

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM  
GRANT APPLICATION FORM  
2015**

**APPLICATIONS DUE 4:00 PM, June 12, 2015**

<b>Type of Grant:</b> Please indicate Category 1 or Category 2	Category 2
<b>Project Title:</b>	Hood River Westside Area Plan
<b>Primary Applicant Jurisdiction:</b>	City of Hood River
<b>Mailing Address:</b>	211 2nd Street
<b>City/Zip:</b>	Hood River <span style="float: right; border: 1px solid black; padding: 2px;">97031</span>
<b>Contact Person:</b>	Kevin Liburdy, Senior Planner

		<b>MATCH</b>	
		<b>YES</b>	<b>NO</b>
<b>Other Local Jurisdictions involved in the project:</b>	Hood River County	<input checked="" type="radio"/>	<input type="radio"/>
	Mid Columbia Housing Authority	<input checked="" type="radio"/>	<input type="radio"/>
		<input type="radio"/>	<input type="radio"/>

<b>Telephone:</b>	(541) 387-5224
<b>Fax:</b>	(541) 387-5289
<b>Email:</b>	Kevin@ci.hood-river.or.us
<b>ODOT Region (1 - 5):</b>	Region 1

**Summary Description of Project:** This section must be completed. Do not refer to text within the application form. In 2 or 3 sentences, describe what will be done and the expected outcome (e.g. The project will result in an access management plan for Black Spot Highway. The plan will be developed in partnership with ODOT based on an analysis of needs, along with input from community workshops and one-on-one contact with property owners along the highway.)

The project will produce the Westside Area Plan, a land use and transportation master plan for a 420-acre project site located on the Westside of Hood River. The goal of the project is to develop an integrated land-use and transportation area plan for the Westside of Hood River that facilitates the development of affordable housing, higher densities and mixed-use development. The plan will lead to improved connectivity to commercial centers and a variety of convenient transportation choices. The project will result in local street network plan with facilities and amenities to encourage bike and pedestrian use.

**TRANSPORTATION AND GROWTH MANAGEMENT PROGRAM  
GRANT APPLICATION FORM  
2015**

**SUMMARY OF PROJECT BUDGET**

**Project Title:** Hood River Westside Area Plan

**Jurisdiction:** City of Hood River

	TGM Funds Requested	Local Match*	Total Project Cost
<b>Eligible Grantee Expenses [Labor (salary plus benefits) and Direct Expenses]</b>	[ ]	\$28,600.00	\$28,600.00
<b>Consultant Personal Services</b>	\$170,000.00		\$170,000.00
<b>TOTAL</b>	\$170,000.00	\$28,600.00	\$198,600.00

\*This amount should be a minimum of 12 percent of the total project budget, or: \$23,181.00

We will be providing a cash local match:     Yes         No

**I understand that, if used, consultant selection will follow the policies and requirements of the ODOT Procurement Office:** <http://www.oregon.gov/ODOT/CS/OPO>

Initial:

**Initial one of the following statements.**

This application was prepared by staff of the primary applicant or staff of one of the involved jurisdictions listed on page 1.

Initial:

This application was prepared by the following compensated consultant:

Consultant Name:

Initial:

Authorized Signature:

Title:

Printed Name:

**Did you mail the  
hard copy of your  
application?**



# TRANSPORTATION AND GROWTH MANAGEMENT (TGM) 2015 GRANT APPLICATION FORM

Please read the Application Packet carefully before completing this application. You must submit your complete application both electronically and via postal mail.

Examples of successful applications and guidance on project costs are available on the TGM Grants page on the Web: [egov.oregon.gov/LCD/TGM/grants.shtml](http://egov.oregon.gov/LCD/TGM/grants.shtml).

**Please limit application to 10 pages.**

The answer fields below will expand as you type.

