

EXCEPTION: AREA SOUTH OF PARKDALE (MAP #41)

I. PURPOSE: The following is a review of the area south of Parkdale to determine if the existing designation complies with the four (4) criteria listed in Goal 2 that must be met before allowing an exception (i.e.; need, alternatives, consequences, and compatibility). Furthermore this review is also to determine whether the area is built upon or irrevocably committed to development. Land use characteristics analyzed to determine whether the area is built upon or committed include: (a.) adjacent uses ; (b.) public services such as water and sewer lines, etc.;(c.) parcel sizes and ownership patterns; (d.) neighborhood and regional characteristics; and (e.) natural boundaries.

Due to the preponderance of evidence against the area meeting the requirements of the exceptions process and the criteria for establishing whether the area is built or committed an attempt to justify the request was not presented.

II. ORIGINAL EXCEPTION: Exception #2, Mt. Hood Planning Unit Plan, 1977. (See Attachment "A".)

III. LOCATION: Approximately two (2) miles south of Parkdale along Clear Creek Road; in portions of 1S 10E 18, and 1S 10E 19, and 1S 10E 24. (See Attachment "B".)

IV. BACKGROUND DATA:

A. Soils: Hutson fine sandy loam 0 - 65% slopes; agricultural suitability VIe and VIIe; and Forest Cubic Site Class 4 and 5.

B. Total Acres: Approximately 553 acres are involved in this area.

C. Plan Designation: Rural Residential and Forest.

D. Zoning: Rural Residential 5 acre; (plan designation to the southwest - Forest, zoning - Rural Residential 5 acre. This is incorrect the County must correct the zoning in this particular area to reflect the Plan).

E. Land Use: Primary land uses in the area - timber and agriculture and related uses. The majority of the area is dominated with tree cover. Evans Creek diagonally bisects the site running south to north and portions of the site are within the Evans Creek drainage basin. Six dwelling units exist within the area including farm use buildings and other resource buildings.

Approximately 44 acres are in some form of farm use, of that approximately 10 acres are in orchard land. 120 acres are under some form of forest tax class. 151 acres are designated Hood River County forest land. The remaining 200+ acres are classed as tract land however the majority of these land, are not developed and are mostly timber and brush.

F. Development Potential: Approximately 70 to 80 lots generating approximately 154 to 176 persons

EXCEPTION: AREA SOUTH OF PARKDALE

G. Services and Facilities:

1. Crystal Springs: 2" water line extends up Clear Road about 1/4 mile into the area.
2. School busing.
3. Parkdale Rural Fire Protection Department.
4. Sewage: primarily septic tank and drainfield systems.
5. Sheriff's patrol or on call.
6. Road access includes Clear Creek Road; Evans Creek Road; McIntosh Drive; and Lawrence Drive.

H. Parcel Sizes: Average parcel size in area 17.31 acres. Parcel sizes within the area are presented in the following table:

TABLE I  
PARCEL SIZES IN AREA

<u>Acres</u>	<u>1-5</u>	<u>6-10</u>	<u>11-15</u>	<u>16-20</u>	<u>21-25</u>	<u>26-30</u>	<u>31-35</u>	<u>36-40</u>	<u>41-50</u>	<u>51-60</u>	<u>160</u>
Parcels	17	5	1	4	0	1	0	3	1	0	1

Adjacent parcels sizes to the area include: north and northeast; 16, 18.40, 22.05, 21.62, and 44.45; east; 58.00, 10.49, 4.41, and 36.50; southeast south and southwest; 120, 34, and 40 and; west; 160 and 640 acre.

I. Ownerships: Large ownerships include: (1.) Edelweiss Meadows Oregon Ltd, 151 acres; (2.) Hood River County, 152 acres; and (3.) China Hill Farms, 34 acres.

J. Partitions: Between 1976 and 1981 seven partitions were approved creating 11 parcels in 1S 10E 18. Parcel sizes vary from 5 to 9 acres.

V. REPORTS: EXCEPTION PROCESS AND BUILT ON OR COMMITTED EVALUATION.

A. Exceptions Process:

1. Need: (Why these other uses should be provided for.)
  - a. It is questionable whether adequate justification has been presented justifying need in this particular location for 553 acres to be designated Rural Residential. If a need can be justified the question is raised is this the proper location to accommodate that need.

## EXCEPTION: AREA SOUTH OF PARKDALE

- b. The Mt. Hood Plan (County) provides limited support justifying additional growth in this location rather than around existing growth areas. The US Forest Service Final Environmental Statement has incorporated the County's adopted plan into it's own plan. The justification within the County's plan does not meet the LCDC criteria or guidelines.
- c. The need for growth should neither be based solely upon support of continued growth trends, to assist market demand for rural non-farm houses and/or due to the particular desires of the property owner. Justification must be presented that there is a need for growth in this particular area rather than within or around existing growth areas such as Parkdale, Odell, Mt. Hood etc. This has not been presented within the exception.
- d. Regarding forest and agricultural resources; is there a need now to allow additional residential growth adjacent to Hood River County forest land and other private lands designated EFU or primarily forest rather than or adjacent to established growth areas.

After compliance the County may want to consider evaluating the County for potential areas to accomadate second home recreational developments if the need exists and can be adequately justified.

- e. Surrounding existing zoning allows limited growth to accommodate the rural lifestyle while preserving the existing resource base important to the County's economy. The resource zones of EFU and Forest allow development on 20 and 40 acre parcels. Consequently to state that the County does not allow growth in the rural areas is not a true statement.
2. Alternatives: (What alternative locations within the area could be used for residential.)
- a. Alternative areas for residential development currently exist or have potential. Primary areas include Parkdale, Odell, Mt. Hood, the Urban Growth Areas in both the cities of Hood River and Cascade Locks. It must be recognized that the County contains only approximately 138 square miles of private land and can only accomodate so much growth without impacting substantially the primary economic base of the County. Consideration must be given to overall density imposed by existing population of 15,900 people upon 138 acres or the impacts of an additional 8,000 persons resulting from the existing adopted Comprehensive Plan for the County.
  - b. Substantial growth to the year 2000 can be allocate, within the Urban Growth areas of both the cities, for example, Cascade Locks

## EXCEPTION: AREA SOUTH OF PARKDALE

can accommodate another 1,500 to 2,000 people and the City of Hood River 4,000 to 4,500. Consequently it is highly questionable whether an additional isolated growth area is necessary at this time.

- c. The above designated growth areas already exist and have the potential for accommodating additional growth in the future. Overall they have been built upon or irrevocably committed to non-agricultural and non-forest uses. Service and facilities such as sewer, water, improved roads, etc., either exist or are planned to be expanded in these areas to accommodate projected growth. For example, in Parkdale the following services and facilities exist: sewer and water; schools; community center; improved roads; supportive commercial businesses; etc. The lands surrounding Parkdale are designated resource however limited growth is allowed; also the character of Parkdale can accommodate a rural lifestyle that is desired.
- d. It is projected that the County will grow an additional 8,000 persons by the year 2000 for a total County population of 20,000+ people. Exclusion of this area for residential use would reduce that projection by approximately 176 persons. (Area encompasses 553 acres; potential 5 acre parcels approximately 80; 1980 census figures for persons per household were 2.2, consequently a total population of 176± persons could exist in the area.)

3. Consequences: (What are the long term environmental, economic, social, and energy consequences to the locality, the region, or the State of not applying the forest goal or the agricultural goal or permitting the alternative residential uses.)
  - a. Additional growth can be accommodated now or in the future in the areas outlined in 2 , Alternatives, a through d above; without having negative consequences for the existing timber and agriculture resources and uses in the area.
  - b. Conversion of these lands to residential use will take approximately 553 acres out of some form of timber or agricultural production thereby deleting the primary economic resource base of the County to a certain extent.

Soils indicate Forest Cubic Site Classes of 4 and 5 which are average for Hood River County. Agricultural suitability classes are IVe and VIIe. It has been demonstrated that other similar soil types on surrounding land have an agricultural capability; also they have a definite forest capability.



## EXCEPTION: AREA SOUTH OF PARKDALE

- c. Introduction of residential uses will set a precedent for conversion of resource lands to other more intensive uses.
  - d. The addition of 70 to 80 additional lots or parcels generating a 176± additional persons will necessitate the need for additional services such as road improvements, maintenance, and snow removal, police and fire protection, school bussing, access, etc.
  - e. Additional residential development will have negative impacts on adjacent County and other forest lands (see compatibility comments below).
  - f. Existing rural services in the area include: school bussing; Parkdale Rural Fire Protection Department; limited water service by Crystal Springs Water; and existing access roads such as Clear Creek Road, Lawrence Lake Drive, Evans Creek Drive, and McIntosh Drive. Also there are six (6) existing dwellings and the average parcel size is 17.31 acres. Additional residential development in this area accommodate those seeking a rural lifestyle in a unique environmental part of the County. This area is also in close proximity to other natural amenities such as fishing, hiking, skiing, etc. Justification in this area for residential growth will indirectly assist in justifying the need for isolated second home recreation developments in the County.
4. Compatibility: (Are the proposed uses compatible with other adjacent uses.)
- a. Buffer requirements including deed notification statements are utilized by the County to protect surrounding resource lands from problems and trespass and to avoid nuisance complaints against neighboring farm and forest operations. Generally the burden is upon development to provide the adequate buffers.
  - b. Additional residential development will set a precedent for similar requests on adjacent lands which will increase the negative impacts of non-farm and non-forest uses on surrounding adjacent agricultural and forest lands or described below.
  - c. Some impacts of non-farm uses on surrounding agricultural land include: (1) increased incidents of vandalism and trespass against the agricultural property would be noted; (2) set a precedent for other non-farm uses and supportive facilities and services in the area; (3) overall agricultural management practices would become more difficult; (4) eventually lead to fragmentation of surrounding equitable farming lands; etc.

## EXCEPTION: AREA SOUTH OF PARKDALE

The above impacts have been noted and brought to the Commission`s attention by individuals who are in the profession of farming.

- d. Through studies the Oregon State Department of Forestry has identified impacts resulting from additional non-forest uses on adjacent forest lands. Some include: (1) urban densities restrict economically feasible management practices; (2) Fire danger is increased; fire suppression costs rise, and fire fighting techniques become altered; (3) non-forest use property owner is less likely to be knowledgeable about forest management; (4) economic or social hardship to a neighboring owner who utilizes silvicultural management techniques; (5) inconsistent or conflicting land management policies would result; etc.
  - e. Some lands planned and zoned Rural Residential are County Forest lands approximately 151 acres, these lands must be zoned Forest because the County cannot alienate County Forest land without a vote of the people and this has not occurred in this particular area.
  - f. Some lands are designated Forest however they are zoned Rural Residential. The plan is the law and it prevails and lands designated Forest must and shall be zoned Forest and not Residential.
5. Recommendation: Based upon the above analysis it is felt that the proposed area does not meet the necessary findings to justify an exception to either Goal 3 or Goal 4.

### B. Built or Committed:

An exception is not required for Goals 3 and 4 if findings can be made that the land is: (1) physically developed or built upon or (2) irrevocably committed to non-farm or non-forest uses. The following is an analysis of the land use characteristics to determine whether the site is built or committed.

1. Adjacent Uses: Overall the majority of adjacent uses are either forest or agriculture. Dominant uses to the west, south, and southeast are forestry; while lands to the north and east are agriculture. Remaining other lands directly to the west are County Forest lands. China Farms and Hood River lands exist to the southeast. US Forest lands exists to the west approximately 1/2 mile.
2. Public Services:
  - a. Only service line existing in the area is Crystal Springs and that only extends about 1/4 mile up Clear Creek Road.

## EXCEPTION: AREA SOUTH OF PARKDALE

- b. Other rural services provided include school bussing; rural fire protection; deputy sheriff's patrol or c call requests; road access; and septic systems. Outside of the limited services provided by Crystal Springs urban services such as sewer lines are not provided.

### 3. Parcel Sizes and Ownership Patterns:

- a. There are only six (6) dwellings located on approximately 553 acres. The dwellings are located on the following parcel sizes: 16.53 acres; 9.78 acres; 8.64 acres; 5.16 acres; 1.42 acres; and 93.64 acres. These parcels are not contiguous.
- b. Average parcel size in the area is 17.31 acres which is comparable to EFU 20 acre minimum zoning. Residential parcel sizes usually vary from 5 acres down to 5000 square feet in the Urban Growth Area if public services and facilities are provided.
- c. Large ownerships include: (a) Hood River County - 153 acres contiguous with 1640 acres outside the area; (b) Edelweiss Meadows, Ltd - 151+ acres; and (c) China Hill Farms - 34.67 acres contiguous with 35 acres outside the exception area.
- d. The mere fact that small parcels exist does not alone constitute a basis for commitment. Existing parcel sizes and their ownerships must be considered together in relation to the land's actual use. Rural lands in farm or forest uses have been assembled and disassembled for years.

4. Neighborhood and Regional Characteristics: The primary use in the neighborhood and region has been resource primarily forest and agriculture. All surrounding lands have been zoned either forest or farm. Lands approximately 1/2 mile to the west are under the jurisdiction of the US Forest Service. The nearest development node is Parkdale which is approximately two (2) miles north of the community of Mt. Hood which is approximately 4± miles also to the north.

5. Natural Boundaries: Evans Creek diagonally bisects the area running south to north. Also portions of the area are within the Evans Creek drainage basin. Again, approximately 1/2 mile to the west are lands under the jurisdiction of the US Forest Service.

6. Recommendation: The conclusions derived from the above land use characteristics, specifically 1.; 2. (a.) and (b.); 3. (a.), (b.), (c.), and (d.) ; 4.; and 5; support the position that the area is not built upon or irrevocably committed.

EXCEPTION: AREA SOUTH OF PARKDALE

Proposed Plan and Zoning for the area is noted on Attachment "C".

Through the hearings process, property owners provided an opportunity to further justify an exception according to Oregon Administrative Rule 660-04-000.

- VI. ADDITIONAL JUSTIFICATION: Additional supportive justification is presented in Attachment "D", Planning Commission Minutes May 25th, and Attachment "E", submitted Exhibits.

B. EXCEPTIONS TO STATEWIDE GOALS

In Goal #2 relating to the Planning Process, a method to evaluate and review exceptions to the goals has been developed. Evaluating an exception the following criteria should be taken into account:

1. Why these uses should be provided for;
2. What alternative location within the area could be used for the proposed use;
3. What are the long term environmental, economic, social and energy consequences to the locality, the region or the state from not applying the goal or permitting the alternative use.
4. A finding that the proposed uses will be compatible with the adjacent uses.

Exception #1 - From Goal #3

Goal #3, relating to preservation of agricultural land, states that all land with an agricultural soil suitability of I-IV shall be preserved for agricultural uses. There are two exceptions to this requirement:

- a. The Parkdale Community and surrounding land is on agricultural class II land. It is necessary to take exception from the goal to allow continued use of the community and to allow the use and expansion of the community.
- b. The area parallel to Baseline Road near the East Fork of Hood River has class III farmland, but has been classified Rural Residential.

Exception #2 - from Goal #4

Goal four states that lands composed of existing and potential forest production, which are suitable for commercial forest areas, shall be conserved for forest use.

- a. Four-hundred and 50 acres of land at the south end of Clear Creek Road has been designated as Rural Residential.

Exception #4 - from Goal #13

Goal #13 relating to Energy Conservation requires an exception, since there will be an increase in energy consumption beyond that needed to accommodate our population. Heating, transportation, and construction relating to second home development cause the requirement for an exception.

Goals not applicable to this plan:

- #14 - There is no incorporated community in this planning area.
- #15 - The Willamette Greenway is not located in this Planning area.

The criteria relating to these exceptions are found in the finding of the county, located in the appendix of this plan.

ATTACHMENT "A" 1/2

Kate McCarthy stated that she is in favor of adopting the Mt. Hood Plan, as resented. Mrs. McCarthy stated that she owns land which is suitable for tree farming.

Al Solle, Mt. Shadows, questioned whether the zoning will effect the Mt. Shadows Subdivision. The County Planner advised that Mt. Shadows will be in the forest zone classification and all pre-existing lots of record will be allowed to have one residence and all new lots will require a minimum forty acre lot. The County Planner further advised that Mr. Solle would be able to construct one dwelling on his pre-existing lot.

No other persons appeared to be heard.

Motion was made by Commissioner Routson and seconded by Commissioner Crews adopting Ordinance No. 84, as amended by deleting Exceptions 2 (b) from Goal 4, 4 from Goal 13 and 5 from Goal 11, as follows:

Exception 2 (b) from Goal 4: There is approximately 1270 acres of private land and 1645 in County ownership that could be used for forest purpose that residential development using a planned unit development concept is allowed. (One living unit per suitable acre.)

Exception 4 from Goal 13: Goal #13 relating to Energy Conservation requires an exception, since there will be an increase in energy consumption beyond that needed to accommodate our population. Heating, transportation, and construction relating to second home development cause the requirement for an exception.

Exception 5 from Goal 11: Public services will be greatly altered since a large number of housing units may be located in an area of few housing units.

Vote on the motion was as follows:

Commissioner Walker - yea  
Commissioner Crews - yea  
Commissioner Clark - yea  
Commissioner Routson - yea  
Chairman Murray - yea

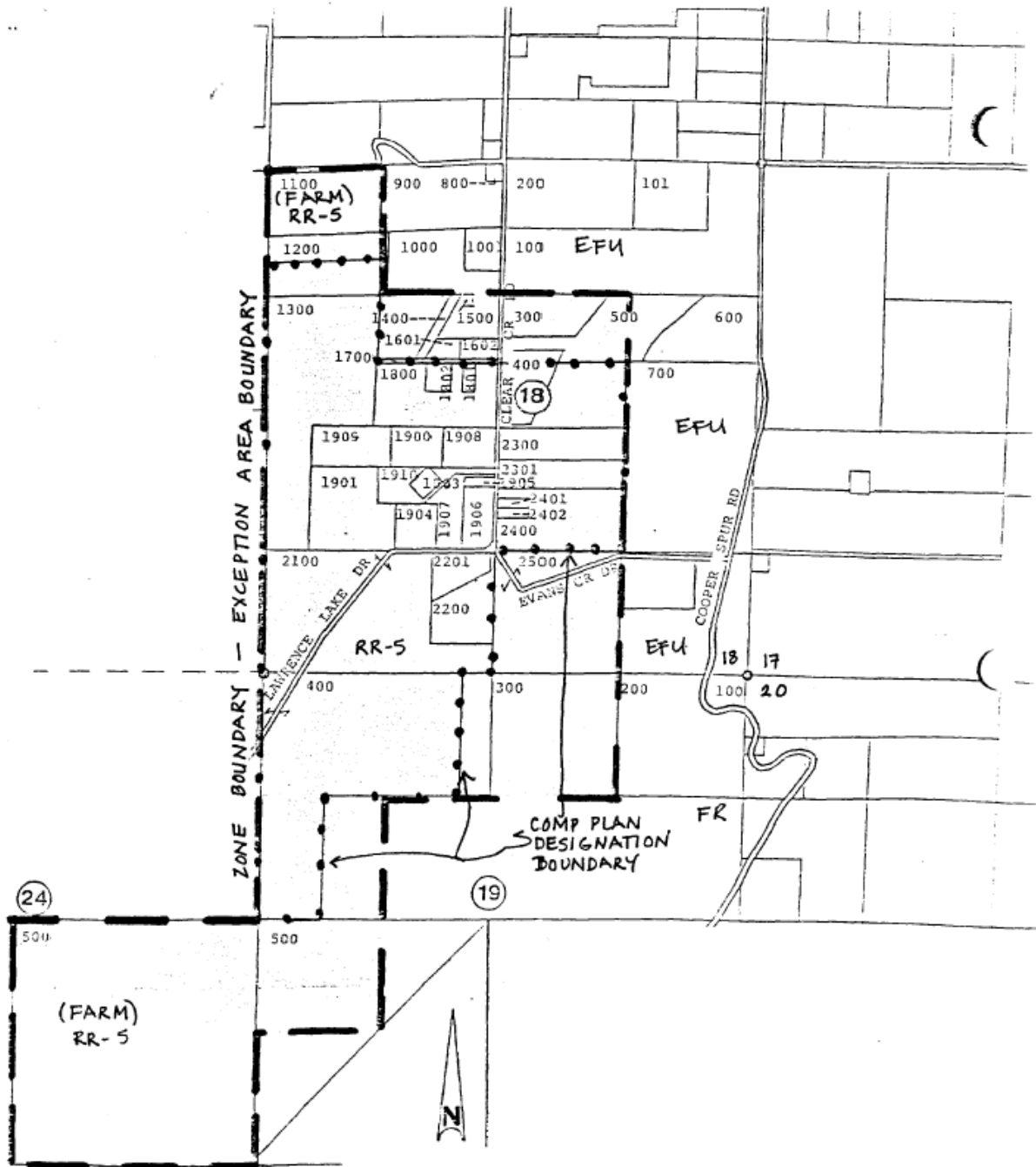
Motion carried.

PUBLIC HEARING --- PROPOSED ORDINANCE TO REZONE PROPERTY:

The County Planner advised that in order to implement the plan, zoning has been used extensively and zoning would be the major method of implementing the plan. The proposed ordinance pertains to rezoning land outside of the Mt. Hood Planning area and adjacent to the Mt. Hood Planning Unit. The land will be rezoned to seven different zoning classifications.

