Criteria

- A. Natural Features:** No natural features such as topography or vegetation exist on the site. The site was previously developed as a parking lot.
- B. Air Quality:** As a warehouse and distribution facility, the building is not proposed to have any production emissions, and the only operational emissions may be from standard natural gas fired heaters for space heating.
- C. Grading:** All grading is designed to minimize cut and fill to the site, and the drainage of the site is prevented from draining off site onto neighboring properties or the public right-of-way.
- D. Public Facilities:** The existing public facilities to the site have adequate capacity for this building. No production processes are planned for this facility.
- E. Traffic and Circulation:** Please refer to the included Traffic Impact Analysis.
- F. Storage:** No outdoor storage areas are proposed. A garbage collection area will be designated to a space at the south end of the building, near the pedestrian entrance.
- G. Equipment Storage:** No ground mounted mechanical equipment is proposed. Mechanical equipment will be positioned on the roof toward the center of the building as far from the parapets as possible to mitigate the possibility of seeing the mechanical units.
- H. Compatibility:** This building will be of similar size and material to adjacent buildings. A +40' concrete tilt-up building is currently under construction to the south. The proposed building on Lot 6 will match the materials of the adjacent Turtle Island Foods production facility to the west.
- I. Design:** The overall design of this facility is intended to complement the adjacent Turtle Island Foods production facility to the west on Lot 7. A variety of features will be included on this building similar to the adjacent building, such as smooth face CMU, split face CMU, wood overhangs and canopies and windows. The loading dock area has been stepped down in height at the street to lower the massing of the building at the public way.
- J. Orientation:** The primary faces of the building face the public right-of-way Anchor Way. The main entry is on the south face, facing the street, and the secondary entry is on the east face close to where Anchor Way jogs around the site.
- K. Parking:** Parking is located behind and beside the building behind landscaping.

# MACKENZIE.

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July 2, 2014 (*Revised July 29, 2014; July 30, 2014*)

City of Hood River  
Attention: Kevin Liburdy, Senior Planner  
211 2nd Street  
Hood River, OR 97031

Re: **Lot 6 Development**  
*Traffic Assessment Letter*  
Project Number 2140281.00

Dear Mr. Liburdy:

Mackenzie has prepared this traffic assessment letter with regard to Key Development Corporation's proposed warehouse development located on Lot 6, which is located north of Anchor Way and southwest of the Portway Avenue and North 2nd Street intersection. This letter complies with Chapter 17.20 (Transportation Circulation and Access Management) of the City's municipal code. Specifically, this letter contains a summary of the expected increase in vehicle trip generation, the distribution of those trips, and a review for compliance with the City's access spacing and sight distance standards.

## SITE DEVELOPMENT

The subject site is known as Lot 6 and currently contains a parking lot with two access points; both also serving the existing development on Lot 4. One driveway is on Portway Avenue to the north and the second driveway is on Anchor Way at the south end of a drive aisle connecting the two. A curb cut is provided on Anchor Way near the southwest corner of Lot 6, which serves the adjacent parcel.

The proposed warehouse development will be a total of 20,174 SF with three driveways available for access. The existing driveway on Portway Avenue will remain. The driveway on Anchor Way at the east end of the site will be relocated approximately 15 feet to the east of its existing location. A new driveway is proposed at the west end of the site frontage on Anchor Way for access to a truck loading area near an existing curb cut at the 90 degree bend on Anchor Way. The proposed site plan is attached.

## TRIP GENERATION

Trip generation estimates for the proposed land use were prepared utilizing the Institute of Transportation Engineers *Trip Generation Manual*, 9th Edition. Based on the nature of the proposed use, trip generation is assumed to best characterized by ITE data for Warehouse (ITE Code 150). Trip generation for the proposed land uses is presented in the following table.



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**ATTACHMENT "B.3"**  
FILE NO. 2014-11

PROPOSED SITE TRIP GENERATION								
Land Use Model (ITE Land Use Code)	Size	Weekday	AM Peak Hour			PM Peak Hour		
			Total	Enter	Exit	Total	Enter	Exit
Warehouse (ITE 150)	20,174 sf	124	34	27	7	21	5	16

As presented in the table above, 124 weekday trips, 34 AM Peak Hour, and 21 PM Peak hour trips are expected with the proposed development. This level of trip generation is consistent with prior analysis done in the area.