ORGANIZATION NAME City of Hood River and Hood River County	PHONE 541-387-5224
CONTACT PERSON NAME AND TITLE Kevin Liburdy, Senior Planner	CONTACT PERSON E-MAIL Kevin@ci.hood-river.or.us
PROJECT TITLE HOOD RIVER WESTSIDE AREA PLAN	

## Section One: GRANT ELIGIBILITY REQUIREMENTS

### 1. Clear Transportation Relationship

The project will produce the Westside Area Plan, a land use and transportation master plan for a project site of approximately 420 acres located on the Westside of Hood River. The goal of the project is to develop an integrated land-use and transportation area plan for the Westside of Hood River that facilitates the development of affordable housing, higher densities and mixed-use development. The project site consists of about 530 properties and is located primarily in the City of Hood River with 158 acres in the County UGA. The project will refine the transportation network in the plan area. The project will coordinate and update the City and County TSPs relative to the project area plus include new street standards to support active transportation, green streets and meet other needs. Through an alternatives analysis, this project will resolve needed street connections. The site presents challenges to street connectivity due to topography and other issues that will be addressed through the project. The site is within one-mile proximity to a commercial area along Cascade Ave/Highway 30 presenting opportunities for active transportation for future residents to access shopping and jobs. The project will also provide transportation infrastructure project cost estimates and identify funding strategies. The project will analyze the plan's transportation impacts on the existing system and determine if off-site mitigation is needed. The project site includes a future school site. The Westside Area Plan will provide safe routes to the future school. The Hood River County Transportation District will serve on the Project Advisory Committee. Denser development may facilitate fixed route transit (Columbia Area Transit is currently a Dial-a-Ride service). The master plan will refine the Parks District's

Westside Trail through the project site and provide an off-street pedestrian and bicycle connection to Cascade Ave/Hwy 30.

## **2. Adoption of Products to meet Project Objectives**

The project will result in adoption-ready material. Public hearings will be a part of the TGM project, or subsequent to it, depending on the ultimate grant award. The project will include amendments to the City and County's respective Transportation System Plans, Comprehensive Plans, zoning maps and ordinances for implementation of the Westside Area Plan. The project will also include funding strategies, policy recommendations and future actions for public investments for plan implementation elements such as a public school, public parks and non-profit housing developments.

## **3. Support of Local Officials**

This project has the full support of staff and officials at the City of Hood River and Hood River County. The Hood River City Council adopted Resolution #2015-09 on May 26, 2015 and the Hood River County Board of Commissioners adopted Resolution #2015 on May 18, 2015 supporting application for a TGM grant. Mid Columbia Housing Authority, Hood River County School District, Hood River County Transportation District and Hood River Valley Parks and Recreation District have also provided letters of support. Resolutions and letters of support are attached.

## **Section Two: Award Criteria**

### **1. Proposed Project Addresses a Need and Supports TGM Objectives**

**BACKGROUND:** The Westside Hood River project area comprises approximately 420 acres (262 acres within the city limits, 158 acres outside the city limits and within the Urban Growth Area) and includes most of the City's supply of developable land for future growth. Much of the project area is also within the Interchange Access Management Plan Overlay Zone for Exit 62 of Interstate 84. The north edge of the area is bounded by Cascade Ave/Hwy 30--the old Columbia River Highway—a commercial strip with supermarkets, drugstores, restaurants and other retail. The topography is challenging with a steep grade and rocky ridges separating the commercial strip from the rest of the project area. Near the center of the project area, the Hood River County School District has purchased a 17-acre property intended for a new school. The Hood River Valley Parks and Recreation District is developing the Westside Trail that starts at the south project boundary with plans to connect to Cascade Ave/Hwy 30.

**PROBLEM:** The City of Hood River has recently completed a Housing Needs Analysis (HNA) and Residential Buildable Lands Inventory (BLI). Through that process the City determined that it barely has enough land to accommodate expected growth in the next 20 years without expanding the Urban Growth Boundary. The HNA findings show an undersupply of land zoned for multi-family units. In order to meet its housing needs, the City will need to use land more efficiently and increase the density of future developments. The project area was zoned 30 years ago when it was still on the periphery of the City. The project area is predominantly zoned for low density residential (approximately 5.3 dwelling units per net acre).