At the hearing in December the County Commissioners determined to plan for an area north of Diamond Fruit to allow for expansion of Industrial use and to indicate it on the plan as Industrial use. As an interim, the area will be zoned Exclusive Farm Use. The County Planner further advised that the second change is located in the

ATTACHMENT "A" 2/2



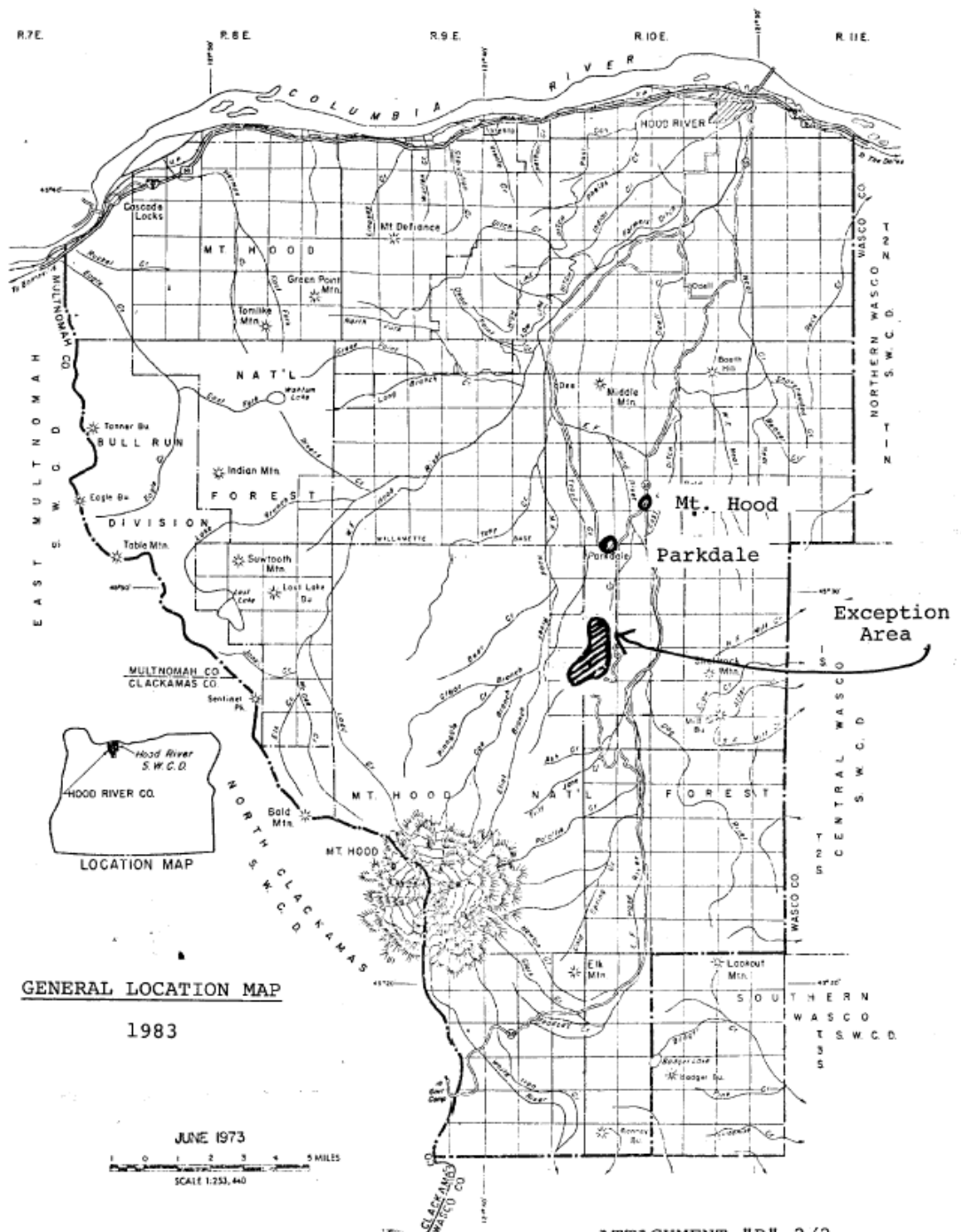
(24)

(19)

15 9E 24  
15 10E 18, 19

(area south of Parkdale)

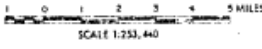
ATTACHMENT "B" 1/2



**GENERAL LOCATION MAP**

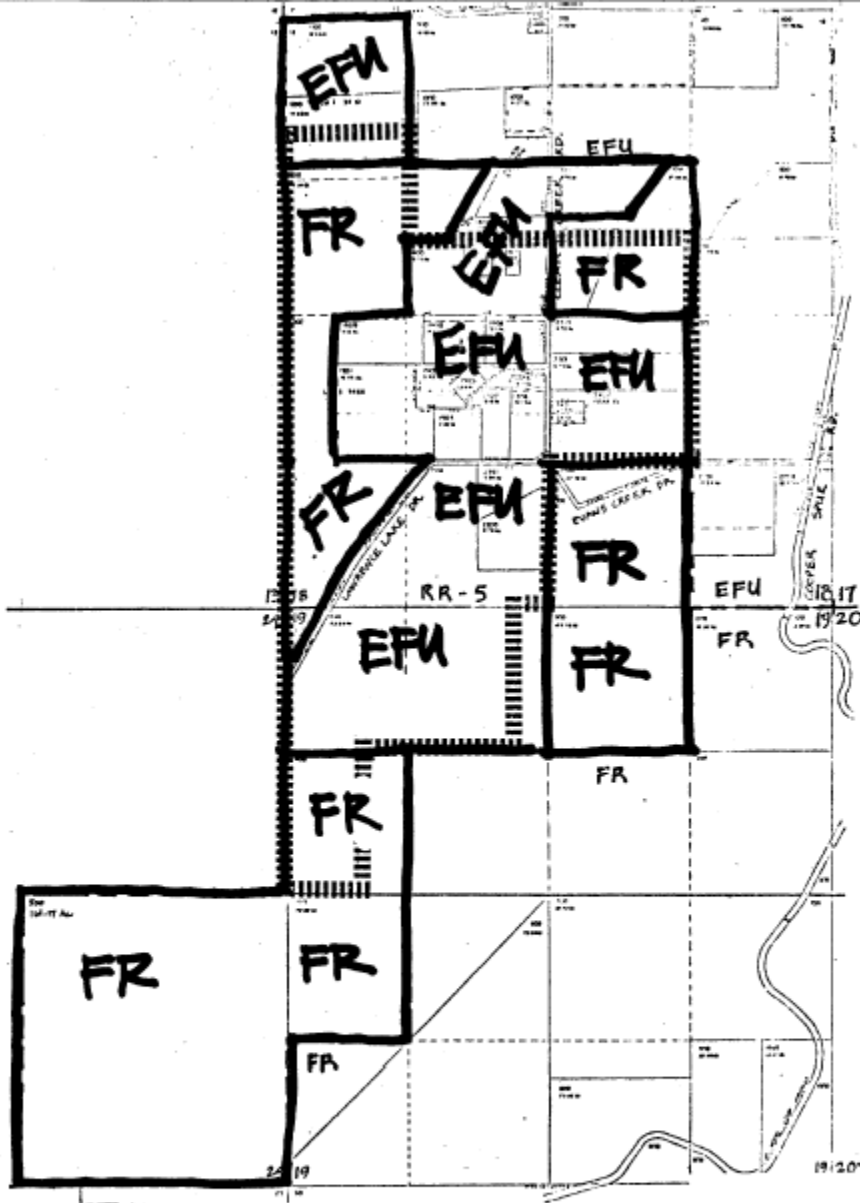
1983


JUNE 1973



ATTACHMENT "B" 2/2





**EXCEPTION AREA**  
 15 9E Section 24.  
 15 10E Section 18, 19.  
 SCALE 1:9600  
 NORTH 

ATTACHMENT "C"

**KEY:**  
 - - - ZONE BOUNDARY  
 ||||| COMP PLAN BOUNDARY  
**FR - FOREST**  
**EFU - EXCLUSIVE FARM USE**

Dick Close Representative of Edelweis Meadows, Oregon LTD.

Mr. Close stated that he is a land use consultant and vice-president of R.J. Frank & Associates in Portland. Dick Close stated that Edelweis owned 315 acres in Map Exhibit "E".

Dick Close stated that Edelweis has testified on this property for several years; the last time was 7 years ago. Mr. Close said that he reviewed the testimony given at that time and the conditions has not changed since then. Mr. Close said that he agrees and supports the idea of sensible growth, however there are some areas where more adequate data needs to be developed and modified.

Dick Close stated that at the outset LCDC stated that all goals and guidelines were of equal importance and each must be given equal consideration. Along the way this concept was abandoned and Goal 3 (Agricultural Lands) and Goal 4 (Forest Lands) dominated planning activities throughout the State to the point where activity outside of urban growth boundaries was virtually halted unless there was an existing project or a small isolated center of activity. The last Legislature in 1981 recognized that problem and passed a law restoring a balance to the goals. This means that all goals have equal importance, not just Goals 3 and 4. All the goals must be considered and well thought out in the process of writing the Comprehensive Plan.

Dick Close said that he has reviewed the Background Data written for these changes considered tonight and he can find no information relating to anything other than Goals 3, 4, and 5. Mr. Close said that the Planning Commission is being asked to reach a rational conclusion based upon incomplete data, contrary to the statutory mandate. Mr. Close pointed out that there are some background reports on other goals that have not even been reviewed before tonight's hearing. There shouldn't be any decisions made until all background reports have been adopted by the Planning Commission. This way the Commission could reach logical conclusion. The process has been reversed. The Commission is being asked to make a decision and then review and accept the background material to support that decision rather than find out what the facts are before the decision is made. Dick Close pointed out that the background report on Goal 9 - Economy of the State, has not been scheduled for a hearing for another month.

Dick Close pointed out that Hood River County has a severe unemployment problem. He questioned how the County can supply employment opportunities for its citizens when they ignore the problem. The County must address this issue. Edelweis Meadows offers an opportunity to create employment and provide added strength to the local economy. This property has been held by it's investors for more than 15 years for development of recreational homesites or destination resorts. There has never been a time of thought given to developing this site for permanent residential use.

Dick Close stated that either of these type of developments require a rural setting away from the press of an urban environment. The lands on Edelweis, according to the Soil Conservation Service, have Class VIe and Class VIIe Hutson soils. The soils have virtually no agricultural potential. The frost free period on this property is 30 days or less. There is no potential for agricultural productivity of any kind of an economic sense on this property. This same SCS report indicates a woodland suitability of 4, which is unspectacular for forest use.

Dick Close pointed out 160 acres that extend to the west that have been developed for rural recreational or destination resort use that would be less than 0.2% of the 76,000 acres that are held for forest use by the U.S. Forest Service, the State and the County, in Hood River County.

ATTACHMENT "D" 1/7

Dick Close stated that this area is an ideal area for this type of use. The Governor's Committee has recognized this and they are proposing that the State take recreational resort or destination resort site locations back to the State so that the State will have the approval or denial power, rather than the local government.

Dick Close said that a decision based on all the goals is mandated by the Statute and will provide a direction for the County to move without the problems which are caused by a lack of information. There are no other sites in the County to compare the Edelweis site with because the Plan does not call for this type of development. This "Catch 22" can be resolved by a balanced Plan based on full information.

Ted Achilles 18300 S Whitten Lane, West Linn, Oregon.

Ted Achilles stated this his wife owns 15 acres of land in Exception Area "E". (Tax lot number 1901, north of Laurence Lake Road) Mr. Achilles noted that if you look at a map of this area, it indicates that this area really has two distinct different portions to it. There is a large open area. The area to the north of Laurance Lake Road is divided up into small parcels. Mr. Achilles said that it is a logical assumption that the lots are divided up would make good homesites without doing damage to the area.

Ted Achilles noted that this property was purchased 1½ years ago. Since then many things have changed. The hillside to the immediate west has been clear cut. A power plant has been designated for the area immediately to the north-east of the Achilles property. The stream that flows 400' through the south-east portion of the property will be diverted between 80-90% to feed the power plant. When all of these things are taken into consideration, it doesn't seem to make much of a difference whether or not these small lots are left in residential use. Mr. Achilles said that these small lots are good for homesites and asked that the Planning Commission consider leaving these in residential designation.

Rudolph Strouhal 9305 SE 21st Street, Vancouver, Washington.

Mr. Strouhal stated that he is strongly in favor of leaving this property zoned Rural Residential - 5 acre. Mr. Strouhal said that if this is left in the residential zoning, it will enable more people to own and enjoy a homesite and the country atmosphere. Many people cannot afford to buy 20 acres of land. Mr. Strouhal pointed out that 5 acres is much easier to care for than 20 acres, which will result in a more attractive countryside. Due to the close proximity of Parkdale, restricting development to 20 acre parcels in this area will adversely affect the economic growth of the Parkdale area.

Rudolph Strouhal said that in the not too distant future, it would be desirable to extend sewer, water, etc., to the area surrounding Parkdale. This will take a lot of money to do. With five acre ownerships, this large expense will be shared by more people. When spread among more people, any financial burden is easier to carry. Mr. Strouhal said that he feels that five acre homesites will provide more tax revenue to the County. This is an important factor in just about every municipality. Five acre zoning will not ruin the environment. It does not mean that the property owner cannot carry on ranching, farming, cattle raising, tree growing, etc., if that is his desire.

ATTACHMENT "D" 2/7

Rudolph Strouhal pointed out that it takes a lot of time to manage 20 acres. If the Commission rezones this area so that the minimum is 20 acres, much land will lie idle. This would not benefit anyone. Mr. Strouhal stressed that if this area is left in residential use it will benefit economic growth in the County by providing more tax revenue. This will not harm the environment or prevent farming practices from being carried on in the area. This would give property owners more voice in how they can utilize their property. Mr. Strouhal pointed out that five acre lot sizes does not mean that the property owner has to divide their land into five acres lots, but it gives them the option to divide it if they choose to. This is the democratic way.

Rudolph Strouhal stated that adequate control will still be maintained through the permit system. Development and building can be controlled by permits. If an area should not be built upon, adequate controls can take care of it.

Mr. Strouhal re-emphasized that five acre lot sizes will help most of the people in the area, and it will harm no one. Mr. Strouhal urged the Planning Commission to retain the five acre zoning in the area.

Mike McCarthy 8405 Clear Creek Road.

Mike McCarthy stated that he does not feel that information has been presented tonight to justify an exception to this area south of Parkdale. Mr. McCarthy said that he feels that this area should be zoned Forest and Exclusive Farm Use. Mr. McCarthy questioned where all of the proposed residences would get their water. There has not been 100% success in this area with wells. Crystal Springs has a 2" water main that extends up Clear Creek Road about 1/4 mile into this area. The 1/4 mile that this line extends into this area is the edge of the Crystal Springs Water District boundary, and it does not extend any farther. There is some question as to whether this could be expanded or not. It would be a big expense to the District to expand their lines into this area. These costs would have a potential effect on Crystal Springs' current customers.

Mike McCarthy said that he felt this land was suitable for forest land. Hutson and Parkdale soils exist in the area as outlined in the Hood River County Soil Survey. They have site indexes of 120 and 130, which are the highest that are listed in this soil survey. This is good forest land. It has a cubic foot site class of 4 and 5 which are in the top 40% of all private lands in Hood River County. Mike McCarthy noted that his family had some forest lands in this area. It is approximately 40 acres and has a good stand of douglas fir, 50-60 years of age. Mr. McCarthy said that he is often contacted by loggers who would like to log this piece of property because it is a nice stand of timber. The timber is a well thinned, vigorous and health stand of timber. Mr. McCarthy noted that if any of the Commissioners were not familiar with the timber growing in this area, he would be happy to give anyone a tour.

Mike McCarthy stated that one of his concerns is that the increase of population in this area will have a negative impact on surrounding forestry. This is not only the McCarthy land, but also many acres of County forest land, and other private land owners. Mr. McCarthy disagreed with a comment by Dick Close. He said that he believes that this land is suitable for farm use. Some of this soil is in the Parkdale soil series, and is in orchard use. The Parkdale soil series is a good orchard soil and is the predominant orchard soil in the entire Parkdale

ATTACHMENT "D" 3/7

area. Part of the area is also in Hutson soil. This is also a good agricultural soil. It is a deep and well drained soil, and is suitable for numerous agricultural purposes.

Mike McCarthy said that he also disagreed with Mr. Close's comments regarding frost free days. Mr. McCarthy said that Mr. Close said that this area had a frost free period of less than 30 days. Mike McCarthy stated that this is preposterous. Mr. McCarthy said that he does not have the data with him, but he will present it in writing prior to the June 1st deadline.

Dick Close also stated that the Hutson soil class numbers for non-irrigated land. Mr. McCarthy pointed out that this land is irrigated. It is served by the Middle Fork Irrigation District. A man who lives on the Edelweis property irrigates the property. You can drive by their property and see the sprinklers going. The Edelweis property also has cattle on it some of the time.

Mr. Close also stated that there is no agricultural use for this land. Mr. McCarthy said that this is untrue because the land is irrigated and they have grazed cattle on it. Mr. McCarthy said that as far as he knew grazing cattle was an agricultural use. Just because the previous speaker from Edelweis does not farm the property or does not wish to farm it, does not mean the land is not suitable for agricultural use.

Kate McCarthy 9095 Cooper Spur Road.

Kate McCarthy said that Dick Close stated that the resource goals (3 and 4) outweigh the other goals. Mrs. McCarthy pointed out that this only happens after all needs to the year 2000 have been taken into consideration. At this time there has to be a really good reason to take land out of resource use. It isn't that the resource land comes first, but after lands have been allocated for commercial, industrial, and residential uses, the resource land must be protected.

Mrs. McCarthy pointed out that one of the reasons for land use planning is to help protect resource land. Another reason is to have efficient land use patterns developed in communities. This is to help save tax payers money. A Housing and Urban Development study found and pointed out that 40% of taxes can be saved by efficient land use planning. Mrs. McCarthy commented that the only reason for the Comprehensive Plan isn't just to save resource land, but to also create efficient growth patterns. Even if a piece of land is marginal, that doesn't mean it should be built on.

Kate McCarthy stated that she concurred with the Planning Commission's recommendation to place this land back into farm and forest uses. Mrs. McCarthy noted that perhaps the lots that have already been divided could be grandfathered in, but the large open spaces should be put back into farm and forest. To put 553 acres south of Parkdale in RR-5 is definitely an error in the Comprehensive Plan. This area was originally zoned Farm and Forest as a result of the Mt. Hood Planning Unit. Mrs. McCarthy noted that she worked on this Plan when it was being developed and the RR-5 zoning was not a recommendation of the County Planner at the time. This was also not a recommendation of the Planning Commission, but rather, a last minute change at the County Board of Commissioners level. Kate McCarthy said that you can tell it was a hasty change because the zoning and plan designations do not coincide.

ATTACHMENT "D" 4/7

Kate McCarthy stated that orchard land is included in this zoning. 150 acres of Hood River County Forest Land has been put in the RR-5 zoning, which is very strange. Mrs. McCarthy said that 34 acres of the McCarthy land is in this zoning. She stated that she did not know this had happened because it didn't show up on the Comprehensive Plan. This was a very poorly thought through change.

Kate McCarthy concurred that this land is potential farm and forest land. Some of it is forest. Mrs. McCarthy said that she remembers when some of this land was a dairy. A man from California came up and bought the land and improved it and started a dairy farm. The land was lush and green with pasture, however the owner was undercapitalized and was trying to sell off trees to build his dairy barn, but he did not have the capital to make everything work. He made a good start growing good pasture there.

Kate McCarthy stressed that this area is not irrevocably committed to non-resource uses. You can tell that just by looking at it. The land is farm and forest, so it must go through the exceptions process. If this RR-5 Zone is justified in this area, it will represent a major encroachment of residential land use in a resource area. Primary land uses in the area are timber and agriculture. Parkdale is a small farming community and they do not need 553 acres of suburbia.

Mrs. McCarthy pointed out that rural residential areas are provided in other parts of the Comprehensive Plan. Second home development and recreation is provided in the Mt. Hood Interagency Plan on the other side of the mountain. The land suitability map was developed as part of this Interagency Plan. It shows the Parkdale Area (map is for Mt. Hood Corridor). Mrs. McCarthy submitted this map into the record. It shows the Parkdale Area as being suitable for agricultural use and the areas on the other side of the mountain are not suitable for agricultural use, therefore the recreational area should be in an area that is committed to recreation and is not suitable for agriculture. Kate McCarthy stated that this area on the other side of the mountain has several thousand potential homesites and these are in areas zoned for recreation and resort, and they are in service areas. On the other side of the mountain recreation does not conflict with agriculture and there is plenty of land available for recreational uses. Mrs. McCarthy noted that the demand for second homes is very low at the present time. No one has demonstrated that there is a need for any more second homes.

Kate McCarthy stated that she and her husband own both farm and forest land in this area that is zoned RR-5, so it was a great concern to have a great increase in residential development. Conflicts between residential uses and farm and forest uses have been well documented. There are physical, economic and political conflicts that exist and they are all important. Often as an area develops with residential and recreation uses, taxes rise. The value of farm land also rises and it is often difficult for the farmer to buy additional farm land. This is a definite economic conflict.

Hood River County has a small land base. The Hood River Valley is heavily populated for an agricultural area. Acres in farms decreased from 1959 to 1974 and the trend has changed as a result of land use planning. It went down from 10.8% to 7.5% of the land base. 67% of the population lives outside the City Limits of Hood River. Population growth should be encouraged in and around existing city centers. This is a problem in Hood River because 67% already live outside of the City Limits.

ATTACHMENT "D" 5/7

Kate McCarthy pointed out that the average age of a farmer in Hood River County is 51 years old. It is very difficult for young farmers to buy land. Pressures and conflicts already surround the farmers. Mrs. McCarthy questioned at what point we reach the point of no return for agriculture. The Upper Valley produces 1/3 of the agricultural fruit crop in the Valley, so it is a very important area to preserve. If development keeps forcing land values and taxes up, people will discontinue farming. Mrs. McCarthy said that it is not sufficient to save some acres of farm land in the EFU Zone. The farm community, the farm economy, and the farmer all need to be protected.

Hood River County is the leading orchard crop producer in the State of Oregon. This is the County's basic industry. Much of the crops are shipped outside of the area and it brings in outside dollars. The climate is ideal for winter pears. There is water for irrigation. Hood River County is one of the most intensively farmed, and specialized areas of agriculture in the State of Oregon. The Valley benefits from 75 years of market efforts. It is a unique resource in the State of Oregon. Agriculture and forest products are the main industrial base in Hood River County. Last year the Mid-Columbia Economic Development District and the Chamber of Commerce sponsored an economic analysis of the County's economy. Mrs. McCarthy pointed out that on page 133, the study comes to the following conclusion: "There is a well established record that the most frequent cause for the conversion of agricultural land to other uses is the encroachment of residential land use. In short, a growing population and the use of land for agricultural production are likely to conflict with one another. It is in Hood River County's best interest to protect it's agricultural base because this is where it enjoys the most pronounced, comparative economic advantage. Based on the findings of our analysis, the County's best interest will be served in electing a course of action which preserves the capability of forest products and agricultural production. Further, not only should these resource lands be retained as part of the community's economic base, but future population growth, particularly in areas adjacent to forest and croplands, should be carefully controlled and managed so that forestry and agriculture can continue unencumbered."

Kate McCarthy stated that starting a trend of considerable size of residential or recreational growth in this uncommitted agriculture and timber-producing area, would lead to conflicts and erosion of the County's economic base. Mrs. McCarthy stated that she would submit some written testimony into the record for the Planning Commission to review. This was marked as Exhibit #39.

ATTACHMENT "D" 6/7

- REBUTTAL -

Dick Close stated that he would like to quote from the Soil Interpretation Series from Oregon relating to the Hutson series soil. "The average frost free period (32 degrees Fahrenheit or greater) is 30-60 days." This is from the Soil Conservation Service. Mr. Close said that he did not make up these figures. Under soil capabilities, this study classifies the Hutson series soil as class VI and VII. It shows no capability for irrigated soil. Dick Close emphasized that this is not his imagination; this is what the Department of Agriculture states. Mr. Close submitted this into the record. It was marked Exhibit #17.

Kate McCarthy said that the McCarthy land was also class VIe and VIIe, non-irrigated. It has been a dairy for 30 years. Mrs. McCarthy said that the Soil Conservation Service was called in to check out the soil for irrigated land and it came out as class III. It came out as class IV on the steeper portions. Mrs. McCarthy pointed out that the Edelweis property is flat. She stressed that she has seen beautiful pasture growing in the Edelweis fields. Mrs. McCarthy said that this land has definite agricultural capability because she has seen the stuff growing.

ATTACHMENT "D" 7/7



May 25<sup>th</sup> Interview - JUN 1 1993

Testimony given at hearing  
Introductory statement reasons for land use  
Growth must be provided for first then land protected  
① protect resource land, open space  
② also the promote efficient growth patterns (Save taxpayer money)  
city etc

I concur with the Planning Commission's proposal to put the large RR5 zone south of Parkdale into Form and Forest zoning. (presently existing legal lots could be allowed or grandfathered in). I feel this 553 acre RR5 zone was clearly an error in our plan. The RR5 zone was not a recommendation of our county planner and it was not the recommendation of our planning commission. It was a last minute change at the county commission level. The comprehensive plan and the zoning don't coincide. Orchard land is included and 151 acres of county forest is, strangely, included. 34 acres of our forestland is cut out of a larger tract and included. This larger tract is contiguous with other forest land owned by us. Our best forest land is in this area. Our Forest land is next to county forest land and the county forest land is adjacent to commercial National Forest land. The area is managed as commercial forest land.

This large 553 acre area is predominantly in form and Forest use (as stated in staff report) and is not irrevocably committed to non-farm uses. Therefore it is necessary to take an exception for an RR5 zone.

Need This large RR5 zone would represent a major encroachment of residential land use in a resource area. Primary land uses in the area are timber and agriculture. Parkdale, a small farm community, hardly needs a suburbia of 553 acres. RR is provided in the plan along baseline B along highway 35 near Mt. Hood west of Hood River city, and other places in the plan. There is some 2nd home development near Cooper Spur, where 2nd home development and resort zoning is provided (Interagency plan). on the other side of the mountains in an area already committed to this type of development, already zoned and serviced. The land suitability map helps make it clear why. There it does not conflict

ATTACHMENT "E" 1/14

see exhibit

with agriculture and plenty of land is available. The area is managed largely for recreation.