### TRIP DISTRIBUTION

Trip distribution for the proposed warehouse is based on ODOT/DKS modeling for TAZ 128. This distribution is consistent with distribution assumed in the Interchange Management Plan Overlay Zone as defined by the adopted Interstate 84, Exit 63 & 64 Interchange Area Management Plan. This trip distribution is also consistent with the study prepared by Mackenzie for the Port of Hood River Waterfront area, dated March 14, 2011. Trip distribution is estimated as follows.

- 10% to and from the east on I-84
- 32% to and from the west on I-84
- 58% to and from the south into downtown and points beyond

### DRIVEWAY ACCESS SPACING

Access management standards for city streets in Hood River are specified in Section 17.20.030 of the Municipal Code. Section C1, Access Spacing, states that driveways shall be separated from other driveways in accordance with the standards in Chapter 13.28 of the Municipal Code. Chapter 13.28, Access Spacing, Driveways, and Curb Cuts, states a 22-foot minimum spacing standard between driveways along *Local* streets, measured between near edges of the driveway. Both Portway Avenue and Anchor Way are classified as local streets.

As shown on the attached site plan, the driveway on Portway Avenue will meet City spacing standards. Driveways on the opposite side of the street are located 65 feet to the west and 205 feet to the east. As stated above, the east driveway on Anchor Way will be approximately 15 feet offset to the east from its current location. The driveway on the opposite side of the street will then be almost directly aligned with the east Anchor Way access.

The driveway curb cut on Anchor Way located at a 90 degree bend in the roadway, is not being developed with the proposed warehouse.

The truck loading driveway is located approximately 26 feet east of the existing curb cut on Anchor Way, at the 90 degree bend in the roadway. All new driveways will be constructed to City standards for spacing.



## SIGHT DISTANCE EVALUATION

Intersection sight distance was evaluated for all three (3) proposed and existing driveways as shown on the proposed site plan in accordance with AASHTO standards. Neither Portway Avenue nor Anchor Way has posted speed limits, so a 25 mph speed limit was assumed. The sight distance results and AASHTO recommendations for passenger vehicles are summarized in the table below.

INTERSECTION SIGHT DISTANCE (ISD)			
Driveway	Direction of View	Available ISD	Recommended ISD
Portway Avenue Access	East	350'	280'
	West	>500'	240'
East Anchor Way Access	East	320'	240'
	West	340'	280'
Truck Loading Access	East	>500'	240'
	South	115'	280'

The Truck Loading access is located near the 90 degree bend on Anchor Way. The adjacent driveways are stop controlled, so intersection sight distance standards do not apply to traffic approaching from these driveways. Sight distances standards apply along the uncontrolled approaches from the south and east.

Sight Distance is impacted to the south at the Truck Loading access due to the building location on the lot to the south. The available distance is approximately 115 feet. While this distance does not meet the standard for 25 mph, there are a number of considerations. First, vehicles approaching the 90 degree bend in the road will be traveling at a lower speed, likely 10 mph. In addition, truck traffic is expected in this industrial area, so it is not unusual for approaching vehicles to slow down or stop when a truck is entering or exiting a driveway. The more important consideration is stopping sight distance. The available sight distance of 115 feet provides sufficient stopping distances for a vehicle approaching the curve at 20 mph. This will likely be more than sufficient for safe operation of the driveway.

Alternatively, the bend in the roadway could be signed and striped for an all-way stop control intersection. This would alleviate confusion where the public street turns 90 degrees and driveways are located at opposite approaches. Should Anchor Way be converted to a westbound one-way street in the future, sight distance will not be needed to the west/south along Anchor Way.

As shown in the table above, adequate sight distance is available for all other driveways.

## STREET FRONTAGE IMPROVEMENTS/ROW DEDICATION

No street frontage or ROW dedications are anticipated as a result of this development, given that Anchor Way and Portway Avenue are already built to the City's Local street standard. Therefore, the functional classifications and typical street functions will not be affected or altered.



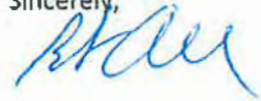
City of Hood River  
Lot 6 Development  
Project Number 2140281.00  
July 2, 2014 (Revised July 29, 2014)  
Page 4

## SUMMARY

We trust that this letter provides an adequate assessment of the vehicle trip generation and distribution potential of the proposed site development, and adequately addresses how the proposed site plan conforms with City standards pertaining to site access, sight distance, and safety.