The Westside project area contains most of the vacant land available for Hood River's growth, including several large parcels of 20 acres or more. While most of the City's developable properties are within this area, development between Cascade Ave. and May Dr. is challenging due to topography, soil conditions, existing parcelization and right-of-way constraints that affect the options available for development of a well-connected street network. While the 2011 TSP proposes a future north-south arterial, there is debate about the location and functional classification of that road and whether it best serves community objectives for the

area. Most of Hood River's new roads will be developer funded and the dramatic elevation changes makes road building very expensive. The high costs of road construction may inhibit new development. There is also uncertainty on the route of east-west streets. Many developable parcels are unbuildable until access is resolved.

**PROJECT PURPOSE AND EXPECTED OUTCOMES:** This purpose of this project is to produce a Westside Area Plan that results in more efficient, higher density, mixed use neighborhoods with affordable housing, improved connectivity to commercial centers and a variety of convenient transportation choices. The project will result in a more certain local street network plan with facilities and amenities to encourage bike and pedestrian use. A comprehensive approach to the design of the local street network will result in a more efficient transportation system and greater predictability for developers. The plan will look at funding options such as Proportionate Share Districts so that costs are spread more equitably between property developers. The project will include zoning regulations and zoning map changes to encourage higher density development, particularly the development of multifamily housing units. A strong focus of this project will be to increase the City's long-term supply of affordable housing. For example, selected areas of the project site may be rezoned from low density residential (R-1) to standard or high density urban residential (R-2 or R-3) or General Commercial (C-2) for areas targeted for mixed-use development. Developer incentives may be created to encourage affordable housing (e.g. density bonuses, fast track permitting, and/or deferred system development charges and permitting fees). Hood River is known for offering its residents an outstanding quality of life. The new zoning regulations will not only increase density, but will also include design standards addressing building design, parking, landscaping, pedestrian and bicycle access and connectivity and other site elements to ensure vibrant, attractive neighborhoods.

The project is intended to achieve the following TGM objectives:

**Provide transportation choices.** The project area is currently auto dependent including a commercial strip geared towards cars and residential subdivisions with low Walkscores. The existing north-south streets that connect with Cascade Ave/Hwy 30 generally lack sidewalks and feature grades that are difficult for bicyclists. A key project objective is to plan a multi-model transportation network with connectivity to the commercial area along Cascade Ave/Hwy 30, make walking or biking for feasible for some trips and encourage the creation of new walkable neighborhood centers. The Plan will determine safe routes to the future school located near the center of the project area and facilitate completion of the Park District's off-street Westside trail.

**Create communities.**

A key objective is to integrate land uses, transportation and urban design elements to create attractive, walkable neighborhoods. The project will provide for a variety of housing types for a diversity of residents along with work places, shops, a school and parks. Much of the area has the potential to be a "20 minute neighborhood" where most residents have convenient access to many of the places and services they use daily, including local markets, restaurants, schools and parks within a one-mile walking distance.

**Support economic vitality.** Area employers need affordable housing in order to attract and retain workers; Hood River's high housing prices make it harder for local businesses to compete for employees. A prime objective of this project is to increase the supply of affordable housing units. The need for affordable housing is demonstrated in part by Mid Columbia Housing Authority's contribution towards the TGM grant match. Very little market rate multi-family housing has been developed in Hood River in the last 25 years. The Plan will remove zoning and TSP barriers to support multi-family and mixed-use development to allow new neighborhood centers with retail and offices. To ensure the affordable housing goes to those who need it, income limits will be stipulated for some or many of the units. The project will encourage the creation of affordable rental units and also provide opportunities for home ownership for families earning between 80% and 120% of area median income. The project will explore methods to keep affordable housing affordable

over time by eligibility requirements based on income and limiting annual appreciation of home values by deed restriction. Another objective is to increase the multi-modal connectivity between the developable upland area and the commercial corridor along Cascade Ave/Hwy 30. Leveraging the close proximity to an established commercial area will allow many residents to walk or bike for everyday errands, reducing transportation costs.