In addition the demand for second homes is at an abysmal low.

We own both forest land and orchard land in the RR5-zoned area. Conflicts between residential development and farm and forest use are well documented, physical conflicts as well as economic and political.

consequences  
compatibility

I concur that growth can be accommodated in other areas without having the negative consequences that this low RR5 area would have on agriculture and timber operations in the area (staff report). Our county has a small land base. The Hood River valley is already heavily populated for an agricultural area. Acres in farms decreased from 1959-74 from 10.8 - 7.5% of the land base. 67% of the population lives outside the city limits of Hood River. At what point do we reach the point of no return for agriculture? If development keeps forcing up land values and taxes, who will continue farming? It is not sufficient to save some acres in EFU zones. We must protect the farm community, the farm economy and the farmer, too.

Why should we be concerned with protecting our resource base. Hood River Valley is the leading orchard crop producer in Oregon. The climate is ideal for winter pears, there is water, much of it in gravity lines. It is one of the most intensively farmed and specialized areas in the state. The Valley benefits from 75 years of market effort. It is a unique resource in the state of Oregon and that and forest products are our main economic base.

Last year the Mid-Columbia Economic Development District and the Chamber of Commerce sponsored an economic analysis of the County's economy. On p. B3 the study comes to this conclusion:

"There is a well-established record that the most frequent cause for conversion of agricultural land to other uses is the encroachment of residential land uses. In short, a growing population and the use of the land for agricultural production are likely to conflict with one another. It is in the community's (Hart River County) best interest to protect its agricultural base because this is the area where it enjoys the most pronounced comparative economic advantage. Based on the findings of our analysis, the county's best interests will be served in electing a (political) course of action which preserves the capability for forest products and agricultural production. Further, not only should these resource lands be retained as part of the community's economic base, but future population growth, particularly in areas adjacent to forest and croplands, should be carefully controlled and managed so that commercial forestry and agriculture can continue unencumbered."

For further information please refer to the Pacific Economic State

Thinking in the long term, starting a trend of considerable residential growth in this uncommitted, primarily agricultural and timber producing area would lead to conflicts and erosion of our economic base.

Kate McCarthy

ATTACHMENT "E" 3/14

PROJECTED DEMAND VERSUS MT. HOOD CORRIDOR  
MAXIMUM DWELLING UNIT CAPACITY

Year	Total Dwelling Units Needed <sup>a</sup>	Total Maximum Capacity Alloted	Surplus
1980	2012 <sup>a</sup>	8150 <sup>b</sup>	6138
1985	3387 <sup>c</sup>	8150	4763
1990	4762	8150	3388
1995	6137	8150	2013
2000	7512	8150	638

Sources: Mt. Hood Meadows, Recreational Development Proposal, (Mt. Hood Meadows) 1981, pp. 83-85.

U.S.F.S., Mt. Hood Planning Unit Proposed Interagency Plan, 1977, and Clackamas County Planning Dept., Mt. Hood Community Plan, (Clackamas County), 1976.

- Notes:
- a. Includes 1880 units enumerated in Clackamas County Plan plus 132 units completed at Rippling River as of Sept. 1981.
  - b. Clackamas County Mt. Hood Community Plan, p. 76. Includes recent plan amendment allowing 1000 more units at Welches-Wemme-Wildwood.
  - c. Uses high WETA study estimates of 200 homes per year and 75 attached rental units per year.

EXISTING AND POTENTIAL HOUSING UNITS BY  
MT. HOOD CORRIDOR SUBAREA

District	Existing Units	Maximum Potential Units
Government Camp	210	2200
Rhododendron	120	200
Lolo Pass/Faubion	290	550
Welches -Wemme- Wildwood	752	3800*
Brightwood	410	1000
Cherryville/ Alder Creek	<u>230</u>	<u>400</u>
Totals	2012	8150

Source: Mt. Hood Community Plan, p. 76. Also interview with Clackamas County Planning staff.

Note: \* Amended from 2800 to 3800 per interview with Clackamas County Planning staff.

The Clackamas County Mt. Hood Community Plan set the existing population of the area at 6500 in 1976. Based upon proposed development levles set out in the Community Plan and its amendments the design population for this area ranges from a low of 17000 to a high of 22000. Most of this population will be from planned resort developments.

There are existing community water and sewage facilities in the Wildwood, Wemme, Welches, Lolo Pass, Rhododendron and Government Camp areas. Consequently, most of the development will occur in these areas. As a result there is currently under construction a new sewage treatment plant in the Welches-Wemme area. This new plant is expected to handle all sewage treatment (existing and future) for the Wildwood-Wemme-Welches area. The existing plants in Wildwood and Welches will be phased out as the new plant begins operation. The existing facilities

ATTACHMENT "E" 5/14

# THE WALL STREET

Journal

## REAL ESTATE

### Second-Home Slump . . . Built On Pensions . . . Design Neglect

**H**IGH INTEREST RATES are making it tough to buy that first home. They're making it even tougher to buy a second home. "The market for vacation homes is generally terrible, worse than the overall housing market," says Judith Mackey, a vice president at Townsend-Greenspan & Co., economic consultants.

That's bad news for the estimated 3% of the adult population who own second homes, many of which are for sale. "It's a result of the 'I want it now' generation," says Elliot Lewis, president of Sanford Goodkin Research Corp., Del Mar, Calif. "In recent years a lot of people bought second homes before they could afford it, and now they're trying to sell."

But it's hard in a buyer's market. High energy costs have cut travel, especially weekend jaunts. Moreover, lenders are dictating strict terms for second-home loans. "We feel we should service the primary market first," says Charles Antonucci, a vice president at Saranac Lake Federal Savings & Loan in Upstate New York, which charges a 16½% rate with 20% down on primary home mortgages, and 17½% with 25% down on second-home loans.



ATTACHMENT "E" 6/14, 1981

## Conflicts of RR and Resource use

Economic intrusion of residential development <sup>into a farm area</sup> increases land values, <sup>subdivision potential</sup> land speculation and taxes. Historically farmers cannot compete with developers. Increased values and taxes <sup>costs + taxes</sup> effect farmers. Increased residential growth does not lower taxes - note tax increase in last ten years in Hot River county - note Joe Young's increased tax bill as presented in his testimony. Growth needs must be provided for and are provided for in our plans in places where it would not start a new major intrusion in a farm and Forest area.

Political and Social With intrusion of a large non-farm oriented population farmers cannot compete politically. Elected officials listen to the non-farm population. The man in the street often does not understand the importance of agriculture to the community. An unbiased economic study points out the importance of agriculture to this community.

2nd home or resort development changes the social structure from a small cohesive ~~farm~~ farm community to a transient community (Effect of a quality motel on the highway in Hot River does not have the disruptive effect of a large development in a rural area)

Physical There are many conflicts with increased residential growth and farm and forest operations. Spraying early in the morning and even at night - and spray planes are noisy - spray drift has caused law suits - Increased theft vandalism and trespass. I have caught many ~~trespassers~~ trespassers picking fruit. Roads built for rural areas become congested. Our roads are used by slow moving farm equipment and fruit trucks (we have much of

ATTACHMENT "E" 7/14

on both sides of Clear Creek Rd and move equipment back and forth. ~~The~~ <sup>The roads</sup> also have log trucks, children on horseback and bicycles etc. Further congestion of these roads would be a problem. Increased ~~the~~ Residential population brings an increase in free ranging dogs and problems of chasing stock (with the threat of driving them through the fence and onto the highway) gates left open by trespass increased concern in hunting season, kids taking pot shots at stock.

Forest conflicts are of even more concern. Trespass is even more serious and hard to control. Christmas trees are taken, wood is ~~is~~ stolen and most serious is danger of fire. The more people filtering through our woods the more serious the problem. The Mt. Hood plan states the most common cause of fire is people and recreational use. Walking through the woods with a lighted cigarette, dropping a match, kids smoking pot out of sight of their parents. One careless act could cause fire to sweep up our Evans Cr. drainage and take most of our timber. <sup>There is no insurance on timber.</sup> We have about 300 acres in this area. The County and Forest Service have timber in this area also. We also have problems with trespass with 3 wheelers, motor cycles and snow mobiles damaging small trees, 4 wheel drives gouging ruts.

Wild life Our property is in a deer and Elk range. Free ranging dogs are a threat to wild life. More than once I have seen a deer frothing at the mouth trying to escape a chasing dog. The attitude that wild life can go somewhere else is alright up to a point - but they have to be somewhere and their territory is constantly being evaded. As it is now, this

ATTACHMENT "E" 8/14



area and ranging up on the mountain slopes in the summer is a good place for them. In addition to winter and summer range it is a breeding place for deer and Elk.

Perhaps the greatest problem to maintaining a sustained yield woodland operation, farm, and orchards is the constant pressure by developers. The strain of maintaining these operations under constant harassment by developers is the greatest conflict.

note: I can remember when the "Dude Ranch" land was bought by a California man for \$30,000 about 1962. It was acquired 5 or 6 years later by a developer and ~~was~~ <sup>has been</sup> offered for sale ~~now~~ around 1 1/2 million. At this price it is hard to get it back into forest or farm production. This is how developers and speculators skew the economics of a resource based area.

People have wanted to use the property for a tree farm and other uses but developer prices made this extremely difficult. Kate McCarthy ✓

ATTACHMENT "E" 9/14

11"

INCLUDED AS PART OF  
KATE MCCARTHY'S  
TESTIMONY IS THE  
FOLLOWING REPORT  
AVAILABLE FOR REVIEW  
AT ~~THE~~ THE HOOD RIVER  
COUNTY PLANNING  
DEPARTMENT: "HOOD  
RIVER COUNTY, AN  
ANALYSIS OF ALTERNATIVE  
ECONOMIC FUTURES,  
NOVEMBER, 1981; PREPARED  
BY PACIFIC ECONOMICA  
INC

ATTACHMENT "E" 10/14

JUN 1 1983

## Additional testimony

This property is not too high for agriculture. There are successful farms and orchards higher than it is. See soil + temperature data <sup>Mike McCarthy</sup>.

Mr. Simpkins - who started a dairy - was undercapitalized - He worked part time to get the dairy started - Actually what brought the enterprise to a close was his wife announcing she would go back to California with him and without him. He went.

Unfortunately farming takes a lot of capital. It is almost impossible to do it on a shoestring. It is often the game of developers to neglect

land. Then after many years <sup>of neglect</sup> say it is no good. <sup>Edelweiss:</sup> They have put nothing into the land in the 17 or so years, they have owned it.

We agree Hood River County should diversify but not at the expense of its agricultural base and forest products base. There are many exciting possibilities for development of commercial enterprises connected with the port area of Hood River and Tourism <sup>on a year round highway</sup> in the heart of the Columbia River <sup>Hood River</sup> Gorge providing jobs where there are housing people and services. It won't happen over night but the port is working on phase II of a long range development plan.

It was unfortunate to lose the cannery but there is a possibility of a new fruit product plant in Odell and fruit elevators are going in.

ATTACHMENT "E" 11/14

Rich Garbu gave an excellent discussion of employment figures at the meadows hearing, pointing out with charts that in an economy with agriculture, forestry, and building, all seasonal enterprises, seasonal unemployment is bound to be a factor, with all 3 the off season can be somewhat planned for and is expected. No one welcomes unemployment but sound businesses on the part are better to counter seasonality than another seasonal industry - particularly one that threatens our basic industries.

City folks have no conception of how hard people work on a farm. If in their ignorance they want to refer to a farm as a playground that's their business but I don't think they'll convince many farmers and hopefully not many in a farm community. Sure we wanted to expand our pasture but ~~a farmer can't afford~~ it was impractical for us at development prices. Not being able to expand our cattle operation we invested in orchard land. It gives a better balance anyway.

Kate McCarthy

ATTACHMENT "E" 12/14

# The Farmland Dilemma

Editor's note: The following is excerpted from the book Tax Politics, by Robert M. Brandon, Thomas Stanton, and Jonathan Rowe. See the back page of this issue for details on ordering.

Over the last twenty-five years the number of farms in the United States has declined from 5.4 million to 2.9 million. Urban sprawl is wiping out 1.5 million acres of farmland a year. If cropland continued to be lost at the rate of the late sixties, there would be none left in one hundred years.

The losses have been even more striking in particular states and regions. California has been losing an estimated 375 acres to development daily. That is the equivalent of 600 generous-sized homes or ten giant discount stores every day. New Jersey, though still calling itself "America's Garden State," has lost about 44 percent of its farmland since 1950, and the federal government predicts that in fifty years only 8 percent of the state will be in farms. Around Washington, D.C. the development since 1960 of Maryland and Virginia farms, forests, and open lands, has exceeded an area twice the size of the District itself. Massachusetts has lost one-half of its farmland in the last twenty-five years.

High agricultural prices and interest rates have combined to slow this trend temporarily. But in the long run, no curbing of our destruction of food-producing land is in sight.

Farm property taxes almost doubled as a percentage of farm income between 1950 and 1968, and the United States Department of Agriculture reports that today the average farmer pays 7.7 percent of his personal income

in property taxes while the average homeowner pays 4.4 percent. In suburban areas, where land values are higher, the farmer's taxes are much higher than the national average. Farmland values have gone up over 9 percent per year during the last several years, and the increase between 1973 and 1974 was more than 15 percent. Farmers, and others with large land-holding but small cash incomes, often find themselves hard-pressed to pay their taxes, and sell their land instead.

The connection between rising property taxes and the loss of farmland seems to be so clear that efforts to preserve farmland and open space have centered on property tax breaks for their owners.

William Whyte wrote in his book *The Last Landscape*:

as far as the eyes could see...preferential assessment was not saving open space. Maryland counties were being developed at about the same rate and the same fashion as suburban counties elsewhere; subdivisions were going up in the usual scattered pattern and to judge from the "for sale" signs that were to be seen on farms, the scattered pattern was certainly going to continue.

A candid state official in Rhode Island replied to a U.S. Senate survey by saying that the farmland assessment law there "is largely ineffective in preserving open space, but does provide a tax shelter for land speculators."

Finally the farmland assessment laws act as a narcotic, lulling people into thinking that the countryside is safe and that all is well. They heard the grand promises that attended passage of the programs. They see pretty farms, unaware that developers have simply leased them to farmers in order to qualify for the assessment

break, while they are waiting for the land value to peak. By the time the bulldozers move in, it is too late to do anything to stop them.

page six

Peopland Taxes, April 1979

As millions of suburbanites have learned from sad experience, they could almost tell without looking out the window how rapidly the remaining local farmland is being ranch-housed. They need only look at their property tax bill. Ventura County, California, once estimated that by 1980 local farmers would be paying \$15.7 million in property taxes while receiving only \$4 million in services. By contrast, the county found that residential areas would cost \$96.9 million in services while bringing in only \$39.7 million in taxes.

EXHIBIT 39

13/13

Developers and speculators also can drive farmers off the land by using their influence to change property tax assessments. Pressuring the local government to perform a reevaluation is

one way this is done.

use-value assessment must go hand in hand with a strong land use plan - which developers and land speculators cannot manipulate

ATTACHMENT "E" 13/14

Map submitted by Kate McCarthy (Mt. Hood Planning Unit,  
"Land Suitability" could not be copied. It is available  
for your review in the Planning Department.

ATTACHMENT "E" 14/14



MICHAEL NAGLER  
PLANNING DIRECTOR

309 STATE STREET  
HOOD RIVER COUNTY COURTHOUSE, ROOM 101  
HOOD RIVER, OREGON 97031

PHONE 503-386-1306

September 27, 1984

TO: GENERAL PUBLIC & OTHERS  
FROM: MICHAEL NAGLER, PLANNING DIRECTOR  
SUBJECT: PLAN & ZONE CHANGES DURING COMPLIANCE PROCESS.

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The attached Plan and Zone Changes occurred while the County was completing compliance hearings. They are part of the County Comprehensive Plan submitted to the LCDC. They are shown on the Plan and Zoning Maps submitted to the LCDC. They are not included in the Exceptions because they were processed through separate hearings and during or before the Exceptions Document and other Plan elements were finalized and adopted. They include:

- (1) Hood River Sand, Gravel & Ready-Mix, Inc.: Plan and Zone Change to Light Industrial/Columbia Gorge Combining. This ownership is adjacent to the Exception Area noted as Map #24. This acreage was included in the Goal 9 inventory of industrial lands and the Exceptions Document.
- (2) Port of Hood River: Plan and Zone Change to Light Industrial/Environmental Protection. This change is located adjacent to Exception Area, Map #22. This exception is included in the Exceptions Document, but not in the Goal 9 inventory.

The acreage for the Port of Hood River be noted in the Background Report on Table 5 (Central Valley) and Table 10. (Acreage, 29+ vacant acres)

MN/db

#1  
BEFORE THE BOARD OF COMMISSIONERS  
OF HOOD RIVER COUNTY

IN THE MATTER OF THE REQUEST )  
 FOR A COMPREHENSIVE PLAN CHANGE, )  
 HOOD RIVER SAND, GRAVEL AND ) ORDER  
 READY-MIX, INC., LOCATED AT )  
 APPROXIMATELY 2630 OLD COLUMBIA )  
 RIVER DRIVE IN SECTIONS 30 & 31 )  
 TOWNSHIP 3 NORTH, RANGE 10 EAST, ) *should be*  
 WILLAMETTE MERIDIAN, IN TAX LOT ) *Range 11E*  
 NUMBERS 700,800,900 & 1001. )

The above-entitled matter came on for a public hearing before the Board of Commissioners of Hood River County on the 10th day of May, 1982, to consider the application of Hood River Sand, Gravel, and Ready-Mix, Inc., for a Comprehensive Plan change from Forest to Light Industrial (M-2) *Columbia George CG*

Due notice was given of the hearing and a quorum of the Board of Commissioners was present.

Based on the record prepared by the Hood River County Planning Commission, the Board of Commissioners of Hood River County makes the following findings of fact and conclusions of law regarding the above Comprehensive Plan change:

1. The property is located North of the Old Columbia River Highway, approximately 600 feet East of the intersection with Highway 35, and consists of approximately 28 acres. The property, although zoned and planned Forest, is currently under industrial use and evidence submitted indicates that the industrial use of the property has been carried out since approximately 1946.
2. Except to the South, dominant uses in the area are commercial and industrial. Uses to the North include Union Pacific Railroad right of way, Interstate I-34 right of way,

17



the Hood River Inn, several service stations, and the Port of Hood River property. Uses to the West include Petrolane Natural Gas Service, Chevron Bulk Storage Plant, the Sundowner Restaurant, Tum-A-Lum Lumber Company, Hood River Boat Works, Lopez Paving, and Meg Electronics. To the East, uses include forest and existing quarry and asphalt plant operations. To the South, uses are rural residential.

3. The subject site is buffered from rural residential by a high cliff and the right of way of the Old Columbia River Highway, which includes tree growth. The site is not visible from virtually all residences located in the rural residential area because of the topography of the area.

4. The City boundary and the Urban Growth boundary is located to the West of Highway 35 and to the North of I-84.

5. The Planning Commission adopts as its Findings paragraphs A through F of the Supplement to Application submitted by the applicant to the Planning Coordinator on October 2, 1981.

6. The subject property has a grandfathered use for mining operation and under the State Department of Geology and Mineral Industries has a grant of exemption, meaning that the property has no reclamation obligations should the current quarry and aggregate mining operations cease.

7. The proposal received the approval of the Oregon Columbia River Gorge Commission, subject to the conditions as outlined in a letter from that Commission, dated October 19, 1981, attached hereto and by this reference incorporated herein.

8. The subject property was designated as being under industrial use in 1976 and because the property has been in

industrial usage for such a long period of time and has no site or soil characteristics to be used for forest use or for forest practices, the initial zoning of said property as forest instead of zoning it in accordance with its present usage was a mistake.

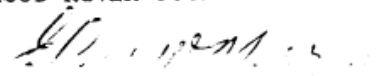
9. Allowing the property to be zoned in accordance with its present usage will enable the County to have better control, including site plan approval, over future use of the property.

NOW, THEREFORE, based on the above Findings of Fact, the Hood River Board of Commissioners hereby ORDERS that the Comprehensive Plan is hereby changed from Forest to Light Industrial (M-2), subject to the following conditions:

1. Transfer site or any solid waste disposal site shall not be permitted on the site.
2. The applicant shall comply with the requirements of the Columbia Gorge Combining Zone.
3. Within thirty (30) days from the date of the hearing, the applicant shall provide Findings of Fact and a Goal Statement supporting approval of this application to the Planning Commission.
4. An exception to Goal No. 4 shall be prepared by the applicant.
5. Applicant must agree to the provisions in the Zoning Ordinance; Section 32.20. "A" and "B" shall be excluded from Uses Permitted Outright.
6. Any future land use permit application shall be referred to the Hood River County Planning Commission for its approval; said permit shall include a landscape design for the area to be developed.

Dated this 17<sup>th</sup> day of May, 1982.

HOOD RIVER COUNTY BOARD OF COMMISSIONERS

  
\_\_\_\_\_  
Chairman

*Michelle Lee Ekker*  
Commissioner

*Robert J. Sebeck*  
Commissioner

*William C. Palmer*  
Commissioner

*James R. Taylor*  
Commissioner

BEFORE THE PLANNING COMMISSION  
OF HOOD RIVER COUNTY, OREGON

In the Matter of the Zone and Comprehensive Plan Change,	)	
	)	No. 81-64
HOOD RIVER SAND GRAVEL, & READY-MIX, INC., Located at 3 N 11 30 and 31, Tax Lots 700, 800, 900, and 1001.	)	
	)	ORDER AND RECOMMENDATION FOR PLAN CHANGE

The above entitled matter came on for public hearing before the Planning Commission of Hood River County, Oregon on the 14th day of October, 1981, to consider the application of Hood River Sand, Gravel & Ready-Mix, Inc. for zone change from Forest/Columbia Gorge Combining Zone to Light Industrial (M-2)/Columbia Gorge Combining Zone, and a Comprehensive Plan change from Forest to Light Industrial (M-2).

Due notice was given of the hearing, as required by Ordinance, and the applicant appeared, presented testimony and evidence in its behalf, and evidence was heard by opponents to said action, and a Staff Report from the Planning Director was submitted and received.

Based upon the evidence and testimony presented and arguments made by the parties, and the Planning Commission being fully advised in the premises, the Planning Commission for the County of Hood River hereby makes the following Findings of Fact and Conclusions of Law concerning the above zone change:

- (1) The property is located North of the Old Columbia River Highway, approximately 600 feet East of the intersection with

Highway 35, and consists of approximately 28 acres. The property, although zoned and planned Forest, is currently under industrial use and evidence submitted indicates that the industrial use of the property has been carried out since approximately 1946.

(2) Except to the South, dominant uses in the area are commercial and industrial. Uses to the North include Union Pacific Railroad right of way, Interstate I-84 right of way, the Hood River Inn, several service stations, and the Port of Hood River property. Uses to the West include Petrolane Natural Gas Service, Chevron Bulk Storage Plant, the Sundowner Restaurant, Tum-A-Lum Lumber Company, Hood River Boat Works, Lopez Paving, and Meg Electronics. To the East, uses include forest and existing quarry and asphalt plant operations. To the South, uses are rural residential.

(3) The subject site is buffered from rural residential by a high cliff and the right of way of the Old Columbia River Highway, which includes tree growth. The site is not visible from virtually all residences located in the rural residential area because of the topography of the area.

(4) The City boundary and the Urban Growth boundary is located to the West of Highway 35 and to the North of I-84.

(5) The Planning Commission adopts as its Findings paragraphs A through F of the Supplement to Application submitted by the applicant to the Planning Coordinator on October 2, 1981.

(6) The subject property has a grandfathered use for mining operation and under the State Department of Geology and

Mineral Industries has a grant of exemption, meaning that the property has no reclamation obligations should the current quarry and aggregate mining operations cease.

