

Comprehensive Plan and Code Amendments, File No. 2018-07

May 21, 2018

City of Hood River Planning Commission

File No. 2018-07

- Continuance of legislative amendments hearing from March 19, 2018.
- Planning Commission is reviewing Westside Area Concept Plan Report and refinements will be made prior to sending recommendations to the City Council.
- Topics for tonight's discussion are based on the "process roadmap" reviewed by the planning commission on February 20, 2018.

Background – File No. 2018-07

- The Westside Area Concept Plan Report recommends amendments to the City's Comprehensive Plan, Transportation System Plan, Capital Facilities Plans, Zoning Map, Subdivision Ordinance and Zoning Ordinance.
- Amendments may not be limited to the Westside, and could be applied throughout the City and Urban Growth Area.

Background – File No. 2018-07

Topics discussed at March 19, 2018 hearing:

- Legislative Process (File Nos. 2018-05, 2018-06 & 2018-07)
- Westside Area Concept Plan Report Introduction Chapter
- Background and Project History
- Vision and Guiding Principles
- Framework Plans, Generally

Westside Area Concept Plan Process Roadmap, Meetings 1-3

Step	Meeting	Topic
1	February 20th, 2018	<ul style="list-style-type: none"> • Background and Project History • Outline the process for moving forward, including public involvement, Council and County Coordination, and Opportunities for Public Comment, Code Changes • Overview of documents and issues • Refinement of the Work Plan
2	March 19 th , 2018	<ul style="list-style-type: none"> • Open Evidentiary Hearing, Record, and Public Testimony • Introduction Chapter • Background and Project History • Vision, guiding principles • Land Use Framework (Background and Preview)
3	PC 3	<ul style="list-style-type: none"> • Neighborhood-District Framework, neighborhood design and block guidelines • Streets Framework • Bicycle and Pedestrian Framework

Westside Area Concept Plan Process Roadmap, Meetings 4-6

Step	Meeting	Topic
4	PC 4	<ul style="list-style-type: none"> • Open Space and Parks Framework • Infrastructure funding; parks implementation
5	PC 5	<ul style="list-style-type: none"> • Land Use Framework
6	CC work session A	<ul style="list-style-type: none"> • Solidify vision, guiding principles, and housing policy and approach • Housing Policy Step 1: Overall housing policy¹ • Housing Policy Step 2: Review housing options citywide and conceptual role for Westside for providing workforce and affordable housing <p><i>This work session is intended as a check point to ensure the Council has early input into, and validation of, the direction for housing policy. The PC Chair (and potentially other PC members) should be “at the table” with the CC.</i></p>

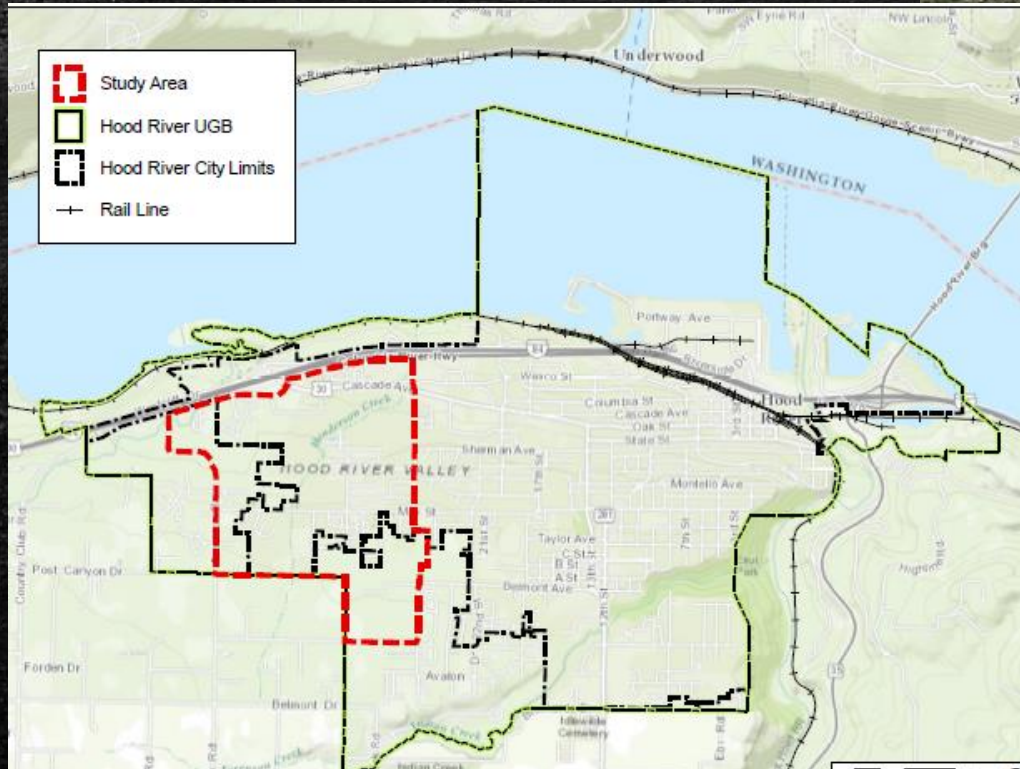
May 21, 2018 Planning Commission Hearing

- Neighborhoods and Districts Framework
- Streets Framework
- Bicycle and Pedestrian Framework