**Save public and private costs.** The Westside Plan will lead to more compact development and reduced sprawl. By using land more efficiently, Hood River can delay UGB expansion for the next 20 years. Efficient land use is particularly critical for Hood River as the urban area is constrained by resource land that is undevelopable or highly protected by regulation: the City is bounded by the Columbia River to the north, the Columbia Gorge National Scenic area restricts expansion of the Urban Area to the east and west, and south of the City are some of the country's most productive orchards which are designated High Value Farmland. Compact development does not only consume less land, it is more economical for local governments to develop and maintain in the long run. There are shorter roads, water and sewer pipes to build, repair and maintain and shorter bus routes for the school district.

**Promote environmental stewardship.** The Hood River City Council made "greening" the City's infrastructure a priority goal for 2015 including reducing stormwater runoff and improving the water quality of the remaining runoff. The TGM project will investigate street design alternatives that include Low Impact Development elements such as bioswales to infiltrate stormwater and minimized street width to reduce impervious surfaces, runoff and heat island effect. The Council passed a resolution in support of Carbon Pricing to reduce greenhouse gas emissions and the TGM project dovetails well with the goal of reducing the City's carbon footprint. It is well documented that compact, higher density, walkable developments reduce vehicle miles traveled and greenhouse gas emissions.

## **2. Proposed Project is Timely and Urgent**

The project is very timely because the City of Hood River is just completing a Housing Needs Analysis (HNA) and Residential Buildable Lands Inventory. The 420-acre Westside project area represents the largest undeveloped section of Hood River with several vacant parcels in excess of 20 acres (see attached Buildable Lands Inventory map). These large, undeveloped tracts represent a unique opportunity to create new compact, pedestrian-friendly neighborhoods. A master plan will serve to gain consensus about the needed zoning and transportation changes for area development to occur.

The HNA determined that Hood River has barely enough land to accommodate the next twenty years of growth. In order to accommodate population growth without expanding the UGB in the 20-year planning time frame, Hood River must use land more efficiently than it has in the past. The HNA specifically recommended that increased density and multi-family units be created near developed commercial corridors—like Cascade Ave/Hwy 30.

Between 1990 and 2013 Hood River's population grew at an average annual rate of 2.1%, faster than the nation as a whole (1%), Oregon (1.4%) and Hood River County (1.4%). This steady growth has spurred a need for new residential construction. Many of the City's largest undeveloped parcels are in the Westside project area, but development has been thwarted by a lack of certainty about the local street plan and challenging topography. The current TSP was developed prior to the LIDAR technology that will be used in this project to provide a more accurate assessment of terrain. Refinement of the local street plan is expected to help facilitate development of property purchased by Hood River County for an affordable housing development by Columbia Cascade Housing Corporation, the development arm of the Mid-Columbia Housing Authority.

Additionally, the TSP shows a future north/south minor arterial bisecting the project area. Recently, several property owners expressed a desire to explore alternatives to that arterial's location, functional classification and design. This planning project will allow the City to investigate potential scenarios for connecting and prioritizing its street and multi-modal transportation system to provide access to buildable properties. While the Westside has great development potential, it is also burdened by haphazard and incomplete transportation facilities from earlier times: streets without sidewalks, cul-de-sac subdivisions, dangerous routes to schools and poor connectivity. This planning and land use effort will address those issues and seek to provide a wide range of transportation choices including transit. The TGM grant will allow a more comprehensive and integrated approach to the area's transportation system which has suffered in the past from piecemeal planning on a parcel by parcel basis.