(7) The proposal received the approval of the Oregon Columbia River Gorge Commission, subject to the conditions as outlined in a letter from that Commission, dated October 19, 1981, attached hereto and by this reference incorporated herein.

(8) The subject property was designated as being under industrial use in 1976 and because the property has been in industrial usage for such a long period of time and has no site or soil characteristics to be used for forest use or for forest practices, the initial zoning of said property as forest instead of zoning it in accordance with its present usage was a mistake.

(9) Allowing the property to be zoned in accordance with its present usage will enable the County to have better control, including site plan approval, over future use of the property.

NOW, THEREFORE, based on the above Findings of Fact, the Hood River County Planning Commission hereby orders that the zone designation for the above property be changed from Forest/Columbia Gorge Combining Zone to Light Industrial/Columbia Gorge Combining Zone, subject to the following conditions:

- (1) Transfer site or any solid waste disposal site shall not be permitted on the site.
- (2) The applicant shall comply with the requirements of the Columbia Gorge Combining Zone.
- (3) Within thirty (30) days from the date of the hearing, the applicant shall provide Findings of Fact and

a Goal Statement supporting approval of this application to the Planning Commission.

(4) An exception to Goal #4 shall be prepared by the applicant.

(5) Applicant must agree to the provisions in the Zoning Ordinance; Section 32.20. "A" and "B" shall be excluded from Uses Permitted Outright.

(6) The applicant shall supply the Planning Commission with a complete site plan before any building occurs.

The Planning Commission for the County of Hood River further finds that the Comprehensive Plan should be changed from Forest to Light Industrial (M-2) and that an exception to the Forest Goal, State Land Use Goal #4, should be taken and hereby recommends to the Board of County Commissioners of Hood River County that the Comprehensive Plan be amended for the subject property from Forest to Light Industrial. This recommendation is supported by the attached Goal Statement on behalf of the applicant, attached hereto and by this reference incorporated herein, which said Goal Statement includes grounds for an exception to Goal #4.

DATED this 13<sup>th</sup> day of January 1982

*A. Blaine Jewell*  
Chairman, Planning Commission

WAYNE E. ANNALA  
WILFORD K. CAREY  
DONALD W. HULL

ANNALA, CAREY & HULL  
ATTORNEYS AT LAW  
305 CASCADE  
HOOD RIVER, OREGON 97031

TELEPHONE 386-1811  
P. O. BOX 325

October 2, 1981

Mr. Michael Nagler  
Planning Coordinator  
Hood River County Planning Staff  
Hood River County Courthouse  
Hood River, Oregon 97031

Re: Application for Plan and Zone  
Change - Hood River Sand, Gravel  
& Ready Mix, Inc. - Supplement  
to Application

Dear Mike:

Pursuant to your letter of August 18, 1981, the following supplemental information concerning the above application is submitted:

1. The applicant understands the limitations on commercial uses as set forth in the Light Industrial Zone (M-2), however, it is felt that the commercial zoning would be too restrictive and not allow uses best situated on the site that could be allowed under M-2. Quite frankly, in order to interest an entity such as the Port of Hood River, to take over the site for future planning, the property should be designated as light industrial.

Projecting into the future, the site will undoubtedly be annexed into the City and commercial restrictions on light industrial property will not be the same as presently under the County M-2 zone.

If commercial uses planned for are not allowed under the M-2 zone at the time of development, it is the feeling that the land owner would have less of a problem down zoning to commercial than up zoning to industrial, in the event industrial uses are planned.

2. In response to paragraph (3) of your letter concerning burden of proof, the applicant submits the following:

A. History of the Site and Current Ownership.

The earliest records indicate that a quarry was established on the site approximately 65 years ago. Hood River Sand and Gravel



was established in 1946 by Sam Leabetter and was sold to Mr. John Nelson in 1957. The property was purchased in 1977 by Howard Houston, Jr., the current owner. Bi-State Redi-Mix was also purchased in 1980 and the business currently holds property in Cascade Locks, Mosier and Dalles Port, serving the Mid-Columbia area with ready mix concrete, sand and gravel products.

B. Granting the Request is in the Public Interest.

The applicant is the main supplier in Hood River County for concrete and furnishes approximately 25,000 yards of concrete annually for bridges, cold storages, farm buildings, home and business construction.

Over one and one-half million dollars have been spent in updating equipment for the business, all of which, excluding the present structures on the property, is portable and could be moved to other property of the applicant.

The applicant is also acutely aware of the situs of the property being located in the Columbia River Gorge and visible from both the Oregon and Washington sides of the river.

If the current permitted or grandfathered right to excavate continues on the site over a number of years, the site could be mined down to an elevation of 95 feet over the whole of the property.

The applicant realizes that in doing so, the best use of the property, because of its situs, will not be carried out.

The intentions are to level off the site and to utilize it for light industrial or commercial use, removing the current operation to another location.

The applicant feels that, upon leveling off the property and properly landscaping it, that it has enough acreage in the right location to be able to situate the entire operation of an industry like the telephone company or a motel convention center complex on the property.

Upon rezoning, the applicant intends to contact the Port of Hood River and other entities, which have indicated need for appropriately situated property, to explore obtaining assistance in development by possible sale or lease.

The applicant realizes the goals of the Columbia Gorge Commission and others concerned about the gorge and feels that properly designated and landscaped development would be more aesthetically pleasing than the current operation.

C. The Public Interest is Best Carried Out by Granting the Petition and the Timing is Proper.

Industrial land available for light industry development is directly related to the economy of the County. Businesses or industry mean jobs and diversification of the County's economy. The property must be available in advance, however, in order to entice good business or industry to locate here; for example, the door factory situation in Odell. Had already zoned property been available, that controversy could have been avoided and the Port would not have tried to locate the business in a farm community.

Because of the time and requirements necessary to effectuate a change, the work must be done in advance in order to properly plan for and have the space available.

D. The Proposed Action is in Compliance with the Comprehensive Plan.

The applicant has asked for a change in the present unacknowledged plan in that it designates the area as forest. The applicant feels that this planning designation definitely is a mistake in planning in that the area has been in industrial use for at least the last 35 years and is currently utilized as heavy industrial property. None of the forest uses or forest goals are presently applicable, nor could they be on the property.

The entire site was designated as industrial on the 1976 comprehensive planning map (see attached).

The applicant feels that testimony presented at the hearings on the comprehensive plan pertained to areas where mining occurs on up the Old Columbia River Highway, where the forest zone designation was appropriate because of the remoteness of the area, the tree coverage and growth on the property, as well as lack of history of industrial use that the subject parcel enjoys.

The forest zone designation, however, was extended too far and should have cut off at the East boundary of the subject property.

Residents in the area contacted do not appear to object to the industrial designation of the subject property because of its location and the current status and topography of the land.

E. Factors Listed in Oregon Statutes Were Consciously Considered.

- (1) Characteristics of various areas of the County.

The site is surrounded by the following uses:

North - Union Pacific Railroad right of way, I-84 right of way, Hood River Inn, several service stations, and Port of Hood River property.

West - Petrolane Natural Gas Service, Chevron Bulk Storage Plant, Sundowner Restaurant, Tum-A-Lum Lumber Co., Hood River Boat Works, Lopez Paving, Meg Electronics.

East - Forest and quarry operations.

South - Rural residential.

The City boundary is located to the West of Highway 35 and to the North of I-84.

(2) Suitability of the site in question.

Because the site is located at the junction of Highway 35 and I-84, it has good access and its proximity to railroad tracks and the river also provides it with good alternative transportation methods.

Industrial and/or commercial development should occur in the built-up areas of the County instead of areas further South next to farm land or small community centers.

The site is already used for industrial use and the rezoning will have no impact on surrounding properties.

(3) Trends in land development.

Industry compatible with the goals of development of the gorge should be located next to transportation systems in order to conserve energy. Areas where industrial uses exist should be utilized before other areas are designated for industrial use.

(4) Density of development.

The new Hood River Bridge, located just to the West of the proposed site contains sewer lines meant to service property to the East of the river. Eventual sewer hook-up and possible annexation to the City are likely avenues that will be taken. Surrounding properties already in commercial-industrial uses mitigate any impact the subject property would have concerning density of development.

(5) Property values.

Because the zone requested does not change the use currently on the property, it should not affect surrounding property values. A zone change, however, would increase the value of the subject property by allowing more flexibility in the property's future uses.

(6) Needs of economic enterprises in future development of the County.

Industrial land designated in the current plan is in critical shortage for future economic development of the County. The Port of Hood River has gone on record as opposing the current unacknowledged plan because not enough industrial property is designated as such. As previously indicated, property needed for industrial development must be so designated in advance for future site location of needed businesses in the County.

(7) Access.

Highway 35, I-84, Old Columbia River Highway, Columbia River, and Union Pacific Railroad.

(8) Natural Resources.

Mining for aggregate minerals probably better accomplished on less visible site not within view of the gorge. The site location itself with its proximity to other industrial uses is a resource for future possible industrial or commercial use.

(9) Public need for healthful, safe, and aesthetic surroundings.

Proper management and development, including landscaping for future uses can accomplish this goal.

F. Proof of Change or Mistake.

The area immediately East of the Hood River has grown in the last 10 years with a small industrial park, including Tum-A-Lum Lumber and other uses on the English property. The new Bridge, including sewer hook-ups to the City sewer system, will enable future development of the Soo property and the subject parcel.

Neither the Soo property nor the subject property should have been designated forest use as no practical forest practices

Mr. Michael Nagler

-6-

October 2, 1981

could take place there. To exclude the subject property from industrial zoning to allow future possible development of the site would not be advantageous to the County or the applicant.

Respectfully submitted,

WILL CAREY  
Attorney for Applicant,  
Hood River Sand, Gravel & Ready Mix

WKC:ain  
Enclosure

OREGON  
COLUMBIA RIVER GORGE COMMISSION

October 19, 1981

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Regional Management Office  
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Stevenson, WA 98648  
509 427 8866

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2066 S.W. Madison  
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503 235 1806

Mike Nagler, Planning Director  
Hood River County Planning Dept.  
Room 101 County Courthouse  
Hood River, OR 97031

RE: Hood River Sand and Gravel Rezone

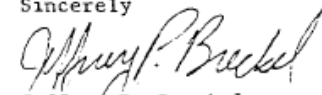
Dear Mr. Nagler

The purpose of this letter is to confirm the comments of the Gorge Commission on the Hood River Sand and Gravel rezone which were transmitted to your office by telephone on October 14, 1981. Due to a conflict in meeting times, a representative of the Commission was unable to attend the October 14 Planning Commission meeting.

During its meeting October 14, the Gorge Commission reviewed the Hood River Sand and Gravel rezone application and Mr. Carey's letter of October 2. In addition, the Commission heard comments from representatives of Hood River Sand and Gravel and from Glenn Palmer, Hood River County Commissioner. Mr. Carey, representing Hood River Sand and Gravel, stated that the applicant was sensitive to the visibility of the current quarry operation and felt that a well-designed and landscaped commercial or light industrial development would be more aesthetically pleasing than the current use. Mr. Carey further stated that it would be difficult to develop an interest in converting the use of the site without a zone change.

As noted in our letter of October 1, 1981, the Commission is particularly concerned about the lack of information regarding scope, nature, and design of any potential development as well as plans for site reclamation. Accordingly, the Commission voted to recommend that, if approved, the rezone be conditioned to require completion of site reclamation and a county design review before any actual change in land use or development. The Commission also recommended that the provisions of the Columbia Gorge Combining Zone continue to apply to the site.

Sincerely

  
Jeffrey P. Breckel,  
Director

JPB:sna

CC: Will Carey

GOAL STATEMENT ON BEHALF OF  
HOOD RIVER SAND AND GRAVEL

FOREWORD

On October 14, 1981 the Hood River County Planning Commission approved an application on behalf of Hood River Sand and Gravel to change the zoning on property owned by Hood River Sand and Gravel, more specifically described as Tax Lot 700, 800 and 1001 in Sections 30 and 31, Township 3 North, Range 11 East, W.M. The Comprehensive Plan amendment was approved from Forest designation to Light Industrial and the Zoning Map amendment from Forest to Light Industrial was approved, subject to the applicant meeting a variety of conditions, including the preparation of a Goal Statement in support of approval of the application. The purpose of the Goal Statement is to address the applicable Statewide Planning Goals as developed by the Land Conservation and Development Commission in 1975 and became effective January 1, 1976. Because Hood River County's Comprehensive Plan has not yet been acknowledged by the Land Conservation and Development Commission, it is necessary that all land use actions, such as this proposal, address the Statewide Planning Goals to insure that the proposal complies. What follows, then, is an analysis of the proposal on a goal by goal basis indicating compliance with the Statewide Planning Goals.

BACKGROUND INFORMATION

In order to put the proposal into perspective, it is necessary to discuss the site location, current condition and previous history. The four tax lots involved in the Comprehensive Plan/Zoning Map amendments are located just south of Interstate 84 and just to the east of Highway 35

The site is currently used as a quarry site and houses a rock crusher and concrete batch plant. The quarry site was established approximately 65 years ago. The Hood River Sand and Gravel corporation was established in 1946. The site has been in constant operation, doing business as Hood River Sand and Gravel, since that time. Since the site was established prior to any reclamation laws, the site is exempt from developing any reclamation plans and, conceivably, could be continued to operate as a quarry until the entire rock content of the four tax lots is exhausted. The site is completely devoid of natural vegetation other than that which has been placed in an attempt at landscaping to mitigate visual impacts. The most recent Comprehensive Plan developed by Hood River County erroneously designated the site as Forest, thus necessitating the applicant's request.

GOAL 1 - Citizen Involvement - Hood River County has adopted a citizen involvement program which has been approved by the Land Conservation and Development Commission. The citizen involvement program includes the requirements for public hearings in the case of Comprehensive Plan amendments and/or Zoning Ordinance amendments. The applicant filed the requisite materials with the Hood River County Planning Department. Public notices were sent to adjoining property owners. Notice of the hearing was published in the Hood River News, a local newspaper. A public hearing required by ordinance was conducted on October 14, 1981.

Conclusion: The proposed Comprehensive Plan Map/Zoning Map amendment complies with Goal 1.

GOAL 2 - Land Use Planning - Hood River County has established a land use planning process as a basis of all decisions and actions related to



use of land in the County. The applicant has followed the established planning process in seeking the Comprehensive Plan Map/Zoning Map amendments. Goal 2 of the Statewide Planning Goals also provides for the exceptions process. The exceptions process is to be utilized when it appears it is not possible to apply the appropriate goal to specific property or situation. Because the tax lots in question have been designated Forest, it appears necessary to take an exception to Goal 4, Forest Lands. The discussion of the exception as required by Goal 2 of the Statewide Planning Goals appears under Goal 4.

Conclusion - The proposed amendments comply with Goal 2.

GOAL 3 - Agricultural Lands - To preserve and maintain agricultural lands: The site is, in all practicality, solid rock. No agricultural lands are involved, nor was the site designated for agricultural purposes by the existing Comprehensive Plan. Therefore this Statewide Planning Goal is not applicable to the applicant's proposal.

GOAL 4 - Forest Lands - To conserve forest land for forest uses: The property in question was designated Forest by the existing Hood River County Comprehensive Plan. It is interesting to note that in two previous comprehensive plans, 1973 and 1976, the property was designated as Industrial and has indeed been in use as industrial property extensively since 1946. The property is void of vegetation other than minor landscaping in attempts to mitigate visual impact of the site. Because the property was designated forest, it is now necessary to take an exception to the Forest Goal in order to designate it Light Industrial as requested by the applicant. Therefore the following information is provided.

In order to take an exception to the Forestry Goal, the following questions must be answered:

A. Why these other uses should be provided for? The property must be designated as Light Industrial land by the Hood River County Comprehensive Plan Map and Zoning Map in order to be responsive to the historic use of the property. The property cannot now or conceivably ever be used as Forest Land as it is completely devoid of the necessary soil on which to grow trees. The Light Industrial designation will allow change of usage from quarry site to other light industrial uses as the quarry site is exhausted. Without the change of land use designation, the site would simply be abandoned, potentially leaving a severe visual impact on the area. Providing the light industrial designation will allow reclamation of the site to other needed light industrial uses.

B. What other alternative locations within the area could be used for the proposed uses? Given the location of the property with its proximity to Interstate 84, Highway 35 and the Union Pacific Railroad, there are no other undeveloped sites immediately available in the Hood River area that have ready access to these three transportation corridors.

C. What are the long term environmental, economic, social and energy consequences to the locality, region or state from not applying the goal or permitting the alternative use? By designating the land Light Industrial in both the Comprehensive Plan Map and the Hood River County Zoning Map, the County will not be applying the Forestry Goal. The environmental consequences of this designation will result in a reclamation and a reuse of an existing quarry site into a light industrial usage. The reuse of the land as a light industrial site will result in a mitigation of the existing visual impacts. The location of the site is such it can

be provided the necessary utility services including water and sewer at some point in the future should the need arise. The economic consequence of the Light Industrial designation for the site will result in the ability to reuse the site in a light industrial manner. There is a paucity of light industrial designated lands as shown by recent studies, within the Hood River County area. The location of the site adjacent to traffic corridors makes the property economically feasible for a variety of light industrial uses.

The social consequence of the Light Industrial designation is negligible. The Light Industrial designation will enable the site to be reused rather than abandoned in a manner as to provide better economic viability to the Hood River County area and thus strengthen the social fabric of the area.

The energy consequences of the Light Industrial designation is non-significant given the location of the site adjacent to three major traffic corridors. Any usage put to the property will result in less energy consumption at other locations located away from the traffic corridors within the County.

D. Adjacent uses include Union Pacific Railroad, Interstate 84, Hood River Inn, the Port of Hood River property to the north. To the west - Petrolane Natural Gas Service, Chevron Bulk Storage plant, Sundowner Restaurant, Hood River Boat Works, Lopez Paving and Meg Electronics. To the east - forestry and quarry operations. To the south - rural residential. The property is separated by steep topography and lies above existing quarry site.

Conclusion: The proposed Light Industrial designation and subsequent use of the property will be compatible with other existing adjacent uses.

GOAL 5 - Open Spaces, Scenic and Historic Areas and Natural Resources

To conserve open space and protect the natural and scenic resources:  
The property in question was designated as Forest by the Comprehensive Plan. As such the County has indicated it is not needed or desirable as Open Space. There are no mineral resources, however, there are aggregate resources on the property at present. The aggregate resource is nearly exhausted which is the essential reason for the redesignation of the property. There are no known energy sources, fish or wildlife areas or habitats on the property. There are no ecological or scientifically significant natural areas on the property. The property faces the Columbia Gorge. It is part of an outstanding scenic view and sight. The redesignation will allow reclamation of the site, which will mitigate the visual impact of the existing quarry site. There are no water areas, wetlands, watersheds or ground water resources on the site. There are no wilderness areas, historic areas, sites, structures or objects. The property is not a cultural area. There are no potential or approved Oregon recreation trails on the site. There are no potential or approved Federal Wild and Scenic Waterways or state scenic waterways near the site.  
Conclusion: The proposed Light Industrial designation complies with Goal 5.

GOAL 6 - Air, Water and Land Resources Quality: To maintain the quality of the air, water and land resources of the state: Any proposed Light Industrial use proposed subsequent to a Light Industrial designation will be required to meet all Federal and State air and water quality standards. The Light Industrial designation will allow reclamation of an existing quarry site which will improve the quality of the land resources within the County.

Conclusion: The proposed Light Industrial designation complies with Goal 6.

GOAL 7 - Areas Subject to Natural Disasters and Hazards. To protect life and property from natural disasters and hazards: The property is not within an existing flood plain or slide area.

Conclusion: The proposal complies with Goal 7.

GOAL 8 - Recreational Needs. To satisfy the recreational needs of the citizens of the state and visitors: The Hood River County Comprehensive Plan is completed. The property is not designated as a recreational site. The existing plan indicates it is not necessary for recreational needs.

Conclusion: Proposal complies with Goal 8.

GOAL 9 - Economy of the State. To diversify and improve the economy of the state: The Light Industrial designation will result in a reuse of a land resource which, once the quarry operation is exhausted, could be abandoned by the owner. The Light Industrial designation will allow a variety of uses which will result in more jobs in the Hood River County area.

Conclusion: The proposal complies with Goal 9.

GOAL 10 - Housing. To provide for the housing needs of the citizens of the state: The property has not been designated for residential purposes in the existing Comprehensive Plan. It has historically been used as an industrial operation for over 65 years and is not needed or desirable for residential housing.

Conclusion: The proposal complies with Goal 10.

GOAL 11 - Public Facilities and Services. To plan and develop a timely, orderly and efficient arrangement of public facilities and services to serve as a framework for urban and rural development: The property is presently served by Chrystal Springs Water District and currently uses septic tanks and drain fields for employees. Power and phone service and all other necessary utilities are available to the site. Should it become necessary, it is physically possible to provide wastewater collection service from the City of Hood River in the future.

Conclusion: The proposal complies with Goal 11.

GOAL 12 - Transportation. To provide and encourage safe, convenient and economic transportation system: The site's located adjacent to two major highway corridors including the main east-west route through the state of Oregon and the main north-south route through Hood River County, provides a most economic and convenient access to the site. Further, the property is capable of being served by the Union Pacific Railroad and its proximity to the Hood River County Port District property allows feasibility of river access should a subsequent light industrial usage make that necessary.

Conclusion: Proposal complies with Goal 12.

GOAL 13 - Energy Conservation. To conserve energy: The proposal to provide industrial designation of the site will allow immediate access to major transportation corridors, thus conserving fossil fuels. There are no other locations that will allow such immediate access to the major transportation corridors. There are no known energy sources on the site.

Conclusion: The proposal complies with Goal 13.