Please contact us if you have any questions or comments regarding this letter.

Sincerely,



Brent Ahrend, P.E.  
Senior Associate | Traffic Engineer

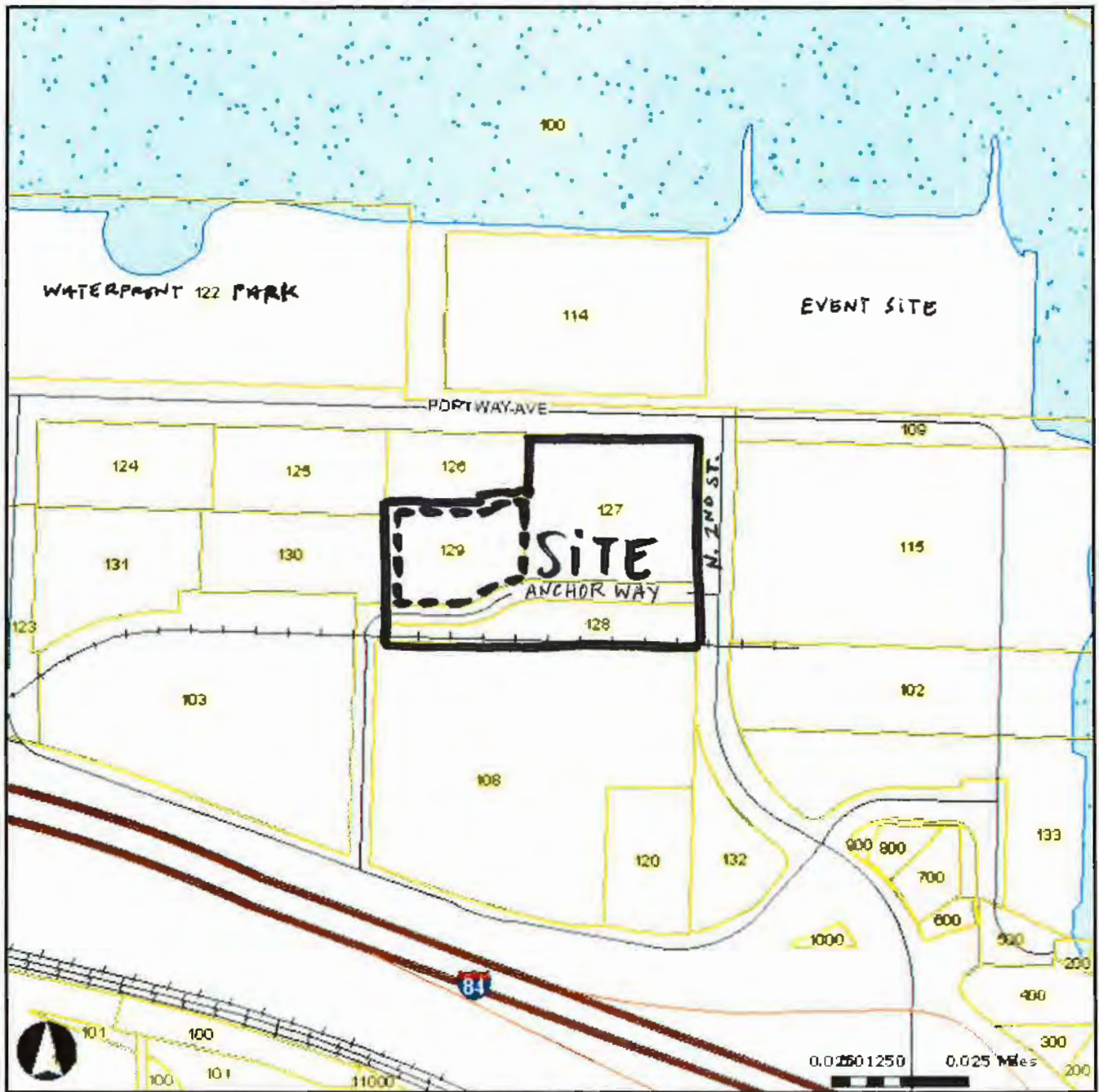
Enclosure: Site Plan, dated July 29, 2014

c: Claudia von Flotow – Key Development  
Katie Atkins – Mackenzie



M





**PORT OF HOOD RIVER ZONE CHANGE  
KEY DEVELOPMENT CORP. SITE PLAN REVIEW  
3 NIDE 25 TAX LOTS 127, 128, 129  
FILE NO. 2014-11  
LOCATION MAP**