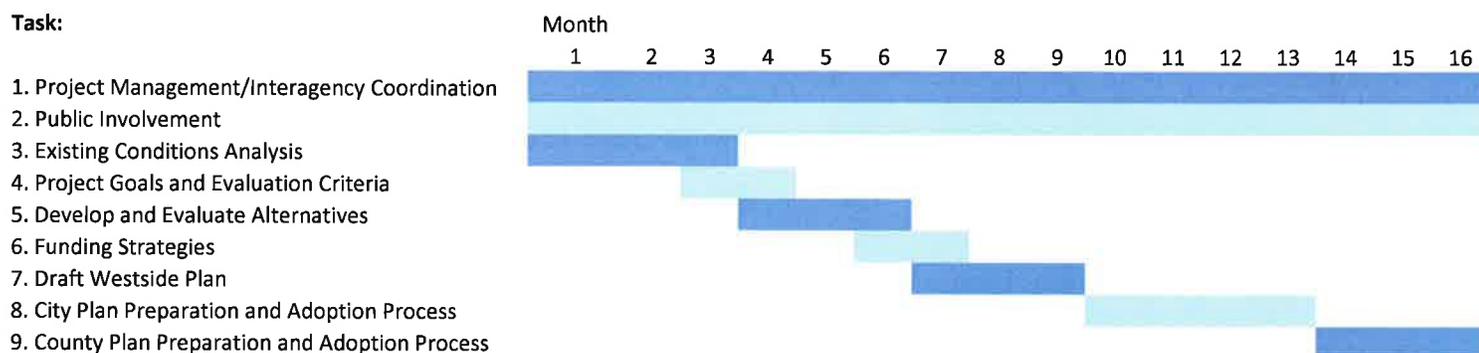
Hood River's housing affordability gap is a problem that is getting worse with time. Per HUD standards, more than 30% of the city's residents are cost burdened by rent or house payments. House prices have escalated in Hood River at a rate far above the state average. The stubborn problem of affordable housing should be tackled now before it becomes worse and low to moderate wage earners and their families are forever priced out of living in Hood River. An innovative aspect of this planning effort is that it will target the creation of additional affordable, particularly multi-family, housing units as a project goal.

Both the Hood River City Council and Hood River County Board of Commissioners made affordable housing a top priority in their goal-setting sessions this year. Additionally, the Westside Area Plan addresses two of the Governor's Regional Solutions Team priorities for the North Central Region: "Attainable housing" and "Public transportation, access and freight."

### **3. Proposed Project Approach is Reasonable**

This is a well-considered joint project between the City of Hood River and Hood River County with broad stakeholder support as demonstrated by the support letters. Most of the project area is within the city limits but 158 acres are within the Urban Growth Area where land use is regulated by Hood River County (properties are annexed into the City in association with development). City and County staff are organized and prepared to partner with a consultant to develop the Westside Area Plan. The consultant will provide technical assistance and facilitate meetings, and the City and County staff will organize the public involvement with support from the consultant. The project approach is standard for a master plan. Day-to-day project management will be overseen by Kevin Liburdy, Senior Planner for the City of Hood River. In addition to coordinating between the City and County, the following agencies are prepared to participate and collaborate: Mid-Columbia Housing Authority, Hood River County School District, Hood River Valley Parks and Recreation District, and Hood River County Transportation District.

## Westside Area Plan Project Timeline 16 Months



Here are the major project tasks:

### Task 1: Project Management/Interagency Coordination

Senior Planner Kevin Liburdy, will act as the Project Manager for the Westside Area Planning Project. His role is to manage the project schedule and budget, organize the public involvement process, convene advisory committee meetings, public open houses and public hearings, facilitate the consultant's access to necessary materials and information, keep local officials and the media informed about the project and contribute to the draft plan elements. Kevin will coordinate the process with Hood River County Community Development Department staff, Mid Columbia Housing Authority and other affected parties. The consultant will be responsible for technical analysis; meeting facilitation; creating alternatives for transportation facilities and zoning regulations; incorporating staff, partner agency and community feedback into the plan; and managing any sub-consultants.