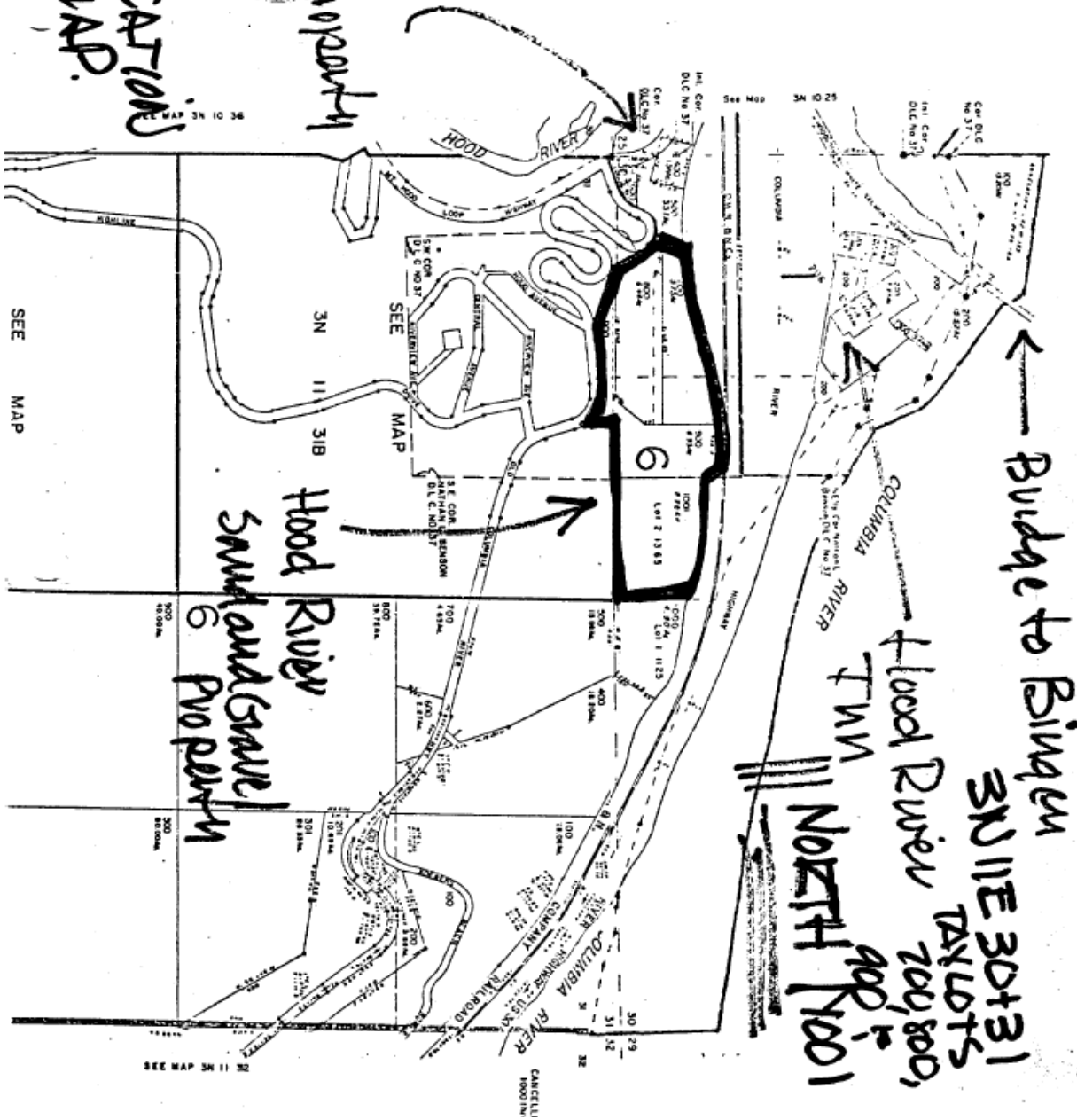
GOAL 14 - Urbanization. To provide for an orderly and efficient transition from rural to urban land use: The proposed site lies outside the designated Hood River City urban growth boundary. The Hood River County Comprehensive Plan was in error in designating this site as Forest as it is a pre-existing industrial use. The industrial use dates back some 65 years. The Land Conservation and Development Commission policy, with regard to industrial uses outside designated urban growth boundaries, has been to recognize those existing<sup>and/or committed</sup> uses and to allow industrial designations. Further, given the existing development in the area and the potential for future development, particularly light industrial or commercial facilities in response to the lagging economic conditions in the County, it is highly likely the urban growth boundary could be extended to encompass these properties. As indicated in Goal 11 discussion, necessary public facilities are immediately available and physically capable of being installed to serve the site.

Conclusion: The proposed site complies with Goal 14 in that the Land Conservation and Development Commission policy has been to allow designations outside the urban growth boundary.

# ATTACHMENT "A" 1/2

LOCATION MAP.

50 PROPERTY





#2

BEFORE THE BOARD OF COMMISSIONERS  
FOR HOOD RIVER COUNTY

APPLICATION FROM PORT OF HOOD RIVER) )  
FOR COMPREHENSIVE PLAN CHANGE FROM )  
FARM/ENVIRONMENTAL PROTECTION TO )  
LIGHT INDUSTRIAL/ENVIRONMENTAL )  
PROTECTION, AND EXCEPTION TO STATE ) ORDER  
LAND USE GOAL NUMBER 3. SUBJECT )  
PROPERTY LOCATED IN SECTION 27A, )  
TOWNSHIP 2 NORTH, RANGE 10 EAST, )  
WILLAMETTE MERIDIAN, TAX LOT 1900. )  
SUBJECT PROPERTY GENERALLY )  
LOCATED WEST OF THE INTERSECTION )  
OF ODELL HIGHWAY AND MUD ALLEY DR. )  
3240 ODELL HIGHWAY. )

Now on this 10th day of October, 1983, the above-captioned matter came before the Hood River County Board of Commissioners for a hearing on the planning commission record on the application filed herein, as indicated in the caption above.

Due notice was given of the hearing and the applicant appeared by and through Jerry Jaques, Attorney at Law. Based on the record produced by the Hood River County Planning Commission and a quorum being present, it is hereby

ORDERED that the application is GRANTED.

The Board of Commissioners hereby adopts the written testimony and general findings as submitted by the applicant and that testimony and findings are attached hereto as Exhibit A & B, and by this reference are incorporated herein. *Walter R. ...*

The Board of Commissioners further adopts as its findings of fact and conclusion of law the information contained in the Hood River County Planning Commission Order dated August 24, 1983.

Dated this 14 day of November, 1983.

HOOD RIVER COUNTY BOARD OF COMMISSIONER

*Robert Murray*  
Chairman

*Robt. D. Hunk*  
Commissioner

*Lee E. Lentz*  
Commissioner

*Glenn C. Palmer*  
Commissioner

*Jerry S. Linton*  
Commissioner

WRITTEN TESTIMONY

EXHIBIT "A"

This firm represents the PORT OF HOOD RIVER. What follows is written testimony offered as evidence on the issue of the Port's Rezone and Comprehensive Plan Change Request, set for hearing before the Hood River County Planning Commission on May 11, 1983, and before the Hood River County Board of Commissioners thereafter.

I.

DESCRIPTION OF PROPERTY

The property at issue, owned by the Port of Hood River, contains just over 29 acres. It is in the Odell area in the mid Hood River Valley, 7 miles from the City of Hood River and the Columbia River. The Odell area includes farms, a commercial district, housing clusters, and industrial plants.

The Port property is rolling and flat, open pasture land. The land does not have commercial timber. It has not been used for timber production in the past. The land has not been inventoried as open space. There are no cultural, historical, or other significant aspects to the property.

On its eastern boundary the Port property abuts State Highway 282, a major collector. The southeast portion of the property also abuts ACA Road, an improved county road. The property is bounded on its other three sides by pasture land similar to the Port property. There is a small group of mobile homes some distance from the property to the southeast. There are also a few homes across Highway 282 from the property. Otherwise, housing within sight of the property is sparse.

The Port property is near existing industry. Only ACA Road separates the southeastern boundary of the Port property from a cold storage plant operated by Diamond Fruit Company. There are also two large scale fruit processing

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and storage plants approximately  $\frac{1}{4}$  to  $\frac{1}{2}$  mile to the east,  
and a lumber handling facility and mill further to the east.

II.

INFORMATION RELEVANT TO THE APPLICATION

A. Hood River County Economy

When people have jobs, money turns over in the community, taxes are paid and the need for government assistance is diminished. The converse is true when people do not have jobs. In this context Hood River County's economy is in trouble. At present the unemployment rate is 17.4% (March, 1983). This compares to the national average rate of 10.3% (March, 1983). In 1982, Hood River County had 14.8% average annual unemployment. This was the tenth highest unemployment rate among Oregon's 32 labor market areas. (Source: Earl Fairbanks, Oregon State Department of Labor, Salem).

"General indicators of economic well-being suggest that in recent years the county has "slipped in overall ranking when compared to other counties in the state". (Pac. Econ. Sum., pg.37)

Hood River County's economic health is heavily dependent on agriculture and wood products. Those industries comprise between 45% and 50% of the overall level of economic activity in the county. (Pac. Econ. Sum., pg. 39) Over reliance on these two sectors can create employment problems when either experiences an economic slump.

There is "no evidence to support a conclusion that

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- \* Pacific Economica, Inc., conducted an extensive survey of Hood River County in November, 1981, on behalf of the Hood River County Residents Advisory Committee and the Mid-Columbia Economic Development District, entitled: "Hood River County-An Analysis of Alternative Economic Futures". Excerpts from the report and the summary of the report are cited herein as "Pac. Econ." (Report) or "Pac. Econ. Sum." The report and summary analyze present strengths and weaknesses in the Hood River County economy, and offer insights into future needs.

there will be significant expansion of productive capability or employment within the forest products industry of the county "during the next twenty years". (Pac. Econ., pg. 49). In addition, "the prospects for growth in the agricultural industry, barring the development of an entirely new product, are somewhat limited". (Pac. Econ., pg. 47).

There is presently a retraction in the agricultural industry. Diamond Fruit Company announced the closure of its cannery operation located in the city of Hood River late in 1982, causing the loss of approximately 275 seasonal and 50 full time jobs. Only approximately 55% of the seasonal workers will be re-employed in fresh fruit processing.

One answer to Hood River County's employment dilemma is to diversify Hood River's industrial base. The Port of Hood River is committed to that endeavor. The Port has developed an industrial park, containing diverse industry, near the Columbia River in Hood River. At the site industrial doors, fishing lures, boats, computer software, liquor, clothing and electrical equipment is produced. In addition, United Telecommunications operates a portion of its business there. But, the Port's industrial park land is nearly depleted. Accordingly, the Port is looking to its Odell site as a logical area for future industrial expansion. Certainly its track record at its industrial site near the Columbia has shown the Port to be conscious of aesthetics, of quality, and of diversification.

#### B. Services Available to the Port Property

The Port's Odell site has an advantage over other potential industrial sites because of its transportation access and the availability of services. The site has abundant water (Crystal Springs), electricity (Hood River Electric Co-op), fire protection (Odell Rural Fire Protection District),

and telephone services (United Telephone).

The site is served by an established sewer system. John Weber, President of the Odell Sanitary Sewer District, indicates that although the treatment plant is at times at or near capacity, ordinary industrial use without extraordinary industrial pollutants can be handled presently. In addition, plans are in final stages to significantly increase the sewage disposal plant capacity. Expansion of the facilities is set to occur whether industry locates on the Port site or not. If industry does locate on the Port's Odell site it will help bear the cost of the plant expansion.

A significant aspect of the Odell property as an industrial site is its access to transportation facilities. The site is adjacent to State Highway 282, which connects to Highway 35, a major two lane state highway, approximately 1.5 miles to the east. Present Hood River County plans call for the extension of nearby Lingren Road, which would connect Highway 282 with Highway 35, and have the effect of routing truck traffic away from the Odell commercial core.

A portion of Union Pacific's Mt. Hood Railway runs through the Odell site. This makes the Port's property especially attractive to industry, as compared to other sites without rail access. Rail shipping is relatively inexpensive and fuel efficient.

The land presently zoned light industrial in the Odell area is all located along the railroad. The Port's property is at the western end of this established light industrial corridor, and is a logical extension of it.

Railroad service to rural areas is in jeopardy unless it is utilized. The Oregon Rail Plan prepared by the Oregon Department of Transportation (1978) points out that if Oregon communities wish to maintain spur rail lines in use, they must provide adequate amounts of industrial land that

will use such rail lines. In fact, Union Pacific Railroad is presently abandoning the southern most 5.595 miles of the Mt. Hood rail line, because of lack of use. (Interstate Commerce Commission Decision, dated November 5, 1982, Finance Docket No. 30050).

Zoning the Port's Odell site industrial will give the advantage of rail transportation to industry which locates there and will help save the railroad transportation alternative for industries presently in Odell.

There is ample housing (homes for sale and building lots) in Hood River, some seven miles to the north of Odell. In addition, homesites are available in the Odell area, including a number of lots in the Whitesell subdivision. Current school enrollment is only two thirds of capacity. So, even if some employees come from outside the ranks of Hood River's unemployed, and bring children with them, schools should have no difficulty accomodating those children.

#### C. Protection of Farm Land

The Port's Odell site is in the center of Hood River Valley. It is centrally located to receive the county's fruit and timber resources. In fact, nearly all of Hood River County's fruit handling and processing and a significant amount of its lumber handling presently takes place in the Odell area. It is not unreasonable to assume that industries which utilize fruit and timber will be attracted to the Port's Odell site because of its location. If industry does locate on the Port site and utilize Hood River County's fruit and timber the effect will be to bolster and protect the county's farms and its timber resources.

In point of fact, the Port has been contacted by fruit and timber related industries in the recent past about the availability of the Port's Odell site.

The Port site has class 3 soil, which technically means that the land is capable of being farmed. However, as a practical matter this is not viable farm land. The property is located in a frost pocket and so is not well suited for fruit production, Hood River's main farm activity. A high water table is also a problem for farming.

Cliff Whitten formerly lived across from the Port's property from 1943 to 1957. During portions of that time beef cattle and dairy cattle were raised on the property, Mr. Whitten is also familiar with the property after 1957. Mr. Whitten has testified that the Port's land is not good farm land. To his personal knowledge no family has ever been able to make a living farming the property.

(Minutes of January 28, 1980, Public Hearing before the Hood River Board of Commissioners, pg. 7).

#### D. Protection of Property and Safety

Those areas of the Port's Odell site adjacent to Odell and McGuire Creeks are identified as flood plain areas. The Port has retained Century West Engineering Corporation to study the drainage problems present. Basically, it is the opinion of the Port's consultant that there should be a 50 foot wide (total) easement, being 25 feet on each side of McGuire Creek and a 100 foot wide (total) easement by Odell Creek restricting development to allow natural flooding of the creeks. In addition, to keep from increasing downstream flooding during peak flow periods upstream, retainage basins can be built. With these measures being taken it is the engineers' opinion that industrial development can occur on the Port site without any impact on present flooding conditions on or off the Port's property.

It is felt that the safest access to the site is at the intersections of Highway 282 and AGA Road, because



that location affords the best vantage point for drivers in all directions. That location would facilitate slow moving trucks making a left hand turn. An intersection further north is possible, but may not be as safe as the proposed intersection if a car heading northerly on Highway 282 approaches and comes around the corner on Highway 282 as a slow moving truck is pulling onto the road.

E. Need For Industrial Land

Hood River has various alternatives available to it for development. The Pacific Economica Report found that "the alternatives relating to the expansion of agricultural production and diversification of manufacturing industries can be realized with the least extent of overall change in the character of the county economy and associated land use." (Pac. Econ., pg. 40)

To attract industry the county needs sufficient land zoned for industry. Analyzing the industrial development alternative for Hood River County, the Pacific Economica Report reveals that there is a serious shortage of marketable, industrially zoned land. "Marketable" translates into "ready to build" site, for the "small footloose industry" which might be attracted to Hood River. This aspect of the "ready to build" site "is critical, since most of the potential targeted industries will most likely be small firms unwilling to incur the delay, cost and problems of site development." (Pac. Econ. Sum., pg. 35)

"Assuming that one thousand new industrial employees are to be added over the next 20 years, which is close to the industrial expansional alternative, approximately 50 employees will join the industrial sector work force each year. Considered in five year increments, the added employment is 250. This will require 25 net acres of industrial land for each five year planning segment. Based on the overage

factors for streets, expansion capability, and market choices, there is a need for 56 acres of marketable ready-to-build land every five years.

During the first five year period of industrial development, land availability should exceed forecasted needs by around 300% in order to maintain adequate market flexibility and to assure that the locational needs and land requirements of the targeted industries can be met.

Current stock of marketable ready-to-build industrial lands (43 acres) is not sufficient for the next five years. Approximately 170 acres should be available." (Pac. Econ. Sum. pg. 35)

Of the 43 acres which the Pacific Economics Report identifies as being marketable, ready-to-build industrial sites the majority are in Cascade Locks, which may be considered too small a community for many industries.

The Hood River County Planner has prepared an industrial lands inventory. The inventory is almost in final form, but has not been formally submitted to the County Planning Commission or Board of Commissioners for their approval. Tables produced as part of the inventory appear as exhibits to the Planner's Report on this application, (see tables 1, 2, 3, 4, and 5) Because the report is relevant to this application citations to various portions of the report will be made, with the understanding that the report is not finalized and is subject to being modified.

The text of the planner's inventory states that with regard to industrial lands 719 acres outside the cities of Hood River and Cascade Locks should be zoned industrial to meet projected needs to the year 2000. A total of 908 acres are so zoned, which gives an excess of 189 acres. However, only 7 of those excess acres are useable.

I. Goal #10. Justified exceptions exist for residential housing in Odell.

Development of the Port's Odell site will not reduce the availability of land for housing.

See Goal 2/3 discussion regarding compatibility with adjacent housing.

J. Goal #11. The Odell area is an area where Exceptions have been justified for services to support development. In point of fact, all public services and facilities are presently available to the Port's Odell site. See general findings, alternative site findings and Goal 2/3 findings regarding facilities and services which are available, and Goal 9 findings regarding access safety.

John Webber, President of the Odell Sanitary Sewer District, indicates that although the sewer treatment plant is at times at or near capacity, ordinary industrial use without extraordinary industrial pollutants can be handled presently. In addition, plans are in final stages to significantly increase the sewage disposal plant capacity. Expansion of the facilities is set to occur whether industry locates on the Port site or not. If industry does locate on the Port's Odell site it will help bear the cost of the sewer plant expansion.

H. Goal #12. See Goal 2/3 discussion regarding railroad considerations and the Goal 9 discussion regarding road access.

I. Goal #13. The Port's proposal promotes development adjacent to Odell, which has been designated as a growth area. The location is certainly more energy efficient than locating an isolated resource area away from major arterial systems.

V.

#### CONCLUSION

For the reason stated in these findings, we

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15

conclude that the applicant's request should be granted and  
that the property should be zoned industrial.

DATED this \_\_\_\_\_ day of August, 1983.

**HOOD RIVER COUNTY PLANNING COMMISSION**

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surface and flooding problems. The estimated average development cost for this area is a high \$14,700 per acre. (Pac. Econ., pgs. 143-144)

"If the county wishes to diversify its economy, the industrial zones must be retained in the rural areas." (Planner's Draft Industrial Lands Inventory, pg. 2) "Site development costs in the Odell area are extremely reasonable because of the existing base of public facilities." (Pac. Econ., pg. 137)

From the above discussion it becomes apparant that there is a need in Hood River County for not only more industrially zoned land, but "marketable", "ready to build" industrial sites. It is also evident that among the potential industrial sites in the county, the Port's Odell site should be among the most attractive to industry thinking about locating here.

#### F. Conclusion

When the Port aquired its Odell property a majority of the acreage was designated light industrial, by the terms of the county's 1973 comprehensive plan. After 1973 the County Planning Commission recommended that the entire property be zoned light industrial. It was in fact zoned light industrial in the first draft of the Central Valley Plan. These earlier planning decisions were the result of careful analysis, with the benefit of input by planning staff, citizen advisory groups and the public.

A strong case still exists today for zoning the Port's Odell property light industrial. Special consideration should be given to the following factors:

1. The high unemployment rate in Hood River County;
2. The services available to the site;
3. The railroad and road access;
4. The low development costs;
5. The Port's ability and desire to create and market ready to build sites for "footloose industry";

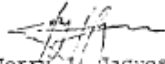
6. The size of the parcel (29 acres), being large enough for current building with additional land for future expansion;
7. A central location, which may attract industry which will utilize the county's fruit and timber resources;
8. The scarcity of vacant industrial sites in Hood River County which are in marketable condition; and,
9. The minimal impact on the surrounding area.

If land is zoned light industrial it will be subject to the same exacting Port standards as have been applied to the Port's property near the Columbia River. In addition, the County will have review authority under Section 32.30 of the zoning ordinance. That section gives the county future control over such matters as waste disposal, lighting, landscaping, noise, drainage and parking.

Respectfully submitted,

Port of Hood River,

By: PARKER, ABRAHAM, BOWE, JACQUES  
& BLARELY

  
Jerry J. Jacques  
Attorney for Applicant

# EXHIBIT "B"

## SUPPLEMENT TO WRITTEN TESTIMONY (Port of Hood River-Odell Site)

The planning department has completed its Goal 9 Inventory, in response to DLCD comments. A copy of the inventory is attached. Citations to inventory pages or tables are noted in parentheses hereafter.

The inventory contains a conclusion that, based on projected needs, there are 65 "excess usable" acres zoned industrial in Hood River County. (Table 10) The Planning Commission should be careful not to give too much weight to this conclusion.

In arriving at the 65 acre "excess" figure all "usable" industrial land in the county is counted, including lands zoned industrial in the City of Hood River and its urban growth area, and land zoned industrial in the City of Cascade Locks and its urban growth area. ("The Cascade Locks urban growth boundary, which has been acknowledged, contains approximately 35% of all industrially zoned lands in the county outside city limits..."-p.3)

For the purpose of Table 10 every type of industrial land is counted:

1. Land which is fully occupied is counted. (Including: Stadelman Fruit Company-8.95 acres; Duckwall-Pooley Fruit Company-10.44 acres; Diamond Fruit Company (2 operations)-59.67 acres)
2. Land is counted which is partially occupied with the remainder most probably being reserved for future use, if needed. (Including: Diamond Fruit Company (cold storage)-9.26 acres/7 acres vacant; State Fish Hatchery-10.75 acres/4 acres vacant; Champion International at Dee-97.30 acres/65 acres vacant; Hanel Lumber Company-144.54 acres/45 acres vacant (4 parcels))
3. Industrial land is counted even if industrial uses are substantially restricted (i.e.-Airport related uses only-Port of Hood River Airport (partly occupied)-94.19 acres/24 vacant acres actually available for industrial use)
4. Land is counted even though owned as small parcels, (i.e. Wasco Street area, approximately 25 total acres, owned by numerous parties)
5. Land is counted that is currently in orchard use, (i.e. Benson-7.05 acres; D & P Orchards-22 acres; Elliot-9 acres)
6. Land is counted which the owners have expressly said will not be sold nor ever be available for industrial use. (D & P Orchards-22 acres)


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7. Rock quarries are counted. (Hood River Sand & Gravel-28.10 acres; Houston property-30 acres)
8. Land is counted even if key utilities and services are unavailable.
9. Land is counted notwithstanding marginal transportation access.
10. Land is counted irrespective of development costs.

The conclusion that there are 65 excess usable acres zoned industrial, at first glance, might lead to the conclusion that no more industrial land is needed in Hood River County. But, from the above analysis, it becomes clear that the term "usable" is very, very broad. In fact, there is a scarcity of vacant, unreserved acres in Hood River County of sufficient size, with necessary services and transportation access to attract industry to the county and to meet the needs of new industry. The Port of Hood River submits that its Odell Site is uniquely suited to help fill the county's industrial land need.

Respectfully submitted,

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19



#19282

SUPPLEMENT TO WRITTEN TESTIMONY II.

(Port of Hood River Odell Site)

As part of the Port's presentation it has compared the Odell site to other industrial sites within the county. Most of the other sites analyzed are presently zoned industrial. The industrial sites which have been mentioned by the Port have problems with regard to location, services, development costs, transportation access or availability. These problems with presently zoned industrial land shows the dilemma that the county faces. There are precious few acres of legitimate industrial land in Hood River County. The good industrial land that exists has already been zoned as such, and most of it is presently being utilized.

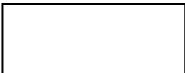
The land which is left is for the most part inappropriate as industrial land. In making its case for a rezone the port is required to analyze other potential industrial sites, and show why the port site is the best among the alternatives. The problem is, there are no other real alternatives.

There are orchards which are possible industrial sites, near the City of Hood River, and the Odell area, and in the upper valley. Indeed, the county has zoned two orchards for industrial use already. But, it seems ridiculous to analyze a number of orchards compared to the Port's Odell Site, because orchards are so much more valuable as a farm resource than the Port's land is.

There are a few sites which in the past have been seen as having industrial potential. But, these sites do not appear to have that potential today.

There is the "West Cove" area of approximately 45 acres, lying inside the Hood River Urban Growth area. This site is adjacent to the industrial park on the Columbia River. It has road and rail access. The site has all

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services available to it. But, it is under water. A fill would be required to utilize the area for industrial use. Fish and Wildlife agencies have opposed a fill because the area is seen by them as an important fish resting pond. An appeal court has sustained this position. Even if a fill were permitted it would be expensive.

Another area mentioned in the past as a possible industrial site lies between the Hood River and Highway 35, just south of the City of Hood River and just north of the Powerdale Dam. This site consists of approximately 300 acres. The Mt. Hood Railway travels through the property. However, road access is steep, and poor. There is no sewer or water. More importantly, the area is in a flood plain, and, because of its proximity to the river and visibility has been zoned for Forestry/Flood Plain and Environmental Protection.

There are a few properties in the Mt. Hood - Parkdale area consisting of pasture lands similar to the Port's property. These sites might serve as industrial sites. But, this area is remote from the county's population and support facilities. The area is also not centrally located to the county's fruit and timber. Mt. Hood Railway has recently discontinued service to this area due to lack of use of the railroad tracks.