Site Plan Review Comments for: Port of Hood River/Key Development – 2<sup>nd</sup> and Anchor Way

August 28, 2014

**Devon Wells, Fire Chief, 541-386-6782, firemarshal@hoodriverfire.com**

The following requirements of the Oregon Fire Code (OFC), 2014 edition, need to be considered when planning your development.

**Administration**

**Occupancy prohibited before approval (105.3.3)** The building or structure shall not be occupied prior to the Fire Code Official conducting inspections.

**Fire Inspections:**

1. Periodic inspections will be conducted throughout the building construction phase.
2. An inspection shall be completed by the Fire Marshal prior to issuance of a Temporary Occupancy (if applicable.)
3. A final fire inspection shall be completed by the Fire Marshal prior to issuance of the Certificate of Occupancy.

*Please plan for an inspection time/date well in advance when requesting any form of Occupancy.*

**General Precautions Against Fire (Chapter 3)**

**Combustible Waste Material Containers (304.3)** Containers exceeding 5.33 cubic feet (40 gallons) shall be provided with lids. Containers and lids shall be constructed of noncombustible materials or approved combustible materials. Capacity exceeding 1.5 cubic yards dumpsters containers shall not be stored in buildings or placed within 5 feet of combustible walls, openings or combustible roof eaves lines. Exceptions protected by sprinkler system or type I or type II construction

**Opening Burning (307)** Open burning is prohibited in the City of Hood River. Combustible Waste material, trash and rubbish shall not be burned. Accumulations of such material shall be removed from the site as often as necessary to minimize the hazards.

**Miscellaneous Combustible Materials Storage (315)** Storage of combustible materials in buildings shall be orderly. Storage shall be separated from heaters or heating devices by distance or shielding so ignition cannot occur. Ceiling clearance shall be maintained 2 feet or more below the ceiling in non-sprinklered areas of building or a minimum of 18 inches below sprinkler head deflectors in sprinklered areas of buildings. Combustible materials shall not be stored in boiler rooms, mechanical rooms or electrical equipment rooms. Attic, under floor and concealed spaces used for storage of combustible materials shall be protected on the storage side as required for 1-hour fire-resistance-rated construction. Openings shall be protected by assemblies that are self-closing and are of noncombustible construction or solid wood core not less than 1.75 inches in thickness. Storage shall be not placed on exposed joints. Outside storage of combustible materials shall not be located within 10 feet of a property line. Combustible material shall not be stored beneath a building or structure. Storage in the open shall not exceed 20 feet in height.

**Fire Service Features**

**Fire Apparatus Access (503.1.1)** Fire apparatus roads shall be provided in accordance with Section 503 and 503.2 for every facility, building or portion of a building hereafter constructed or moved into or within the jurisdiction when any portion of the facility or any portion of an exterior wall of the first

story of the building is located more than 150 feet from fire apparatus access as measured by an approved route around the exterior of the building of facility.

Access Roads (503.2) Fire apparatus access roads shall be maintained free of obstructions at all times. If an access road is required, the minimum clear width shall be 20 feet. The surface must be drivable in any weather condition and the grade cannot be greater than 12 percent. A clear height of 13 feet 6 inches shall be maintained at all times. If the access road is 150 feet or longer, an approved turn-around shall be provided. See the Fire Marshal for specific information.

Fire Lane Curbs/Signs (Appendix D 103.6.) Required fire apparatus access lanes (minimum 20') shall be identified by painting the curbs red with white letters stating "No Parking Fire Lane" that are a minimum of 4 inches in height. In lieu of painted curbs, approved signage may be installed at intervals not greater than 25 feet apart. See Fire Marshal for additional information.

Personnel Access (504) An approved access walkway shall be installed leading from the fire access road to the exterior openings.

Premises Identification (505.1) New and existing buildings shall have approved address numbers and/or letters shall be provided in such a position as to be plainly visible and legible from the street or road fronting the property. These numbers shall contrast with their background. Address numbers shall be Arabic numerals or alphabet letters. Numbers shall be a minimum of 6 inches high with a minimum width of 0.5 inches on commercial/industrial buildings.