### Task 2: Public Involvement

Meaningful, productive public involvement will be a cornerstone of the project. A shared community vision for the area is best arrived at through a robust, inclusive public process. The public involvement process will include a Project Advisory Committee (PAC) composed of agency partners, property owners, neighbors and other stakeholders. The PAC will serve as the review and steering committee for development of the plan, establishing the project objectives and specific criteria to be used to evaluate alternatives. There will be a public open house at the beginning of the project to inform the Existing Conditions Analysis and a second open house to allow opportunity for community input on the street network and zoning code and map alternatives. Public hearings will be held to adopt Westside Area Plan and recommended amendments to TSPs, land use regulations and zoning map. The City and County's websites will have a section dedicated to the Westside Area Plan describing the status and goals of the project, announcements of upcoming meetings, opportunities for involvement, draft and final work products. Outreach materials and notices will be prepared and distributed to property owners of the project area. The media will receive regular information on the project. Elected officials at both the City and County will receive periodic progress updates.

### Task 3: Existing Conditions Analysis

The consultant will produce a Technical Memorandum documenting the following:

- City and County transportation and land use plans, regulations and policies for the project area will be reviewed and evaluated, including the TSP and IAMP for both jurisdictions. The analysis will also incorporate the planning efforts of partner agencies such as the Hood River County School District's Capital Facilities Plan for their vacant property on May Street and Hood River Valley Parks and

- Recreation District's Master Plan 2012 which calls for the Westside Trail to traverse the project area.
- The existing and TSP-proposed street network for the area will be evaluated and mapped. Newly available LIDAR mapping provided by the County will allow a more comprehensive, detailed analysis and understanding of topographical constraints. Data will be compiled on the existing street system, vacant lands, planned future land uses, and natural resources. The nature and extent of environmental and topographical constraints to extending the area street system to address circulation issues and accommodate future development will be evaluated.
  - The analysis will build off the work of the City's recently completed Residential Buildable Lands Inventory and Housing Needs Analysis and look at the project area in detail comparing existing development and current zoning map and land-use regulations with the Housing Strategy's recommendation to use land more efficiently and to create more multi-family affordable housing.
  - Through this analysis, conflicts between existing land-use plans and current community goals of creating a compact, diverse, livable neighborhood with a variety of transportation choices will be identified.
  - Opportunities and constraints for connectivity, natural resource protection, and funding strategies for the transportation facilities will be described.

#### **Task 4: Project Goals and Evaluation Criteria**

Following preparation of the *Existing Conditions Analysis* and initial public input, the consultant, in coordination with staff, will develop draft project goals and evaluation criteria. The PAC will review the draft, make changes and approve final goals and evaluation criteria for the project. The PAC role's is to ensure that the project goals reflect the character of the community and its vision for the future of the Westside Area. Once the goals are established, the PAC, consultant and staff will develop evaluation criteria that can be used to systematically compare and evaluate alternatives for the transportation, land use and affordable housing goals of the project. Some of the criteria may be qualitative in nature, while other evaluation criteria will be quantitative. For instance, quantitative criteria might include such things as land consumption under different densities of residential development measured as housing units per acre using sketch planning and GIS tools.

#### **Task 5: Develop and Evaluate Alternatives**

- Consultant and staff, with guidance from the PAC, will develop street network and zoning alternatives to meet the project goals of compact, pedestrian-friendly, equitable development. New design standards for streets and structures may be part of the plan. Innovative zoning regulations, policies and partnerships will be considered to advance the City/County's goal of creating a larger and more durable supply of affordable housing.
- A technical report will be produced which details the transportation facility and land-use planning alternatives under consideration. The report will include planning level cost estimates for the alternatives.
- Opportunities will be provided for PAC and public comment on the alternatives through committee meetings and a public open house.
- A Preferred Alternative will be selected according to the project goals and evaluation criteria previously established by the PAC.

#### **Task 6: Funding Strategies**

A Funding Strategies Report for Preferred Alternatives will be prepared to guide future public and private transportation infrastructure investment and planning. Cost estimates will be refined. This is an essential part of the process as complex funding may be necessary to achieve the project's affordable housing objectives.