The Port submits that it's Odell property is the best site in Hood River County among the sites available, if any, to fill the need for more industrial land.

Respectfully submitted,

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& BLAKELY

Jerry J. Jacques  
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19

#19282

BEFORE THE PLANNING COMMISSION  
HOOD RIVER COUNTY

IN THE MATTER OF THE APPLICATION OF THE PORT OF HOOD RIVER  
FOR A ZONE CHANGE AND COMPREHENSIVE PLAN DESIGNATION CHANGE  
FINDINGS OF FACT

I.

GENERAL FINDINGS

The subject property is owned by the Port of Hood River. It is in the Odell area in the mid Hood River Valley, 7 miles from the City of Hood River and the Columbia River. The Odell area includes farms, a commercial district, housing clusters and industrial plants.

The Port property contains just over 29 acres. It is rolling and flat, open pasture land. The land is not suited for commercial timber production. Nor has it been inventoried as open space. There are no cultural, historical, or other significant aspects to the property.

On its eastern boundary the Port property abuts State Highway 282, a major collector. The southeast portion of the property also abuts AGA Road, an improved county road. The property is bounded on its other three sides by pasture land similar to the Port property. There is a small group of mobile homes some distance from the property to the southeast. There are also a few homes across Highway 282 from the property. Otherwise, housing within site of the property is sparse.

The Mt. Hood Railway runs through the Port's Odell property. The railroad serves several fruit processing and timber processing plants to the east of the Port's Odell property.

Although the Port's property contains class 3 soils, it is not well suited for orchard use, Hood River's main agricultural pursuit. Odell Creek and McGuire Creek flow through the property. They are subject to flooding.

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The soil on the Port's property tends to be wet and soggy. The area is within a frost pocket. In the past the land has been used for raising hay and for grazing. There has been testimony that no family has ever made a living farming the property.

II.

PUBLIC NEED

Hood River County has a serious unemployment problem. In 1982 Hood River County's unemployment rate was tenth highest among Oregon's 32 labor market areas. Unemployment was 17.4 percent in March, 1983, compared to the national average of 10.3 percent. In recognition of this problem Goal #9 of the Hood River County Central Valley Plan calls for basic fruit and timber industries to be maintained, and mandates a plan that encourages new, diverse industry to locate in the county.

The county's Goal #9 policy for industrial development cannot be carried out presently because of a lack of available industrial land.

Pacific Economica, Inc. conducted an extensive survey of Hood River County's economy in November, 1981. The Pacific Economica report, in analyzing an industrial development scenario, concludes that there is a serious shortage of marketable, industrially zoned land in Hood River County. According to the report, marketable, "ready to build" sites are critical to the small industries which might locate in Hood River County. Those industries will most likely be unwilling to incur the delay, cost and problems of site development.

The Pacific Economica report finds that there are only 43 "marketable" acres of industrial land in Hood River County, and concludes that that is an insufficient amount for the next 5 years. There should be approximately 170

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acres available. Of the 43 acres the Pacific Economica

report identifies as marketable the majority are in Cascade Locks, which is located at the western edge of Hood River County. Cascade Locks may be considered too small a community for many industries interested in locating in the county.

The Hood River County Planner has prepared a Goal #9 inventory (as amended June 9, 1983) analyzing land in the county which is zoned industrial. That report concludes that there are 65 excess, useable, vacant areas of industrially zoned land in Hood River County, outside city limits. The county planner's figures include acres which might, in fact, not be marketable to a new industry seeking to locate in the county because the land is not for sale, because the land is being reserved by an existing industry for possible future expansion, because transportation access is poor, because key utilities or services are unavailable, or because development costs are prohibitive.

There is a documented need for 54 acres of industrially zoned land in the Cascade Locks Urban Growth area, which has gone unfilled. According to the county planner's Goal #9 report this deficit should be made up elsewhere in the county if industry is to establish itself here rather than somewhere else.

Taking the planner's figures, if there are 65 excess, vacant industrial acres in Hood River County, and an unfilled need for 54 acres in Cascade Locks exists, that leaves a net excess of 11 acres. That is probably not enough for market choice, especially given the drawbacks of some of the property which is zoned industrial that is being counted by the planner.

As the planner concludes in his staff report regarding this application: "It must be realized that it is more prudent in land use planning to have some excess capacity rather than risk deficiencies".

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III.

ALTERNATIVE SITES

Alternative industrial sites have been analyzed by the Port. Many sites which are presently zoned industrial are not as marketable for industrial use as the Port's Odell site is.

Sites 1, 2 and 6, identified in the county planner's Goal #9 inventory, contain a total of 96 acres, presently zoned industrial, located outside the Hood River Urban Growth area. None of the property has access to sewer. None has access to rail. Site 2 is restricted to airport related uses only. The road serving site 6 is steep and winding.

There are few, if any, good industrial sites, other than the Port's Odell site, in Hood River County, which have not already been zoned for industry. There are orchards which could be used for industry. But, good orchard land is too valuable a resource to remove from agriculture for industrial purposes. There is pasture land in the Parkdale - Mt. Hood area, similar to the Port's property. But, that area is too remote from the county's population center and it's natural resources to be a good alternative industrial location. Mt. Hood Railway no longer serves the area because of lack of use of the tracks.

The Cascade Locks area already has 35 percent of all industrially zoned lands in the county outside city limits. It is questionable whether more land should be zoned industrial in the area of Cascade Locks. There is a possible problem of industry not being willing to locate in Cascade Locks because of its location and small size.

There are approximately 300 acres outside the Hood River Urban Growth area north of the Powerdale Dam, on the east side of the Hood River. This area has in the past been

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mentioned as a possible industrial site. But, it has steep road access and no water nor sewer. It is in a flood plain. The area has been zoned Forest/Flood Plain and Environmental Protection.

The "West Cove" in the proposed Hood River Urban Growth area contains about 45 acres. It is adjacent to the industrial park on the Columbia River and has all services to it as well as good road and rail access. However, the area is under water. Fill costs would be high. In addition, it is questionable whether a fill permit for the area can be obtained. Objections by Fish and Wildlife Agencies have in the past resulted in a court decision which stopped a prior fill.

There is an area of approximately 25 acres inside the City of Hood River, near Cascade Avenue which could potentially be zoned industrial. But, the area consists of numerous small parcels owned by various parties. Water and sewer services are lacking. Road access is inadequate. Site preparation costs would be very high because of bedrock close to the surface.

This property is owned by the Port of Hood River. The Port has a track record of industrial development in Hood River County. It has the legal authority, the means, the expertise and the desire to convert this area into a "ready to build" industrial site. Other properties may someday be available for new industry. But, there is a present scarcity of potential sites for industrial development.

The Port property has an advantage over most other sites because the infrastructure of all basic facilities and services is present. Development of other sites without sewer, water, electric and/or telephone service would involve a comparatively high expenditure of money.

IV.

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GOAL ANALYSIS

A. Goal #1. Notice has been given in compliance with the zoning ordinance and county charter to provide for citizen involvement and agency coordination. This goal has been complied with.

B. Goal #2 and #3. The Port property consists of class 3 soil and therefore requires an exception to Goal 3 in order to designate the property for industrial use.

Some of the issues required to be addressed by Goal 2 have been addressed above. The need for more industrial land has been documented. Advantages of the Port site over alternative sites have been discussed.

Industry at the Odell site should help reduce the county's unemployment problem. If new employees do come into the area, the evidence indicates that there is adequate housing in Hood River and Odell to accommodate them. In addition, county schools are well below capacity, and should not be negatively impacted.

It has been shown that the site is not viable farm land. The property is significantly more important to the county as an industrial site. Because of its central valley location the site is well suited to receive the county's fruit and timber resources. In fact, nearly all of Hood River County's fruit handling and processing and a significant amount of its lumber handling presently takes place in the Odell area. It is not unreasonable to assume that industries which utilize fruit and timber will be attracted to the Port's Odell site because of its location. If industry does locate on the Port site and utilize Hood River County's fruit and timber the effect will be to bolster and protect the county's farms and its timber resources. The Port has testified that it has been contacted by fruit and timber related industries in the recent past about the

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APPLICATION/PAGE 6



availability of the Port's Odell site for industrial purposes.

The Port site is relatively unique because of its access to rail. Rail service is fuel efficient and inexpensive compared to some other shipping modes. That aspect of the property may help attract industry. Zoning the Port property industrial may also help save railroad as a transportation alternative for industries in the Odell area. The Oregon Rail Plan, prepared by the Oregon Department of Transportation (1978), points out that if Oregon communities wish to maintain spur rail lines in use, they must provide adequate amounts of industrial land that will use such rail lines.

Industrial use at the Port's property will not adversely affect surrounding uses due to noise, traffic or other aspects of industrial development. Residences in the area are sparse. There should be no conflicts with the surrounding agricultural practices of raising hay and grazing, as these uses are not of a particularly sensitive nature. In addition, since the surrounding agricultural land is not farmed intensively there will be no incompatibility suffered by the Port property arising from spraying or dust generated by farming techniques.

Provision will be made by the Port for flooding problems, by easements and holding ponds, so that neighboring properties will not be impacted by development of the Port's property.

County ordinance provisions give the county ongoing control over waste disposal, lighting, landscaping, noise, drainage and parking, which will insure compatibility with neighboring properties.

Only one nearby property owner has spoken against the Port's proposal to zone the site industrial.

We conclude that zoning the Port's Odell site industrial will not have a negative financial impact on the

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community of Odell or on the county's farm resources. There will not be the need for provision of additional services or public facilities. Jobs will be created. Transportation opportunities can be taken advantage of. And, the site is ready for development, in an area which will attract development.

C. Goal #4. Not applicable.

D. Goal #5. Not applicable.

E. Goal #6. There is no reason to believe that the Port's proposal will cause air, water or land pollution problems. Statutes, county ordinances and DEQ regulations will dictate emission standards. Review for compliance with pollution laws can be made when development proposals are received.

We accept the testimony of the engineer retained by the Port that flooding on the Port property from McGuire Creek and Odell Creek can be controlled, or at least will not be aggravated by development, as a result of using flowage easements and retainage basins.

F. Goal #7. See Goal 6 discussion regarding flooding.

G. Goal #8. Not applicable.

H. Goal #9. See need discussion regarding the economy. See Goal 2/3 discussion regarding compatibility with surrounding uses and buffering requirements to protect adjacent residents. See Goal 6 discussion regarding drainage.

The property is located on AGA Road which is a collector street. Because of the current Lingren Road improvements, traffic from the site can proceed directly to Highway 35, without being routed through the Odell commercial district or through local neighborhoods.

Access at the intersections of AGA Road and Highway 282 appears to be safe, and can be regulated by State and County requirements.

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I. Goal #10. Justified exceptions exist for residential housing in Odell.

Development of the Port's Odell site will not reduce the availability of land for housing.

See Goal 2/3 discussion regarding compatibility with adjacent housing.

J. Goal #11. The Odell area is an area where Exceptions have been justified for services to support development. In point of fact, all public services and facilities are presently available to the Port's Odell site. See general findings, alternative site findings and Goal 2/3 findings regarding facilities and services which are available, and Goal 9 findings regarding access safety.

John Webber, President of the Odell Sanitary Sewer District, indicates that although the sewer treatment plant is at times at or near capacity, ordinary industrial use without extraordinary industrial pollutants can be handled presently. In addition, plans are in final stages to significantly increase the sewage disposal plant capacity. Expansion of the facilities is set to occur whether industry locates on the Port site or not. If industry does locate on the Port's Odell site it will help bear the cost of the sewer plant expansion.

H. Goal #12. See Goal 2/3 discussion regarding railroad considerations and the Goal 9 discussion regarding road access.

I. Goal #13. The Port's proposal promotes development adjacent to Odell, which has been designated as a growth area. The location is certainly more energy efficient than locating an isolated resource area away from major arterial systems.

V.

CONCLUSION

For the reason stated in these findings, we

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conclude that the applicant's request should be granted and that the property should be zoned industrial.

DATED this \_\_\_\_ day of August, 1983.

HOOD RIVER COUNTY PLANNING COMMISSION

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BEFORE THE PLANNING COMMISSION  
FOR HOOD RIVER COUNTY

IN THE MATTER OF THE )  
APPLICATION OF THE )  
PORT OF HOOD RIVER ) ORDER  
FOR A COMPREHENSIVE )  
PLAN CHANGE AND ZONE )  
CHANGE )

The above entitled matter came on for public hearing before the Hood River County Planning Commission on the 10th day of August, 1983, upon the application of the Port of Hood River for a Comprehensive Plan change from Farm/Environmental Protection to Light Industrial/Environmental Protection and a Zone change from Exclusive Farm Use/Flood Plain to Light Industrial/Flood Plain. The subject property is located in Section 27A, Township 2 North, Range 10 East of the Willamette Meridian, in tax lot number 1900.

Due notice was given of the hearing and the applicant appeared by and through Jerry J. Jaques, Attorney at Law before the Planning Commission. Based upon a staff report and the evidence and testimony produced at the hearing, the Hood River County Planning Commission hereby adopts the written testimony and general findings as submitted by the applicant attached hereto, and by this reference incorporated herein. *Appendix A, May 11<sup>th</sup> and Appendix B*

Based upon the foregoing findings and after due deliberation and a vote being taken by the Planning Commission, there being a quorum present,

*July 6 1983*

It is hereby ORDERED that the application of the Port of Hood River for a Comprehensive Plan change from Farm/Environmental Protections to Light Industrial/Environmental Protection and a Zone change from Exclusive Farm Use/ Flood Plain to Light Industrial/ Flood Plain is hereby GRANTED subject to the following conditions:

1. The applicant shall comply with the provisions and uses specified in the Light Industrial Zone (M-2). Provisions of the M-2 Zone require meeting standards and criteria regarding the following) list is not exclusive; see Ordinance): (a) DEQ, (b) liquid waste, (c) discharge, (d) lighting, (e) noise, (f) drainage, (g) parking, and (h) development standards.
2. The applicant shall comply with the requirements of the Odell Fire District and Odell Sanitary District.
3. A detailed grading and drainage control plan shall be developed and submitted to the County Public Works Department as described in the Light Industrial Zone. The plan shall be approved prior to any site preparation (e.g., grading excavation). The Public Works Department and applicant to insure that the following objectives and met:
  - (a) soil erosion is minimized; (b) development will not adversely impact the on-site or off-site flooding of Odell and McGuire Creeks; (c) adjacent properties shall not become inundated by excessive water runoff from the proposed development's impervious surface. Agree to applicant's recommendation and plot plan showing flood easements (50' either side) along Odell Creek and flood easement (25' either side) along McGuire Creek. As suggested by applicant, retainage basins shall be built to keep from increasing down stream flooding during peak flow periods upstream.
4. Industrial collector roads shall connect to Odell Highway at a location mutually approved by the State Highway



Department. The applicant shall meet other requirements of the State Highway Department.

5. Oral and written representations by the applicant to the extent that they do not conflict with any conditions, shall be made a part of this permit.
6. The applicant will consult and comply with the requirements of the Department of Public Works if access will be other than to State Highway.
7. Compliance with the requirements of the Department of Environmental Quality. Submittal of development plans to DEQ for review and comment for the entire project, or for phased development.
8. Parking and circulation details to be handled at the Land Use and Building Permit stage subject to approval by the Planning Department.
9. In general buildings shall be kept simple in design. Special consideration shall be given in the design of each building to the surrounding environment such as adjacent buildings, landscaping, existing residential uses, etc.
10. No advertising signs or billboards are permitted except those identifying names of business, persons, or firm occupying the premise. Signs on roofs, fences, front yard setback area, or painted on exterior faces of buildings are prohibited. Signs are permitted to be placed upon outside walls and buildings but shall not extend above the line of the roof meeting that wall. Flashing, or moving signs shall not be permitted. Signs shall not be placed or externally illuminated in a manner which is detrimental

to neighboring occupancies or the safe movement of traffic. Sign color and detail should be submitted to the Port and County for approval prior to installation.

11. All access maneuvering areas, streets, parking areas, shall be paved.
12. Compliance with applicable provisions of the Environmental Protections designation and Flood Plain Zone.
13. Depending upon the desires of the applicant, compliance with applicable requirements of the Partition and Subdivision Ordinance.

Dated this 24 day of August, 1983 nunc pro tunc for August 10, 1983

James J. Reing  
Chairperson





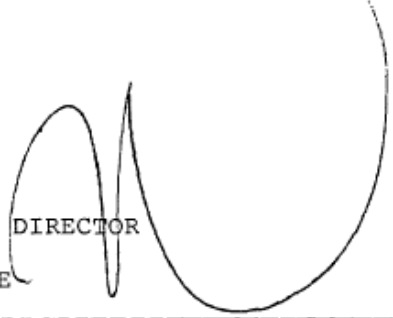
MICHAEL NAGLER  
PLANNING DIRECTOR

ROOM 101  
HOOD RIVER COUNTY COURTHOUSE  
HOOD RIVER, OREGON 97031

PHONE 503-386-1306

September 1, 1983

TO: BOARD OF COMMISSIONERS  
FROM: MICHAEL NAGLER, PLANNING DIRECTOR  
SUBJECT: PORT PLAN AND ZONE CHANGE



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Attached are Commissioner Fawbush's minority findings  
submitted August 31, 1983.

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attachment

PORT OF HOOD RIVER - ODELL

I. General Findings

The subject parcel consists of approximately 29 acres in Odell, an unincorporated community, 7 miles from the city of Hood River. This is an area of farms, a very small commercial district, rural housing, and fruit-related industrial plants. The land has historically produced hay and has been used for  
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## PORT OF HOOD RIVER - ODELL

### I. General Findings

The subject parcel consists of approximately 29 acres in Odell, an unincorporated community, 7 miles from the city of Hood River. This is an area of farms, a very small commercial district, rural housing, and fruit-related industrial plants. The land has historically produced hay and has been used for grazing. Staff report tells us that the generally flat to rolling land is primarily in open fields used for grazing. Both Odell and McGuire Creeks which flow through the site are subject to flooding. Both creeks are in the Special Flood Hazard Area, commonly referred to as the 100-year flood plain. The Wy'East silt loam soils are wet and poorly drained, and the area has experienced high ground water problems and flooding. The wetness and flood potential of these soils severely limit the suitability of the property for development (i.e.:sanitary facilities, buildings, streets, roads).

The parcel was devoted to farm use until the Port of Hood River purchased it in January, 1979. It had farm-use pasture and hayfields to the north, west and south. The three surrounding properties are still being farmed.

The Mt Hood Railway runs through the property and serves several fruit processing and timber processing plants to the east.

The industrial area of Odell is substantially committed to packing, storing, and shipping the fresh fruit that is grown throughout the entire valley. This industrial complex handles all the fresh fruit for Duckwall-Pooley, Stadlemans, and a major share of the fresh fruit of the Diamond Fruit Growers. These three major Grower-Shipper organizations have continued to centralize their operations in the Odell area. All three have expanded their physical plants to meet projected production increases. The Port property may be a logical place for expansion of the fruit industry, but it will be of little use if non-farm industries are on the site.

### II. NEED

The Port cites recent unemployment rates along with Goal #9 of the Central Valley Plan as compelling reasons to diversify the county's industrial base. Although there may be dispute over which month's employment figures reveal the true health of the county's economy, the need for diversification is not disputed. The "WHERE" of new industrial sites in Hood River County is the matter yet to be decided.

The 1981 Pacifica Economica, Inc. analysis of economic futures in Hood River County, which the applicant quotes

repeatedly but selectively to justify the NEED for its proposal, advises that one of two sites be developed for long term industrial growth. Presumably the Port's investment will be for the long term. Pacifica Economica even names the two locations: "the community should decide whether major industrial growth should occur at Odell or in the south Hood River (City) area." The Planning Commission did not deliberate whether the most suitable location of Hood River's future industrial growth focus should be in Odell or in Hood River City. If we accommodate the Port's short term desire on this application and allow them to spend their limited capital resources to develop this site we may preclude the option of locating the county's industrial focus where it will best serve the needs of all county residents.

Further testimony suggests that the promotion of industrial diversification should be in an area where the labor force is available and where it won't jeopardize the current agriculture industry. The Comprehensive Plan directs the housing inventory be fulfilled in the Westside area. The soils there are not as suited to commercial orchards as those in the Central Valley and Parkdale. Thus conflicts with and erosion of our agricultural potential are reduced and most people will find homes close to the urban services and amenities to be found in the community of Hood River. This proposal would locate the jobs for these people 7 to 10 miles away, in another community which is the hub of the ag industry. A limited land base community, such as Odell, needs to safeguard its industrial potential for expansion of the ag/timber industries which sustain it. Is it necessary to sacrifice the growth potential of the ag/ timber industries in order to satisfy the county's need for diversified industrial growth in this location?

Opponents expressed concerns that the short-term gains of allowing non-farm related industry into an ever-growing and ever-expanding fruit industrial area can precipitate permanent impairment or decline of their present livelihood.

### III. ALTERNATE SITES

Of the lands zoned for industrial development, one 22 acre site (D & A Orchards) is located in Odell. It has similar or better amenities than the Port's Odell site. It is adjacent to the fruit processing plants which would allow them to expand their operation without traversing a busy highway and it also focuses industrial traffic east of the commercial sector of the community.

When the planning process works, lands zoned for industrial use will be valued at a higher rate than those zoned for less intensive (farm, resource) use. You can't justify adding more land to the industrial base simply because the applicant acquired

it at a cheaper price than that which is already zoned for industrial development. By its own admission, the Port can afford to develop an industrial site and wait years for the appropriate client to occupy it. Is it unreasonable then to expect that they can equally afford to pay industrial rates for the property to be devoted to such uses?

The Port's survey of alternate sites is incomplete. Each industrially zoned parcel is compared to the amenities available to its farm parcel in Odell. An exhaustive study of alternate sites would have assessed the potential of any farm acreage within the Hood River UGB for its industrial potential as well.

There are a few large vacant industrially zoned sites in the Hood River City area: Cascade Avenue, Hood River Sand & Gravel, the Diamond Cannery, and the potential to consolidate the small parcels in the Wasco Street area could be realized only by an entity such as the Port.

The Port did not give serious analysis of the abundant industrially zoned parcels of Cascade Locks. They don't own any of them and Cascade Locks has its own Port authority.

#### IV. CONSEQUENCES

We received testimony that future expansion of the fruit industry may require more land. To designate available rail-connected land for non-farm industry will leave little alternative for fruit-industry expansion except into the land on which this industry is sustained, agricultural lands.

A rezone of this farm land for non-farm industrial use will change the rural character of the area to an urban one with an attendant need for sewer expansion not in relation to the agricultural community.

The Light Industrial Zone permits several uses, a few of which would find rail access advantageous, most of which would make no productive use of the fruit resources produced in the central valley.

#### V. COMPATIBILITY

Hood River is the smallest of Oregon's counties. Its land resources are limited for any activity. We received testimony that the land base necessary to maintain the economic viability of our fruit industry here approaches the acreage presently in orchard production. The vulnerability of ag lands to development pressures is well known. It always is cheaper to develop ag

land. The rural Odell community is central to the county's fruit and timber resources. In a limited land-base community, why utilize valuable/scarce industrial land for an enterprise which won't employ resources intrinsic to the area? Can this small rural community provide the land space necessary to buffer conflicting activities without eroding the resource which sustains its primary industry?

Although the Pacifica Economica report encourages the county to increase its industrial acreage in order to diversify its economy it also advocates that the county maintain the viability of its ag and timber industries and reduce /control conflicts in areas adjacent to forest and crop lands. "It is in the community's best interest to protect its agricultural base, because this is where it has a strong economic advantage compared to other areas in the Pacific Northwest."

The evidence suggests that Odell is not the most appropriate location in which to focus the county's economic diversification.