Key Boxes (506) An approved key box shall be installed on the exterior of the building in a location approved by the Fire Marshal. Please contact the Fire Marshal to order the Lock Box.

Water Supply (507) An approved water supply capable of supplying the required fire flow for fire protection shall be provided to premises upon which facilities, buildings or portions of buildings are hereafter constructed or moved into or within the jurisdiction.

Fire Department Access to Equipment (509) Fire protection equipment shall be identified in an approved manner. Rooms containing controls for air-conditioning systems, sprinklers risers and valves, or other fire detection, suppression or control elements shall be identified for the use of the fire department. Approved signs required to identify fire protection equipment and equipment location, shall be constructed of durable materials, permanently installed and readily visible.

### **Building Services and Systems**

Electrical Equipment, Wiring and Hazards (605) A work space of not less than 30 inches in width, 36 inches in depth and 78 inches in height shall be provided in front of electrical service equipment. Where the electrical service equipment is wider than 30 inches, the working space shall not be less than the width of the equipment. No storage of any materials shall be located within the designated working space.

- Exceptions:
1. Where other dimensions are required or allowed by the ICC Electrical Code.
  2. Access openings into attics or under-floor areas which provide a minimum clear opening of 22 inches by 30 inches.

## **Fire Protection Systems**

**Fire Protection System Plans (901.2)** A fire alarm system in accordance with NFPA 72 shall be provided. Complete plans and specifications for fire alarm systems; fire-extinguishing systems, including automatic sprinklers and wet and dry standpipes; halon systems and other special types of automatic fire-extinguishing systems; basement pipe in lets; and other fire-protection systems and appurtenances thereto shall be submitted to the fire department for review and approval prior to system installation. Plans and specifications for fire alarm systems shall include, but not be limited to, a floor plan; location of all alarm-initiating and alarm-signaling devices; alarm control- and trouble-signaling equipment; annunciation; power connection; battery calculations; conductor type and sizes; voltage drop calculations; and manufacturer, model numbers and listing information for all equipment, devices and materials. **Plans must be stamped by Record of Agent, Engineer, or Architect prior to submitting to Fire Marshal for review.**

**Fire Sprinkler Systems (903)** An automatic fire sprinkler system shall be installed in accordance to NFPA 13.

**Fire Department Connection** A Fire Department Connection to the fire sprinkler system shall be installed in a Location approved by the Fire Marshal. This location shall be shown on the Fire Sprinkler System plans.

**Portable Fire Extinguishers (906)** Portable fire extinguishers shall be provided in accordance to NFPA 10 and the Fire Marshal.

## **Miscellaneous Fire Safety**

**Fire Safety During Construction (1415)** Portable fire extinguishers shall be provided during construction.

CITY OF HOOD RIVER  
PUBLIC WORKS / ENGINEERING DEPARTMENT

Date: September 4, 2014

Engineering Department comments for: 25 # 127,128.129 – Turtle Island Site Plan Review

These comments are based on the City's review of preliminary plans for a 20,174 sq ft production and warehouse facility submitted by Key Development. They are intended to identify improvements that may be needed to provide adequate public facilities to the property for the proposed use.

**General**

These comments cover requirements under Titles 16 and 17 of the Hood River Municipal Code for providing adequate public facilities and do not include engineering specifications or other more specific requirements of the City. Other engineering and code specifications may be applicable at the time of engineered plan review or building permit application.

All utilities shall be placed underground including power, phone, cable television and other telecommunications lines.

All City water, sanitary, and or storm sewer pipes and appurtenances located outside of a dedicated public right of way must be located within a recorded easement on a form provided by the City. All easements must meet the requirements of the City Engineering Standards.

The Oregon Department of Environmental Quality requires a National Pollutant Discharge Elimination System (NPDES) 1200 – C permit for all projects that disturb one acre or more. Contact the Bend regional DEQ office at 541-388-6146 for permit application forms and more information.

Design and construction of public facilities must meet the requirements of the City of Hood River Engineering Standards. A copy of the Engineering Standards is available at the City Public Works office or on line at [www.ci.hood-river.or.us](http://www.ci.hood-river.or.us).