#### **Task 7: Draft Westside Area Plan**

The consultant will prepare a draft Westside Area Plan along with adoption-ready text needed for implementation, including TSP amendments, Comprehensive Plan amendments, zoning map and/or ordinance changes for both the City of Hood River and Hood River County. The Plan may also include policy recommendations for mechanisms such as new tax incentives for affordable housing projects and public financing programs to be developed. The Draft Plan will contain maps and graphics to clearly illustrate key components of the plan. The draft plan will be reviewed by the PAC and made available to the public on the City and County's websites. There will be a joint Planning Commission/City Council workshop meeting on the Draft Plan.

**Task 8: City Plan Preparation and Adoption**

Based on feedback on the draft plan, the Consultant will prepare the final Westside Area Plan. The Plan may include TSP Amendments, amendments to the zoning map and regulations, and policy recommendations. City staff will take the plan through the adoption process at the City including Planning Commission and City Council public hearings. The consultant will provide support throughout the adoption process and attend the public hearings.

**Task 9: County Plan Preparation and Adoption**

Hood River County Community Development Director John Roberts will oversee the adoption process at the County including notice to DLCD and public hearings before the Planning Commission and Board of Commissioners. The project manager and consultant will continue to provide support throughout the adoption process and attend the public hearings.

TASK	LOCAL COSTS	CONSULTANT COSTS
1. Program Management/Interagency Coordination	\$3,500	\$8,000
2. Public Involvement Program	\$4,500	\$15,000
3. Existing Conditions Analysis	\$3,000	\$25,000
4. Project Goals and Evaluation Criteria	\$1,500	\$15,000
5. Develop and Evaluate Alternatives	\$3,600	\$50,000
6. Funding Strategies	\$1,000	\$10,000
7. Draft Westside Area Plan	\$3,500	\$30,000
8. City Plan Preparation and Adoption	\$3,000	\$15,000
9. County Plan Preparation and Adoption	\$5,000	\$2,000
Totals:	\$28,600	\$170,000

#### 4. Proposed Project has Community Support

The attached resolutions and letters demonstrate strong local support for the project and the high level of collaboration between agencies expected in this effort. Not only is there support from local agencies but from other stakeholders as well, including local property owners and Hood River's long-standing land use advocacy non-profit organization.

SOURCE
1. City of Hood River
2. Hood River County
3. Mid Columbia Housing Authority
4. Hood River County School District
5. Hood River County Transportation District
6. Andy von Flotow, property owner
7. Ross Brown, property owner
8. Hood River Valley Parks and Recreation District
9. Hood River Valley Residents Committee

#### 5. Proposed Project Sponsor Readiness and Capacity

This project will be managed by Kevin Liburdy, Senior Planner at the City of Hood River. Kevin has been a planner for the City of Hood River for eight years with prior experience as a planner for Hood River County and the City of Sandy. Kevin has actively participated in numerous legislative planning projects at the City including the 2011 Transportation System Plan update, 2011 Economic Opportunities Analysis, 2014 Waterfront Refinement Plan, and the 2015 Buildable Lands Inventory/Housing Needs Analysis. City of Hood River Planning Director, Cindy Walbridge has implemented a number of TGM projects and she will support Kevin in managing this project.

Approximately, 158 acres of the project area is outside the city limits but inside the UGA. The Urban Growth Area Management Agreement between the City and County requires that legislative land use amendments to the UGA Comprehensive Plan be adopted first by the City and then by the County. Therefore, the project will be primarily managed by City Planning staff but in close partnership with the County Community Development Department. HRC Community Development Director John Roberts will serve on the Project Advisory Committee and oversee the County plan adoption process. The County will also provide technical support including LIDAR and other topographical mapping information.

The City of Hood River has a solid record of successfully implemented TGM funded projects, including Transportation System Plan (2011) and Interchange Access Management Plans for I-84 Exits 62, 64 and 65 (2012). Hood River County implemented a TGM project to update its Transportation System Plan in 2003. Subsequently, the County has adopted updates to the City of Cascade Locks and City of Hood River TSPs for areas within their respective UGBs.