#### VI. GOAL ANALYSIS

GOAL I: Notice was given in compliance with the Zoning Ordinance and County Charter to provide for citizen involvement and agency coordination. The Goal has been complied with. To grant this application, however, raises the question of whether we are also subverting the planning process by rezoning this acreage for industrial use when vacant industrially zoned acreage of equal or better amenities exists 1/4 mile distant. What will deter future developers from purchasing less expensive farm land rather than more highly valued industrially zoned properties for their projects?

GOAL II: The applicant presented testimony which establishes a need for Hood River County to diversify its industrial base. The Port's track record of industrial development in Hood River County was cited to establish its qualifications to realize their objective: to attract "foot-loose" industries to the area. The applicant claims "It has the legal authority, the means, the expertise and the desire to convert this area (Odell) into a 'ready to build' industrial site." The applicant has demonstrated as well an insensitivity for the concerns of the community in regard to the vulnerability of their predominant industry to competitive pressures. It is unwilling to limit its search for clients to those which would employ the resources intrinsic to the Odell area. Such clients would provide them compelling reasons to establish in this specific location: 1)the industry would be dependent upon site specific resources of the Odell area; 2)their use would have a significant comparative advantage in this particular location.

Further, the applicant has not revealed compelling reasons why the county should hazard the health of its agricultural

industry in order to provide necessary diversification of its entire industrial base in this small, rural and unincorporated community.

see above for: Need, Alternate Sites, Consequences and Compatibility.

GOAL 3: Implications for an exception to Goal 3 are discussed above.

GOAL 4: The County Forester states that Goal 4 requirements are not applicable to this site.

GOAL 5: No Goal 5 issues on this site.

GOAL 6: Flooding problems exist on this site and in the area. Statutes, county ordinances and DEQ regulations dictate this problem be improved or controlled.

GOAL 7: see above

GOAL 8: The area is not identified as meeting recreational needs nor is it located adjacent to or within a planned or recreational area. Whether the proposed development is related to recreational needs is not known at this time.

GOAL 9: The Odell area is a small unincorporated community in the center of the Hood River Valley. According to Port testimony, there are perhaps 1000 people in the immediate area. The commercial core area consists of small stores and businesses which provide services for the surrounding agricultural area. Three major packers and shippers of the fresh fruit industry are located in the industrial area of Odell. All three businesses are experiencing growth, both in physical structures and crop production. These three, Diamond Fruit, Duckwall-Pooley, and Stadleman Fruit, with their number of growers and tonnage, make this community the hub of the fruit industry in Hood River Valley. Diamond is spending millions of dollars to realize their expansion plans. They will continue to centralize their operations in this area. Both other organizations have recently built physical plants. This fruit industry has the honor of having several Growers-Shippers on the 10 best taxpayer list year after year. Any action to diminish the importance of this industry would be imprudent. The economic value of the new facilities and seasonal jobs these enterprises provide make them an asset the whole valley should help to protect.

Opponents to this proposal question whether the entire county's need for industrial diversification should occur in the small rural community of Odell, central to the ag industry. They also attest that the community presently offers 22 acres of industrially zoned property which is not built on and provides similar or better amenities than the Port's property. The opponents further suggest that the focus for industrial

diversification should occur in an area where the employment force is available (Hood River City with its greater population) and where it would not jeopardize the current agricultural industry of this area.

The Planner concludes in his report on Goal 9 that "prudent land use planning" errors on the side of some excess capacity rather than to risk deficiencies. Prudent land use planning also acts to eliminate or mitigate untenable conflicting activities. Once again, the question to be answered by this application is not the need for additional industrial acreage but rather whether the Port property in Odell is the most appropriate location for the diversification they propose to accomplish.

GOAL 10: Odell has limited housing supply. Expansion possibilities are limited without intruding upon agricultural land. United Telephon Co. has consistently testified to the extreme difficulty in locating housing for their expanding work force. (as recently as spring 1983)

GOAL 11:

GOAL 12: The site fronts on Odell Highway which is considered a major collector. The Lingren Road extension, when completed, will provide a more direct access to and from the site from Highway 35. However, the industrially zoned but vacant land to the east of this site provides the most immediate access to Highway 35 and would avoid conflicts with commercial traffic moving north from the business sector of Odell.

GOAL 13: Although Odell has been designated as a growth area, the bulk of the county population (=employees for the industries to locate at this proposed site) resides in Hood River City and the Westside area, 7 to 10 miles distant. Industrial lands are zoned or could be developed in this area, close to a UGB, which would allow conservation of fuel resources.

GOAL 14: Not applicable.

#### V. CONCLUSION

The community of Odell presently offers a 22 acre industrially zoned site suitable for the kind of development the applicant is proposing. It offers equal or better amenities than the site they propose. Zoning for speculation benefits the applicant but does not serve the best interest of the public overall.

The community of Odell has expressed aversion to the impacts this zone change will bring: pressures on housing, the



need to expand services, more traffic congestion. Their greatest concern, however, is that every conflicting use introduced into agriculture areas weakens the ag structure, and puts more pressure on ag land. Odell is central to the fresh fruit industry. Opponents of this application do not see the Odell community as the most appropriate location for the growth of new industries necessary to balance the entire county's economic portfolio.

The implications of establishing the focus for diversified industries in Odell rather than in Hood River were not considered. Should the Port spend its limited capital to develop their Odell site for diversified industries, the option to locate them near the Hood River UGB is foreclosed...at least for the near future...and that is where the population resides today.

WRITTEN TESTIMONY

APPENDIX "A" MAY 11/84

This firm represents the PORT OF HOOD RIVER. What follows is written testimony offered as evidence on the issue of the Port's Rezone and Comprehensive Plan Change Request, set for hearing before the Hood River County Planning Commission on May 11, 1983, and before the Hood River County Board of Commissioners thereafter.

I.

DESCRIPTION OF PROPERTY

The property at issue, owned by the Port of Hood River, contains just over 29 acres. It is in the Odell area in the mid Hood River Valley, 7 miles from the City of Hood River and the Columbia River. The Odell area includes farms, a commercial district, housing clusters, and industrial plants.

The Port property is rolling and flat, open pasture land. The land does not have commercial timber. It has not been used for timber production in the past. The land has not been inventoried as open space. There are no cultural, historical, or other significant aspects to the property.

On its eastern boundary the Port property abuts State Highway 282, a major collector. The southeast portion of the property also abuts AGA Road, an improved county road. The property is bounded on its other three sides by pasture land similar to the Port property. There is a small group of mobile homes some distance from the property to the southeast. There are also a few homes across Highway 282 from the property. Otherwise, housing within sight of the property is sparse.

The Port property is near existing industry. Only AGA Road separates the southeastern boundary of the Port property from a cold storage plant operated by Diamond Fruit Company. There are also two large scale fruit processing

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and storage plants approximately ¼ to ½ mile to the east, and a lumber handling facility and mill further to the east.

## II.

### INFORMATION RELEVANT TO THE APPLICATION

#### A. Hood River County Economy

When people have jobs, money turns over in the community, taxes are paid and the need for government assistance is diminished. The converse is true when people do not have jobs. In this context Hood River County's economy is in trouble. At present the unemployment rate is 17.4% (March, 1983). This compares to the national average rate of 10.3% (March, 1983). In 1982, Hood River County had 14.8% average annual unemployment. This was the tenth highest unemployment rate among Oregon's 32 labor market areas. (Source: Earl Fairbanks, Oregon State Department of Labor, Salem).

"General indicators of economic well-being suggest that in recent years the county has "slipped in overall ranking when compared to other counties in the state". (Pac. Econ. Sum., pg.37)

Hood River County's economic health is heavily dependent on agriculture and wood products. Those industries comprise between 45% and 50% of the overall level of economic activity in the county. (Pac. Econ. Sum., pg. 39) Over reliance on these two sectors can create employment problems when either experiences an economic slump.

There is "no evidence to support a conclusion that

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\* Pacific Economica, Inc., conducted an extensive survey of Hood River County in November, 1981, on behalf of the Hood River County Residents Advisory Committee and the Mid-Columbia Economic Development District, entitled: "Hood River County-An Analysis of Alternative Economic Futures". Excerpts from the report and the summary of the report are cited herein as "Pac. Econ." (Report) or "Pac. Econ. Sum." The report and summary analyze present strengths and weaknesses in the Hood River County economy, and offer insights into future needs.

there will be significant expansion of productive capability or employment within the forest products industry of the county "during the next twenty years". (Pac. Econ., pg. 49). In addition, "the prospects for growth in the agricultural industry, barring the development of an entirely new product, are somewhat limited". (Pac. Econ., pg. 47).

There is presently a retraction in the agricultural industry. Diamond Fruit Company announced the closure of its cannery operation located in the city of Hood River late in 1982, causing the loss of approximately 275 seasonal and 50 full time jobs. Only approximately 55% of the seasonal workers will be re-employed in fresh fruit processing.

One answer to Hood River County's employment dilemma is to diversify Hood River's industrial base. The Port of Hood River is committed to that endeavor. The Port has developed an industrial park, containing diverse industry, near the Columbia River in Hood River. At the site industrial doors, fishing lures, boats, computer software, liquor, clothing and electrical equipment is produced. In addition, United Telecommunications operates a portion of its business there. But, the Port's industrial park land is nearly depleted. Accordingly, the Port is looking to its Odell site as a logical area for future industrial expansion. Certainly its track record at its industrial site near the Columbia has shown the Port to be conscious of aesthetics, of quality, and of diversification.

B. Services Available to the Port Property

The Port's Odell site has an advantage over other potential industrial sites because of its transportation access and the availability of services. The site has abundant water (Crystal Springs), electricity (Hood River Electric Co-op), fire protection (Odell Rural Fire Protection District),

and telephone services (United Telephone).

The site is served by an established sewer system. John Weber, President of the Odell Sanitary Sewer District, indicates that although the treatment plant is at times at or near capacity, ordinary industrial use without extraordinary industrial pollutants can be handled presently. In addition, plans are in final stages to significantly increase the sewage disposal plant capacity. Expansion of the facilities is set to occur whether industry locates on the Port site or not. If industry does locate on the Port's Odell site it will help bear the cost of the plant expansion.

A significant aspect of the Odell property as an industrial site is its access to transportation facilities. The site is adjacent to State Highway 282, which connects to Highway 35, a major two lane state highway, approximately 1.5 miles to the east. Present Hood River County plans call for the extension of nearby Lingren Road, which would connect Highway 282 with Highway 35, and have the effect of routing truck traffic away from the Odell commercial core.

A portion of Union Pacific's Mt. Hood Railway runs through the Odell site. This makes the Port's property especially attractive to industry, as compared to other sites without rail access. Rail shipping is relatively inexpensive and fuel efficient.

The land presently zoned light industrial in the Odell area is all located along the railroad. The Port's property is at the western end of this established light industrial corridor, and is a logical extension of it.

Railroad service to rural areas is in jeopardy unless it is utilized. The Oregon Rail Plan prepared by the Oregon Department of Transportation (1978) points out that if Oregon communities wish to maintain spur rail lines in use, they must provide adequate amounts of industrial land that

will use such rail lines. In fact, Union Pacific Railroad is presently abandoning the southern most 5.595 miles of the Mt. Hood rail line, because of lack of use. (Interstate Commerce Commission Decision, dated November 5, 1982, Finance Docket No. 30050).

Zoning the Port's Odell site industrial will give the advantage of rail transportation to industry which locates there and will help save the railroad transportation alternative for industries presently in Odell.

There is ample housing (homes for sale and building lots) in Hood River, some seven miles to the north of Odell. In addition, homesites are available in the Odell area, including a number of lots in the Whitesell subdivision. Current school enrollment is only two thirds of capacity. So, even if some employees come from outside the ranks of Hood River's unemployed, and bring children with them, schools should have no difficulty accomodating those children.

C. Protection of Farm Land

The Port's Odell site is in the center of Hood River Valley. It is centrally located to receive the county's fruit and timber resources. In fact, nearly all of Hood River County's fruit handling and processing and a significant amount of its lumber handling presently takes place in the Odell area. It is not unreasonable to assume that industries which utilize fruit and timber will be attracted to the Port's Odell site because of its location. If industry does locate on the Port site and utilize Hood River County's fruit and timber the effect will be to bolster and protect the county's farms and its timber resources.

In point of fact, the Port has been contacted by fruit and timber related industries in the recent past about the availability of the Port's Odell site.

The Port site has class 3 soil, which technically means that the land is capable of being farmed. However, as a practical matter this is not viable farm land. The property is located in a frost pocket and so is not well suited for fruit production, Hood River's main farm activity. A high water table is also a problem for farming.

Cliff Whitten formerly lived across from the Port's property from 1943 to 1957. During portions of that time beef cattle and dairy cattle were raised on the property, Mr. Whitten is also familiar with the property after 1957. Mr. Whitten has testified that the Port's land is not good farm land. To his personal knowledge no family has ever been able to make a living farming the property.

(Minutes of January 28, 1980, Public Hearing before the Hood River Board of Commissioners, pg. 7).

D. Protection of Property and Safety

Those areas of the Port's Odell site adjacent to Odell and McGuire Creeks are identified as flood plain areas. The Port has retained Century West Engineering Corporation to study the drainage problems present. Basically, it is the opinion of the Port's consultant that there should be a 50 foot wide (total) easement, being 25 feet on each side of McGuire Creek and a 100 foot wide (total) easement by Odell Creek restricting development to allow natural flooding of the creeks. In addition, to keep from increasing downstream flooding during peak flow periods upstream, retainage basins can be built. With these measures being taken it is the engineers' opinion that industrial development can occur on the Port site without any impact on present flooding conditions on or off the Port's property.

It is felt that the safest access to the site is at the intersections of Highway 282 and AGA Road, because

that location affords the best vantage point for drivers in all directions. That location would facilitate slow moving trucks making a left hand turn. An intersection further north is possible, but may not be as safe as the proposed intersection if a car heading northerly on Highway 282 approaches and comes around the corner on Highway 282 as a slow moving truck is pulling onto the road.

E. Need For Industrial Land

Hood River has various alternatives available to it for development. The Pacific Economica Report found that "the alternatives relating to the expansion of agricultural production and diversification of manufacturing industries can be realized with the least extent of overall change in the character of the county economy and associated land use." (Pac. Econ., pg. 40)

To attract industry the county needs sufficient land zoned for industry. Analyzing the industrial development alternative for Hood River County, the Pacific Economica Report reveals that there is a serious shortage of marketable, industrially zoned land. "Marketable" translates into "ready to build" site, for the "small footloose industry" which might be attracted to Hood River. This aspect of the "ready to build" site "is critical, since most of the potential targeted industries will most likely be small firms unwilling to incur the delay, cost and problems of site development." (Pac. Econ. Sum., pg. 35)

"Assuming that one thousand new industrial employees are to be added over the next 20 years, which is close to the industrial expansional alternative, approximately 50 employees will join the industrial sector work force each year. Considered in five year increments, the added employment is 250. This will require 25 net acres of industrial land for each five year planning segment. Based on the average



factors for streets, expansion capability, and market choice, there is a need for 56 acres of marketable ready-to-build land every five years.

During the first five year period of industrial development, land availability should exceed forecasted needs by around 300% in order to maintain adequate market flexibility and to assure that the locational needs and land requirements of the targeted industries can be met.

Current stock of marketable ready-to-build industrial lands (43 acres) is not sufficient for the next five years. Approximately 170 acres should be available." (Pac. Econ. Sum. pg. 35)

Of the 43 acres which the Pacific Economics Report identifies as being marketable, ready-to-build industrial sites the majority are in Cascade Locks, which may be considered too small a community for many industries.

The Hood River County Planner has prepared an industrial lands inventory. The inventory is almost in final form, but has not been formally submitted to the County Planning Commission or Board of Commissioners for their approval. Tables produced as part of the inventory appear as exhibits to the Planner's Report on this application. (see tables 1, 2, 3, 4, and 5) Because the report is relevant to this application citations to various portions of the report will be made, with the understanding that the report is not finalized and is subject to being modified.

The text of the planner's inventory states that with regard to industrial lands 719 acres outside the cities of Hood River and Cascade Locks should be zoned industrial to meet projected needs to the year 2000. A total of 908 acres are so zoned, which gives an excess of 189 acres. However, only 7 of those excess acres are useable.

"Goals and policies of the county require diversification of the county economy (industrial base) and only by having additional vacant industrially zoned lands can this diversification take place." (Draft Planners Industrial Inventory Report dated March 11, 1983, pg. 9)

The table labeled "Table 1" as part of the Planner's Report on this application identifies industrially zoned land in the county containing over five acres. Outside Cascade Locks there are very few vacant acres which are not already tied to a present industrial use or are not partially orchard land. The land adjacent to present industry is in almost every case consumed by those industries' present and future needs. Orchard land which is available for industrial use is a much more important farm resource than the land at the Port's Odell site.

Those lands identified in Table 1 which are not vacant industrial sites tied to existing industry, or are not partially orchard, are, nonetheless, not as strongly suited in many ways for industrial designation as the Port's Odell site is. Negative aspects of those vacant sites, when compared to the Port's Odell property, are analyzed below (site number corresponds to the number in Table 1).

Site Number One (Reinig-9 acres) This is a portion of the Guignard area. There is no rail access. No sewer is available or proposed there.

Site Number Two (Port 57 Acres) This area is restricted to airport related industrial use by the county zoning ordinance. The site does not have rail access, nor is it connected to a sewer system.

Site Number Six (Hood River Sand & Gravel-27 Acres) This site is a rock quarry area, and presently being utilized as such. There is no rail access. Road access is for a short distance by a narrow, winding road. The site is

not served by a sewer system. Because of the rocky terrain development costs may be quite high.

Site Number Ten (D & A Orchards-22 Acres) The majority of this site has the same amenities as the Port's Odell site. But, the owners have repeatedly stated that the land will not be sold or used for industrial purposes, and so land is for all practical purposes unavailable.

Inside the city of Hood River the only property not committed or reserved at the Port's Industrial Park is one 4.5 acre parcel and one 3.9 acre parcel. In fact, this is the only acreage in Hood River County with all the amenities for industry, and which is ready to be built upon. The problem is that 8.4 acres of marketable, ready to build acreage is not enough. In addition, the individual parcels are each under five acres which diminishes the parcels' attraction as industrial sites.

There are approximately 25 total acres zoned light industrial in the Wasco Street area of the city of Hood River. However, the various parcels are in diverse private ownership, and are not in ready to build condition. No rail access is available. (Pac. Econ, pg. 142)

There are really no other good industrial sites inside the urban growth area with the possible exception of the Cascade Avenue area inside the city of Hood River. This is an area of approximately 25 acres, which is presently zoned commercial. The Cascade Avenue parcels are owned by numerous different private parties. Some of the land in this area is vacant, some is used commercially and some is used for residential purposes. Although this land is inside the city there would be the need for roads, sewer and water service, and a sewer pump station, estimated in 1981 to cost approximately \$168,000. In addition, site preparation costs would be relatively high because of bedrock close to the

surface and flooding problems. The estimated average development cost for this area is a high \$14,700 per acre. (Pac. Econ., pgs. 143-144)

"If the county wishes to diversify its economy, the industrial zones must be retained in the rural areas." (Planner's Draft Industrial Lands Inventory, pg. 2) "Site development costs in the Odell area are extremely reasonable because of the existing base of public facilities." (Pac. Econ., pg. 137)

From the above discussion it becomes apparant that there is a need in Hood River County for not only more industrially zoned land, but "marketable", "ready to build" industrial sites. It is also evident that among the potential industrial sites in the county, the Port's Odell site should be among the most attractive to industry thinking about locating here.

#### F. Conclusion

When the Port acquired its Odell property a majority of the acreage was designated light industrial, by the terms of the county's 1973 comprehensive plan. After 1973 the County Planning Commission recommended that the entire property be zoned light industrial. It was in fact zoned light industrial in the first draft of the Central Valley Plan. These earlier planning decisions were the result of careful analysis, with the benefit of input by planning staff, citizen advisory groups and the public.

A strong case still exists today for zoning the Port's Odell property light industrial. Special consideration should be given to the following factors:

1. The high unemployment rate in Hood River County;
2. The services available to the site;
3. The railroad and road access;
4. The low development costs;
5. The Port's ability and desire to create and market ready to build sites for "footloose industry";

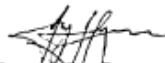
6. The size of the parcel (29 acres), being large enough for current building with additional land for future expansion;
7. A central location, which may attract industry which will utilize the county's fruit and timber resources;
8. The scarcity of vacant industrial sites in Hood River County which are in marketable condition; and,
9. The minimal impact on the surrounding area.

If land is zoned light industrial it will be subject to the same exacting Port standards as have been applied to the Port's property near the Columbia River. In addition, the County will have review authority under Section 32.30 of the zoning ordinance. That section gives the county future control over such matters as waste disposal, lighting, landscaping, noise, drainage and parking.

Respectfully submitted,

Port of Hood River,

By: PARKER, ABRAHAM, BOWE, JAQUES  
& BLAKELY

  
Jerry S. Jaques  
Attorney for Applicant

JUL 6 1983

SUPPLEMENT TO WRITTEN TESTIMONY  
(Port of Hood River-Odell Site)

APPENDIX "B" JULY 1983

The planning department has completed its Goal 9 Inventory, in response to DLCD comments. A copy of the inventory is attached. Citations to inventory pages or tables are noted in parentheses hereafter.

The inventory contains a conclusion that, based on projected needs, there are 65 "excess usable" acres zoned industrial in Hood River County. (Table 10) The Planning Commission should be careful not to give too much weight to this conclusion.

In arriving at the 65 acre "excess" figure all "usable" industrial land in the county is counted, including lands zoned industrial in the City of Hood River and its urban growth area, and land zoned industrial in the City of Cascade Locks and its urban growth area. ("The Cascade Locks urban growth boundary, which has been acknowledged, contains approximately 35% of all industrially zoned lands in the county outside city limits..."-p.3)

For the purpose of Table 10 every type of industrial land is counted:

1. Land which is fully occupied is counted. (Including: Stadelman Fruit Company-8.95 acres; Duckwall-Pooley Fruit Company-10.44 acres; Diamond Fruit Company (2 operations)-59.67 acres)
2. Land is counted which is partially occupied with the remainder most probably being reserved for future use, if needed. (Including: Diamond Fruit Company (cold storage)-9.26 acres/7 acres vacant; State Fish Hatchery 10.75 acres/4 acres vacant; Champion International at Dee-97.30 acres/65 acres vacant; Hanel Lumber Company-144.54 acres/45 acres vacant (4 parcels))
3. Industrial land is counted even if industrial uses are substantially restricted (i.e.-Airport related uses only-Port of Hood River Airport (partly occupied)-94.1 acres/24 vacant acres actually available for industrial use)
4. Land is counted even though owned as small parcels. (i.e. Wasco Street area, approximately 25 total acres, owned by numerous parties)
5. Land is counted that is currently in orchard use. (i.e. Benson-7.05 acres; D & P Orchards-22 acres; Elliot-9 acres)
6. Land is counted which the owners have expressly said will not be sold nor ever be available for industrial use. (D & P Orchards-22 acres)

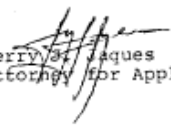
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7. Rock quarries are counted. (Hood River Sand & Gravel- 28.10 acres; Houston property-30 acres)
8. Land is counted even if key utilities and services are unavailable.
9. Land is counted notwithstanding marginal transportation access.
10. Land is counted irrespective of development costs.

The conclusion that there are 65 excess usable acres zoned industrial, at first glance, might lead to the conclusion that no more industrial land is needed in Hood River County. But, from the above analysis, it becomes clear that the term "usable" is very, very broad. In fact, there is a scarcity of vacant, unreserved acres in Hood River County of sufficient size, with necessary services and transportation access to attract industry to the county and to meet the needs of new industry. The Port of Hood River submits that its Odell Site is uniquely suited to help fill the county's industrial land need.