Prior to any site work a Construction Site Permit is required.

A pre – submittal meeting is recommended prior to the engineered design of any public facilities. Prior to issuance of the building permit plans stamped by an engineer licensed in Oregon must be provided for review and approval by the City Engineering Department.

All fees, bonds, and insurance must be provided as per the City of Hood River Engineering Standards.

**Water**

City water is available within the Anchor Way right of way. There is an existing 2" water service to the parcel that may require relocation to avoid the proposed driveway location.



Relocation of the fire hydrant will require abandoning the existing pipe at the connection to the water main and removal of the existing gate valve for the hydrant. The fire hydrant will be required to be installed a minimum of 10' from the existing sanitary sewer service line.

Pipe sizes must be consistent with the City's Water Master Plan.

See City of Hood River Engineering Standards Section 4.6 Potable Water Systems for design and submittal criteria.

### **Sanitary Sewer**

There is an existing 6" sanitary sewer service stubbed out to the property approximately 10' east of the sanitary sewer manhole in Anchor Way near mid property..

Sizing of all pipes must meet the City's Sanitary Sewer Capital Facilities Plan (CFP)

See City of Hood River Engineering Standards Section 4.7 Sanitary Sewer Systems for design and submittal criteria.

### **Streets**

The proposed street cuts may require payment of a street degradation fee based on the age of Anchor Way. If applicable, this fee must be paid with the Construction Permit fee.

A city standard commercial driveway approach will be required. Due to the width, an exception to the maximum width must be approved by the City Council.

See City of Hood River Engineering Standards Section 4.4 Roadways for design and submittal criteria.

### **Storm Sewer**

A Storm Water Management Plan is required as per City Engineering Standards.

Sizing of all pipes must meet the City's Stormwater Utility Capital Facilities Plan (CFP)

See City of Hood River Engineering Standards Section 4.5 Stormwater Management for design and submittal criteria.



CORPORATE OFFICE

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RECEIVED

SEP 04 2014

CITY PLANNING DEPT.

September 4, 2014

City of Hood River Planning Commission  
Attention: Kevin Liburdy, Senior Planner  
City of Hood River  
211 2nd Street  
P.O. Box 27  
Hood River, Oregon 97031

By Hand Delivery and Regular Mail

Re: File No. 2014-11 -- Zone Change from General Commercial (C-2) to  
Light Industrial (LI) – Tax Lots 127, 128 and 129

Dear Members of the Planning Commission

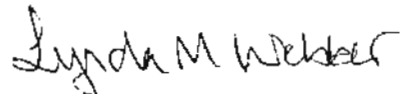
Our company, Hood River Distillers, Inc., is the owner of Tax Lot 103 which is located immediately to the southwest of the property that is the subject of the above-referenced land use proceeding. The purpose of this letter is to register our company's support for the zone change of Tax Lots 127, 128 and 129 from General Commercial (C-2) to Light Industrial (LI).

In 1969, our company became the first industrial business to locate in this area. At that time, the area was proposed as an industrial park where businesses such as ours could locate and grow. And, for the past 45 years, that is what we have done. Unfortunately, during the past two decades, we have found ourselves in an adversarial position where we have had to oppose the rezoning of nearby industrial land as well as various attempts to locate incompatible uses in close proximity to our operations. It is refreshing that this proposal returns approximately 2.33 acres to Light Industrial zoning which had been changed to General Commercial not too many years ago. Following this zone change, the only parcel in our immediate area that will still be zoned General Commercial is Tax Lot 126, the small parcel located immediately to the north of the proposed site, where Solstice Wood Fire Café & Bar is located.

We are encouraged by the return of the Light Industrial zoning to our area. We are also pleased by the new development that has been completed near our property in the last two or three years, including businesses such as Ryan's Juice and Turtle Island Foods. This kind of light industrial development, bringing employment opportunities to the local residents of Hood River, is just what we hoped for when we moved to this area in 1969.

Our company continues to grow and we plan to expand on our property within the next few year. We strongly believe that commercial or residential uses in our immediate area have the potential to be quite harmful to our operations and we will continue, as we have in the past, to oppose any land use decisions that would result in commercial or residential intrusions into our immediate area.

Very truly yours,



Lynda M Webber  
Vice President/General Manager

JSV/tkb

cc: Port of Hood River c/o Michael McElwee