## 6. Proposed Project is Innovative

Governor Kate Brown has made affordable housing one of her top priorities pushing an ambitious plan to invest \$100 million to create 4,000 new units over the next five years. While the affordable housing shortage is a statewide problem, it is particularly felt in Hood River where median home values have escalated from \$197,160 to \$314,200 in just the last 10 years. The City's recent Housing Needs Analysis showed that more than 30% of our residents are housing cost burdened.

The high cost of housing has a transportation impact: increasingly Hood River workers are choosing to "drive til they qualify" by living 10 to 40 miles away in communities with cheaper housing costs. This necessitates ownership of a car creating an added financial burden as gas prices rise. Increased commute traffic also translates into more road building and repair costs, congestion and increased greenhouse gas emissions. Indeed, Hood River's high housing costs can lead to the opposite results of many of the TGM program goals.

Increasing Hood River's supply of affordable housing is one of the Westside Plan's core goals, an innovative outcome for an integrated transportation and land use planning project. The planning effort will not only lead to new affordable units, it will make living in each of those units cheaper with a neighborhood design that reduces household transportation costs. The project aims to increase density and create multi-family housing for a wide diversity of residents within a vibrant neighborhood with a variety of transportation choices. Affordability includes more than rent or mortgage payments, it also includes the transportation costs of living in a particular neighborhood. For many low-income people, transportation is their second highest expense after housing. The Westside Plan seeks to reduce the transportation costs of that neighborhood by creating a convenient community where shopping, schools, parks and employment are close and accessible by foot, bike or transit. For many households, these transportation choices may mean they only need one car instead of two, or that a car share program would work for them.

The project may utilize the following strategies to achieve its affordable housing objectives:

- Develop master plan and policy framework for energy efficiency considering district heating/cooling, onsite solar and sustainable design for new affordable housing units. Consider policy supporting *Build It* or LEED standards for future development.
- Develop policy framework and/or zoning language for developer incentive program(s) for affordable housing, including percentage thresholds for affordable units and tax abatement program.
- Develop policy framework to create a community land trust to ensure long-term housing affordability.
- Develop master plan and policy framework for compact development including reduced parking requirements, and TDM measures including onsite carshare program and bike-friendly design features to support active transportation.
- Include health outcomes as an evaluation criterion for the alternative analysis.

**RACIAL AND ETHNIC IMPACT STATEMENT**

**This form is used for informational purposes only and must be included with the grant application.**

Chapter 600 of the 2013 Oregon Laws require applicants to include with each grant application a racial and ethnic impact statement. The statement provides information as to the disproportionate or unique impact the proposed policies or programs may have on minority persons<sup>1</sup> in the State of Oregon if the grant is awarded to a corporation or other legal entity other than natural persons.

- 1.  The proposed grant project policies or programs could have a disproportionate or unique positive impact on the following minority persons:

Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 2.  The proposed grant project policies or programs could have a disproportionate or unique negative impact on the following minority persons:

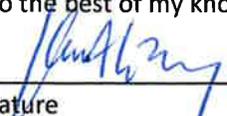
Indicate all that apply:

- Women
- Persons with Disabilities
- African-Americans
- Hispanics
- Asians or Pacific Islanders
- American Indians
- Alaskan Natives

- 3.  The proposed grant project policies or programs will have no disproportionate or unique impact on minority persons.

If you checked numbers 1 or 2 above, on a separate sheet of paper, provide the rationale for the existence of policies or programs having a disproportionate or unique impact on minority persons in this state. Further provide evidence of consultation with representative(s) of the affected minority persons.

I HEREBY CERTIFY on this 12<sup>TH</sup> day of JUNE, 2015, the information contained on this form and any attachment is complete and accurate to the best of my knowledge.

  
Signature  
Printed Name: KEVIN LIBURDY  
Title: SENIOR PLANNER

<sup>1</sup> "Minority persons" are defined in SB 463 (2013 Regular Session) as women, persons with disabilities (as defined in ORS 174.107), African-Americans, Hispanics, Asians or Pacific Islanders, American Indians and Alaskan Natives.