Respectfully submitted,

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Jerry Jacques  
Attorney for Applicant

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SUPPLEMENT TO WRITTEN TESTIMONY II.

(Port of Hood River Odell Site)

As part of the Port's presentation it has compared the Odell site to other industrial sites within the county. Most of the other sites analyzed are presently zoned industrial. The industrial sites which have been mentioned by the Port have problems with regard to location, services, development costs, transportation access or availability. These problems with presently zoned industrial land shows the dilemma that the county faces. There are precious few acres of legitimate industrial land in Hood River County. The good industrial land that exists has already been zoned as such, and most of it is presently being utilized.

The land which is left is for the most part inappropriate as industrial land. In making its case for a rezone the port is required to analyze other potential industrial sites, and show why the port site is the best among the alternatives. The problem is, there are no other real alternatives.

There are orchards which are possible industrial sites, near the City of Hood River, and the Odell area, and in the upper valley. Indeed, the county has zoned two orchards for industrial use already. But, it seems ridiculous to analyze a number of orchards compared to the Port's Odell Site, because orchards are so much more valuable as a farm resource than the Port's land is.

There are a few sites which in the past have been seen as having industrial potential. But, these sites do not appear to have that potential today.

There is the "West Cove" area of approximately 45 acres, lying inside the Hood River Urban Growth area. This site is adjacent to the industrial park on the Columbia River. It has road and rail access. The site has all

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services available to it. But, it is under water. A fill would be required to utilize the area for industrial use. Fish and Wildlife agencies have opposed a fill because the area is seen by them as an important fish resting pond. An appeal court has sustained this position. Even if a fill were permitted it would be expensive.

Another area mentioned in the past as a possible industrial site lies between the Hood River and Highway 35, just south of the City of Hood River and just north of the Powerdale Dam. This site consists of approximately 300 acres. The Mt. Hood Railway travels through the property. However, road access is steep, and poor. There is no sewer or water. More importantly, the area is in a flood plain, and, because of its proximity to the river and visibility has been zoned for Forestry/Flood Plain and Environmental Protection.

There are a few properties in the Mt. Hood - Parkdale area consisting of pasture lands similar to the Port's property. These sites might serve as industrial sites. But, this area is remote from the county's population and support facilities. The area is also not centrally located to the county's fruit and timber. Mt. Hood Railway has recently discontinued service to this area due to lack of use of the railroad tracks.

The Port submits that it's Odell property is the best site in Hood River County among the sites available, if any, to fill the need for more industrial land.

Respectfully submitted,

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& BLAKELY

Jerry J. Jaques  
attorney for applicant

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#19282

BEFORE THE PLANNING COMMISSION  
HOOD RIVER COUNTY  
IN THE MATTER OF THE APPLICATION OF THE PORT OF HOOD RIVER  
FOR A ZONE CHANGE AND COMPREHENSIVE PLAN DESIGNATION CHANGE  
FINDINGS OF FACT

I.

GENERAL FINDINGS

The subject property is owned by the Port of Hood River. It is in the Odell area in the mid Hood River Valley, 7 miles from the City of Hood River and the Columbia River. The Odell area includes farms, a commercial district, housing clusters and industrial plants.

The Port property contains just over 29 acres. It is rolling and flat, open pasture land. The land is not suited for commercial timber production. Nor has it been inventoried as open space. There are no cultural, historical, or other significant aspects to the property.

On its eastern boundary the Port property abuts State Highway 282, a major collector. The southeast portion of the property also abuts AGA Road, an improved county road. The property is bounded on its other three sides by pasture land similar to the Port property. There is a small group of mobile homes some distance from the property to the southeast. There are also a few homes across Highway 282 from the property. Otherwise, housing within site of the property is sparse.

The Mt. Hood Railway runs through the Port's Odell property. The railroad serves several fruit processing and timber processing plants to the east of the Port's Odell property.

Although the Port's property contains class 3 soils, it is not well suited for orchard use, Hood River's main agricultural pursuit. Odell Creek and McGuire Creek

LAW OFFICES flow through the property. They are subject to flooding.  
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APPLICATION PAGE 1

The soil on the Port's property tends to be wet and soggy. The area is within a frost pocket. In the past the land has been used for raising hay and for grazing. There has been testimony that no family has ever made a living farming the property.

II.

PUBLIC NEED

Hood River County has a serious unemployment problem. In 1982 Hood River County's unemployment rate was tenth highest among Oregon's 32 labor market areas. Unemployment was 17.4 percent in March, 1983, compared to the national average of 10.3 percent. In recognition of this problem Goal #9 of the Hood River County Central Valley Plan calls for basic fruit and timber industries to be maintained, and mandates a plan that encourages new, diverse industry to locate in the county.

The county's Goal #9 policy for industrial development cannot be carried out presently because of a lack of available industrial land.

Pacific Economica, Inc. conducted an extensive survey of Hood River County's economy in November, 1981. The Pacific Economica report, in analyzing an industrial development scenario, concludes that there is a serious shortage of marketable, industrially zoned land in Hood River County. According to the report, marketable, "ready to build" sites are critical to the small industries which might locate in Hood River County. Those industries will most likely be unwilling to incur the delay, cost and problems of site development.

The Pacific Economica report finds that there are only 43 "marketable" acres of industrial land in Hood River County, and concludes that that is an insufficient amount for the next 5 years. There should be approximately 170 acres available. Of the 43 acres the Pacific Economica

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report identifies as marketable the majority are in Cascade Locks, which is located at the western edge of Hood River County. Cascade Locks may be considered too small a community for many industries interested in locating in the county.

The Hood River County Planner has prepared a Goal #9 inventory (as amended June 9, 1983) analyzing land in the county which is zoned industrial. That report concludes that there are 65 excess, useable, vacant areas of industrially zoned land in Hood River County, outside city limits. The county planner's figures include acres which might, in fact, not be marketable to a new industry seeking to locate in the county because the land is not for sale, because the land is being reserved by an existing industry for possible future expansion, because transportation access is poor, because key utilities or services are unavailable, or because development costs are prohibitive.

There is a documented need for 54 acres of industrially zoned land in the Cascade Locks Urban Growth area, which has gone unfilled. According to the county planner's Goal #9 report this deficit should be made up elsewhere in the county if industry is to establish itself here rather than somewhere else.

Taking the planner's figures, if there are 65 excess, vacant industrial acres in Hood River County, and an unfilled need for 54 acres in Cascade Locks exists, that leaves a net excess of 11 acres. That is probably not enough for market choice, especially given the drawbacks of some of the property which is zoned industrial that is being counted by the planner.

As the planner concludes in his staff report regarding this application: "It must be realized that it is more prudent in land use planning to have some excess capacity rather than risk deficiencies".

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APPLICATION/PAGE 3

III.

ALTERNATIVE SITES

Alternative industrial sites have been analyzed by the Port. Many sites which are presently zoned industrial are not as marketable for industrial use as the Port's Odell site is.

Sites 1, 2 and 6, identified in the county planner's Goal #9 inventory, contain a total of 96 acres, presently zoned industrial, located outside the Hood River Urban Growth area. None of the property has access to sewer. None has access to rail. Site 2 is restricted to airport related uses only. The road serving site 6 is steep and winding.

There are few, if any, good industrial sites, other than the Port's Odell site, in Hood River County, which have not already been zoned for industry. There are orchards which could be used for industry. But, good orchard land is too valuable a resource to remove from agriculture for industrial purposes. There is pasture land in the Parkdale - Mt. Hood area, similar to the Port's property. But, that area is too remote from the county's population center and it's natural resources to be a good alternative industrial location. Mt. Hood Railway no longer serves the area because of lack of use of the tracks.

The Cascade Locks area already has 35 percent of all industrially zoned lands in the county outside city limits. It is questionable whether more land should be zoned industrial in the area of Cascade Locks. There is a possible problem of industry not being willing to locate in Cascade Locks because of its location and small size.

There are approximately 300 acres outside the Hood River Urban Growth area north of the Powerdale Dam, on the east side of the Hood River. This area has in the past been

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mentioned as a possible industrial site. But, it has steep road access and no water nor sewer. It is in a flood plain. The area has been zoned Forest/Flood Plain and Environmental Protection.

The "West Cove" in the proposed Hood River Urban Growth area contains about 45 acres. It is adjacent to the industrial park on the Columbia River and has all services to it as well as good road and rail access. However, the area is under water. Fill costs would be high. In addition, it is questionable whether a fill permit for the area can be obtained. Objections by Fish and Wildlife Agencies have in the past resulted in a court decision which stopped a prior fill.

There is an area of approximately 25 acres inside the City of Hood River, near Cascade Avenue which could potentially be zoned industrial. But, the area consists of numerous small parcels owned by various parties. Water and sewer services are lacking. Road access is inadequate. Site preparation costs would be very high because of bedrock close to the surface.

This property is owned by the Port of Hood River. The Port has a track record of industrial development in Hood River County. It has the legal authority, the means, the expertise and the desire to convert this area into a "ready to build" industrial site. Other properties may someday be available for new industry. But, there is a present scarcity of potential sites for industrial development.

The Port property has an advantage over most other sites because the infrastructure of all basic facilities and services is present. Development of other sites without sewer, water, electric and/or telephone service would involve a comparatively high expenditure of money.

#### IV.

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GOAL ANALYSIS

A. Goal #1. Notice has been given in compliance with the zoning ordinance and county charter to provide for citizen involvement and agency coordination. This goal has been complied with.

B. Goal #2 and #3. The Port property consists of class 3 soil and therefore requires an exception to Goal 3 in order to designate the property for industrial use.

Some of the issues required to be addressed by Goal 2 have been addressed above. The need for more industrial land has been documented. Advantages of the Port site over alternative sites have been discussed.

Industry at the Odell site should help reduce the county's unemployment problem. If new employees do come into the area, the evidence indicates that there is adequate housing in Hood River and Odell to accomodate them. In addition, county schools are well below capacity, and should not be negatively impacted.

It has been shown that the site is not viable farm land. The property is significantly more important to the county as an industrial site. Because of it's central valley location the site is well suited to receive the county's fruit and timber resources. In fact, nearly all of Hood River County's fruit handling and processing and a significant amount of its lumber handling presently takes place in the Odell area. It is not unreasonable to assume that industries which utilize fruit and timber will be attracted to the Port's Odell site because of its location. If industry does locate on the Port site and utilize Hood River County's fruit and timber the effect will be to bolster and protect the county's farms and it's timber resources. The Port has testified that it has been contacted by fruit and timber related industries in the recent past about the

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availability of the Port's Odell site for industrial purposes.

The Port site is relatively unique because of its access to rail. Rail service is fuel efficient and inexpensive compared to some other shipping modes. That aspect of the property may help attract industry. Zoning the Port property industrial may also help save railroad as a transportation alternative for industries in the Odell area. The Oregon Rail Plan, prepared by the Oregon Department of Transportation (1978), points out that if Oregon communities wish to maintain spur rail lines in use, they must provide adequate amounts of industrial land that will use such rail lines.

Industrial use at the Port's property will not adversely affect surrounding uses due to noise, traffic or other aspects of industrial development. Residences in the area are sparse. There should be no conflicts with the surrounding agricultural practices of raising hay and grazing, as these uses are not of a particularly sensitive nature. In addition, since the surrounding agricultural land is not farmed intensively there will be no incompatibility suffered by the Port property arising from spraying or dust generated by farming techniques.

Provision will be made by the Port for flooding problems, by easements and holding ponds, so that neighboring properties will not be impacted by development of the Port's property.

County ordinance provisions give the county ongoing control over waste disposal, lighting, landscaping, noise, drainage and parking, which will insure compatibility with neighboring properties.

Only one nearby property owner has spoken against the Port's proposal to zone the site industrial.

We conclude that zoning the Port's Odell site industrial will not have a negative financial impact on the

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community of Odell or on the county's farm resources. There will not be the need for provision of additional services or public facilities. Jobs will be created. Transportation opportunities can be taken advantage of. And, the site is ready for development, in an area which will attract development.

C. Goal #4. Not applicable.

D. Goal #5. Not applicable.

E. Goal #6. There is no reason to believe that the Port's proposal will cause air, water or land pollution problems. Statutes, county ordinances and DEQ regulations will dictate emission standards. Review for compliance with pollution laws can be made when development proposals are received.

We accept the testimony of the engineer retained by the Port that flooding on the Port property from McGuire Creek and Odell Creek can be controlled, or at least will not be aggravated by development, as a result of using flowage easements and retainage basins.

F. Goal #7. See Goal 6 discussion regarding flooding.

G. Goal #8. Not applicable.

H. Goal #9. See need discussion regarding the economy. See Goal 2/3 discussion regarding compatibility with surrounding uses and buffering requirements to protect adjacent residents. See Goal 6 discussion regarding drainage.

The property is located on AGA Road which is a collector street. Because of the current Lingren Road improvements, traffic from the site can proceed directly to Highway 35, without being routed through the Odell commercial district or through local neighborhoods.

Access at the intersections of AGA Road and Highway 282 appears to be safe, and can be regulated by State and County requirements.

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I. Goal #10. Justified exceptions exist for residential housing in Odell.

Development of the Port's Odell site will not reduce the availability of land for housing.

See Goal 2/3 discussion regarding compatibility with adjacent housing.

J. Goal #11. The Odell area is an area where Exceptions have been justified for services to support development. In point of fact, all public services and facilities are presently available to the Port's Odell site. See general findings, alternative site findings and Goal 2/3 findings regarding facilities and services which are available, and Goal 9 findings regarding access safety.

John Webber, President of the Odell Sanitary Sewer District, indicates that although the sewer treatment plant is at times at or near capacity, ordinary industrial use without extraordinary industrial pollutants can be handled presently. In addition, plans are in final stages to significantly increase the sewage disposal plant capacity. Expansion of the facilities is set to occur whether industry locates on the Port site or not. If industry does locate on the Port's Odell site it will help bear the cost of the sewer plant expansion.

H. Goal #12. See Goal 2/3 discussion regarding railroad considerations and the Goal 9 discussion regarding road access.

I. Goal #13. The Port's proposal promotes development adjacent to Odell, which has been designated as a growth area. The location is certainly more energy efficient than locating an isolated resource area away from major arterial systems.

V.

CONCLUSION

For the reason stated in these findings, we

LAW OFFICES  
PARKER, ABRAHAM, BOWE,  
JAQUES & BLANKELY  
HOOD RIVER, OREGON 97111  
PHONE 586-1411

APPLICATION/PAGE 6

conclude that the applicant's request should be granted and  
that the property should be zoned industrial.

DATED this \_\_\_\_ day of August, 1983.

HOOD RIVER COUNTY PLANNING COMMISSION

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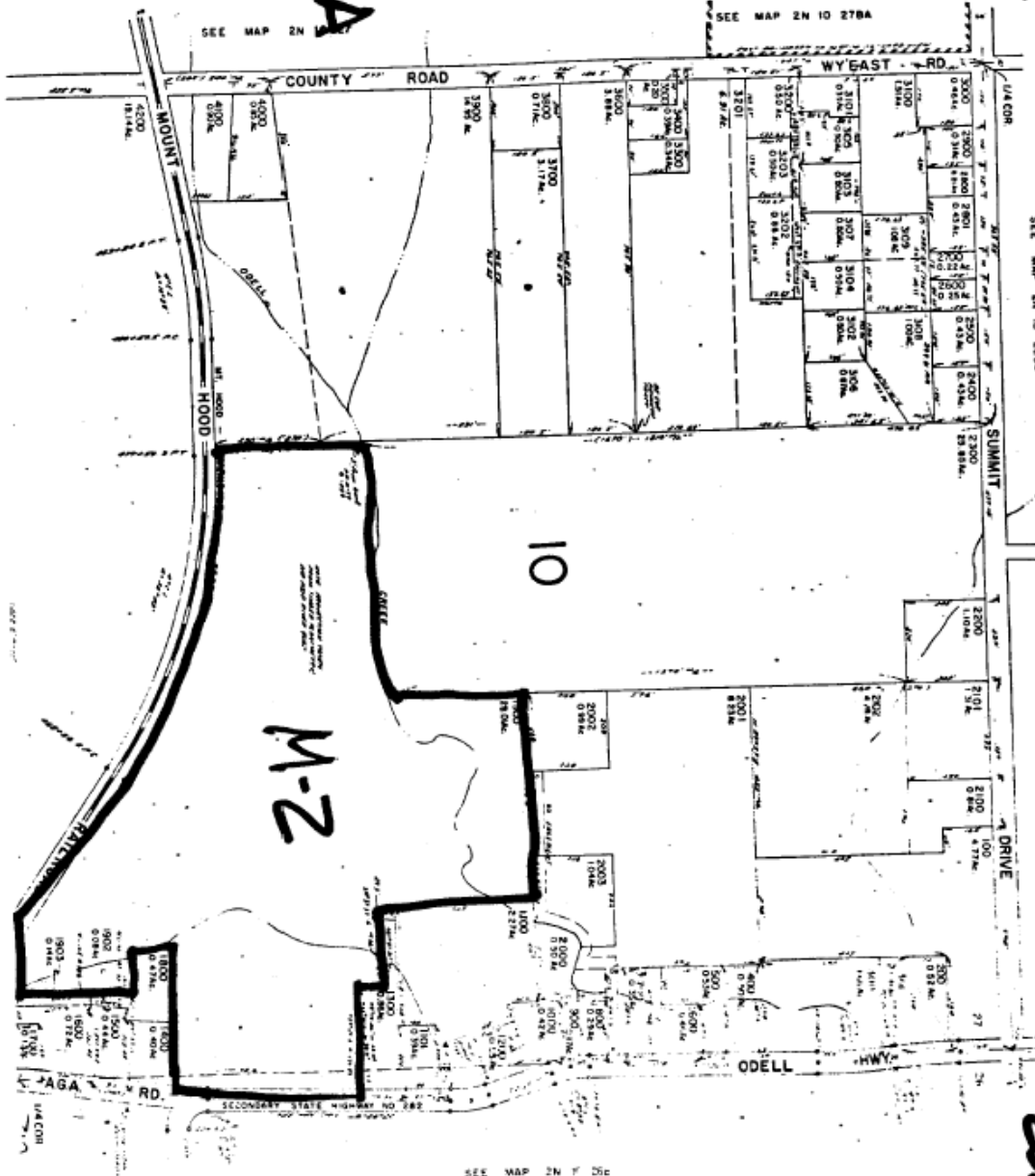
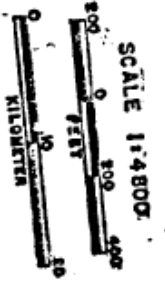
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LAW OFFICES  
PARKER, ABRAHAM, BOWE,  
JAQUES & BLAKELY  
HOOD RIVER, OREGON 97113  
PHONE 596-1111

**LOCATION  
MAP  
2N1027A  
TAYLOR  
1900**



NE1/4 SEC. 4, T2N. R10E. W.M.,  
HOOD RIVER COUNTY  
1:4,800

**LOCATION MAP SHOWING  
W-2 LIGHT INDUSTRIAL  
ZONING**

**EXCEPTION MAP #43  
PORT OF HOOD RIVER**

PARKER, ABRAHAM, BOWE, JAQUES & BLAKELY

ATTORNEYS AT LAW  
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VANTRE PARKER  
KENNETH M. ABRAHAM  
LARRY S. BOWE  
JERRY J. JAQUES  
LARRY H. BLAKELY

March 6, 1984

**MAR 7 1984**

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MR MICHAEL NAGLER  
HOOD RIVER COUNTY PLANNER  
HOOD RIVER COUNTY COURTHOUSE  
HOOD RIVER OR 97031

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Re: Port Odell Site

Dear Mike:

This letter confirms our telephone conversation on this date. As we discussed, the Port will be hauling dirt and rock fill material to its Odell property and will stockpile the material there. At this time the Port will not be bulldozing or grading that material. I understand from talking to you that you do not view this activity as "site preparation" requiring formal approval.

In compliance with one of the re-zone conditions the Port will contact the Planning Department with a site development plan before undertaking site development.

Very truly yours,

  
Jerry J. Jaques

JJJ:bl

cc: Mr. James S. O'Banion  
Port Manager  
Port of Hood River  
P.O. Box 230  
Hood River, Oregon 97031

ABSTRACT SUMMARY REPORT: LANDS PLANNED AND ZONED LIGHT INDUSTRIAL AND FLOODPLAIN: PORT OF HOOD RIVER PROPERTY LOCATED T2N R10E SECTION 27A, ODELL AREA (OCTOBER 8, 1984)

The following information was abstracted from the Hood River County Record submitted to the LCDC. This information justifies that the site has significant comparative advantages due to the location, which would benefit the County economy with only minimal loss of productive resource lands. Compelling reasons include:

1. A viable extensive animal grazing operation would include 49 acres in Hood River County. This site only contains 29 acres, so it is questionable whether it is a commercial extensive animal grazing operation. The site is not being used for orchard land, only grazing. Furthermore, the County Forester states Goal 4 requirements are not applicable to this site. The property is also located in a frost pocket, consequently it is not well suited for fruit production. Portions of the site also flood which cause additional problems for agricultural activity.
2. The Port's property is adjacent to the Odell Exception Area, which is already committed to development (e.g., residential, industrial, commercial, etc.).
3. On its eastern boundary the Port's property abuts State Highway 282, a major collector. The southeast portion of the property also abuts AGA Road, an approved County road. A further significant aspect of the Odell property as an industrial site is its access to Highway 35, a major two lane State highway approximately 1.5 miles to the east. The County has extended Lingren Road, which connects Highway 282 with Highway 35 and has the effect of routing truck traffic away from the Odell commercial core. A portion of Union Pacific's Mt. Hood Railway runs parallel to the southern portion of the Port's ownership. This makes the Port's property especially attractive to industry as compared to other sites without rail access. Railroad service to rural areas is in jeopardy unless it is utilized. Zoning the Port's property industrial will give the advantage of rail transportation to industrial uses and will help save the railroad transportation alternative for industrial use presently in Odell.
4. The Port's property is near existing industrial property. Only AGA Road separates the southeastern boundary of the Port's property from the cold storage operated by Diamond Fruit Company. There are also two large scale food processing and storage plants approximately 1/4 to 1/2 mile to the east and a lumber handling facility and mill further to the east.
5. There is a decline in the agricultural and industrial base in Hood River County. Diamond Fruit Company announced the closure of its cannery operation located in the City of Hood River late in 1982 causing layoffs of approximately 275 seasonal and 50 full time jobs. One answer to Hood River County's employment dilemma is to diversify Hood River County's industrial base. The Port has developed an industrial park along the Columbia River in the vicinity of the City of Hood River but industrial park land is nearly depleted. Accordingly the Port is looking to its Odell site as a logical area for further industrial expansion.
6. The Port's Odell site has an advantage over other potential industrial sites because of its transportation access and the availability of other rural services.

The site has water (Crystal Springs Water District), electricity (Hood River Electric Co-op), fire protection (Odell Rural Fire Protection District), and telephone service. The site is served by the Odell Sanitary Sewer System, an established system. In addition, the Odell Sanitary District is in a construction phase and is expanding the treatment plant capabilities.

7. Analyzing industrial development alternatives for Hood River County, the Pacific Economica Report reveals that there is a serious shortage of marketable industrial zoned land. Marketability translates into ready-to-build sites for the small footloose industry which might be attracted to Hood River.
8. The County does have 65 excess usable acres zoned industrial, which at first glance might lead to the conclusion that no more industrial land is needed to the year 2000. However, from the analysis presented by the Port, it becomes clear that the term "usable" is very, very broad. In fact, there is a scarcity of vacant unreserved acres in Hood River County of sufficient size, with necessary services and transportation access to attract industry to the County, and to meet the needs of new industries. The problems with the 65 excess acres include: lands are not for sale; lands are being reserved by an existing industry for possible future expansion; poor transportation access; unavailability of key utilities or services; and development costs are prohibitive. It must be realized that it is more prudent in land use planning to have some excess capacity rather than risk deficiencies.