Westside Area Concept Plan Report - OVERVIEW OF WESTSIDE AREA

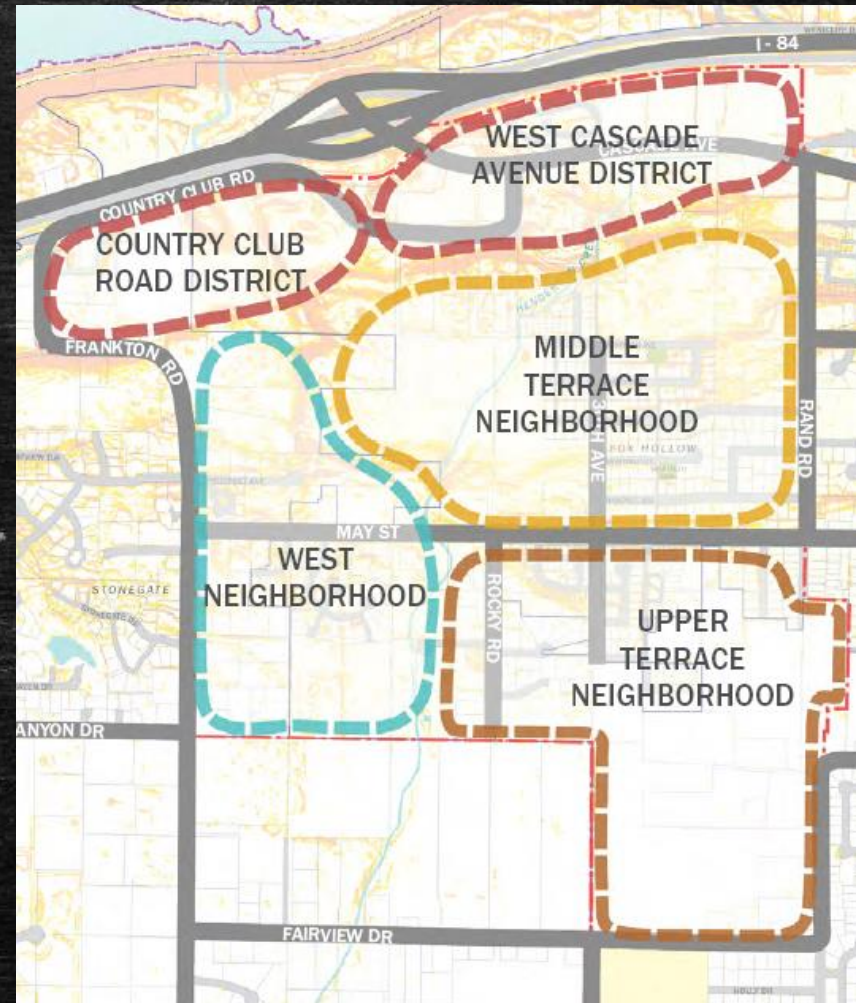
- Study Area, approximately 450 acres



Westside Area Concept Plan Report

FRAMEWORK PLANS

- Neighborhoods and Districts
- Streets and Transit
- Pedestrian and Bicycle Connections
- Parks and Open Space
- Land Use (three scenarios drafted)



Westside Area Concept Plan Report - OVERVIEW OF WESTSIDE AREA

- In addition to existing neighborhoods, approximately one half of the Westside Area is vacant or partially vacant and located in Low Density Residential (R-1) or Standard Density Residential (R-2) zones.
- The Westside Area includes a total of approximately 60 developable acres zoned General Commercial (C-2) and Light Industrial (LI), located in the "Gateway" area along Cascade Avenue.

Westside Area Concept Plan Report - OVERVIEW OF WESTSIDE AREA

- The Westside Area includes a vacant 17-acre parcel owned by the Hood River County School District that is being considered for future facility needs.
- Approximately 158 acres of the study area are located outside the city limits but within the Urban Growth Boundary, requiring coordination with Hood River County.

Westside Area Concept Plan Report – VISION

The Westside Area will grow to become an interconnected community of great neighborhoods, an attractive gateway of commercial and mixed-use activity, and an affordable and diverse area of the City.

Westside Area Concept Plan Report – VISION

The Westside's hallmarks will be:

- Housing options that provide choices for all income levels, life stages, and cultures within Hood River.
- Streets, trails, and paths that are walkable, connected, and green.
- Neighborhood design that celebrates the landforms, views, and magnificent landscape of Hood River.
- Open spaces and parks that support community gathering and a connection to nature.
- The Westside Area will be an integral part and extension of the larger Hood River community.

Westside Area Concept Plan Report – GUIDING PRINCIPLES

The Hood River Westside Area Concept Plan will:

- A. Create livable neighborhoods that make good use of the Westside's limited land supply.
- B. Create well-planned and commercially successfully mixed-use districts in the Westside gateway area.
- C. Create a plan that works for all ages and abilities of the community.
- D. Provide a range of densities and housing types by retaining existing affordable housing and increasing affordable housing choices in Hood River.
- E. Incorporate natural features and a sense of place into each neighborhood and district.
- F. Include open space and parks integrated in neighborhoods.

Westside Area Concept Plan Report – GUIDING PRINCIPLES

- G. Provide a connected transportation network with walkable, bike-friendly, and green streets.
- H. Promote active and healthy living through community design.
- I. Plan land uses and transportation facilities so the area may be served by fixed route transit in the future.
- J. Integrate Westside Elementary School and future new schools as key community places.
- K. Promote human-scaled building designs.
- L. Plan for efficient water, sewer, and stormwater infrastructure, utilizing green practices for stormwater management.
- M. Provide a realistic infrastructure funding strategy.

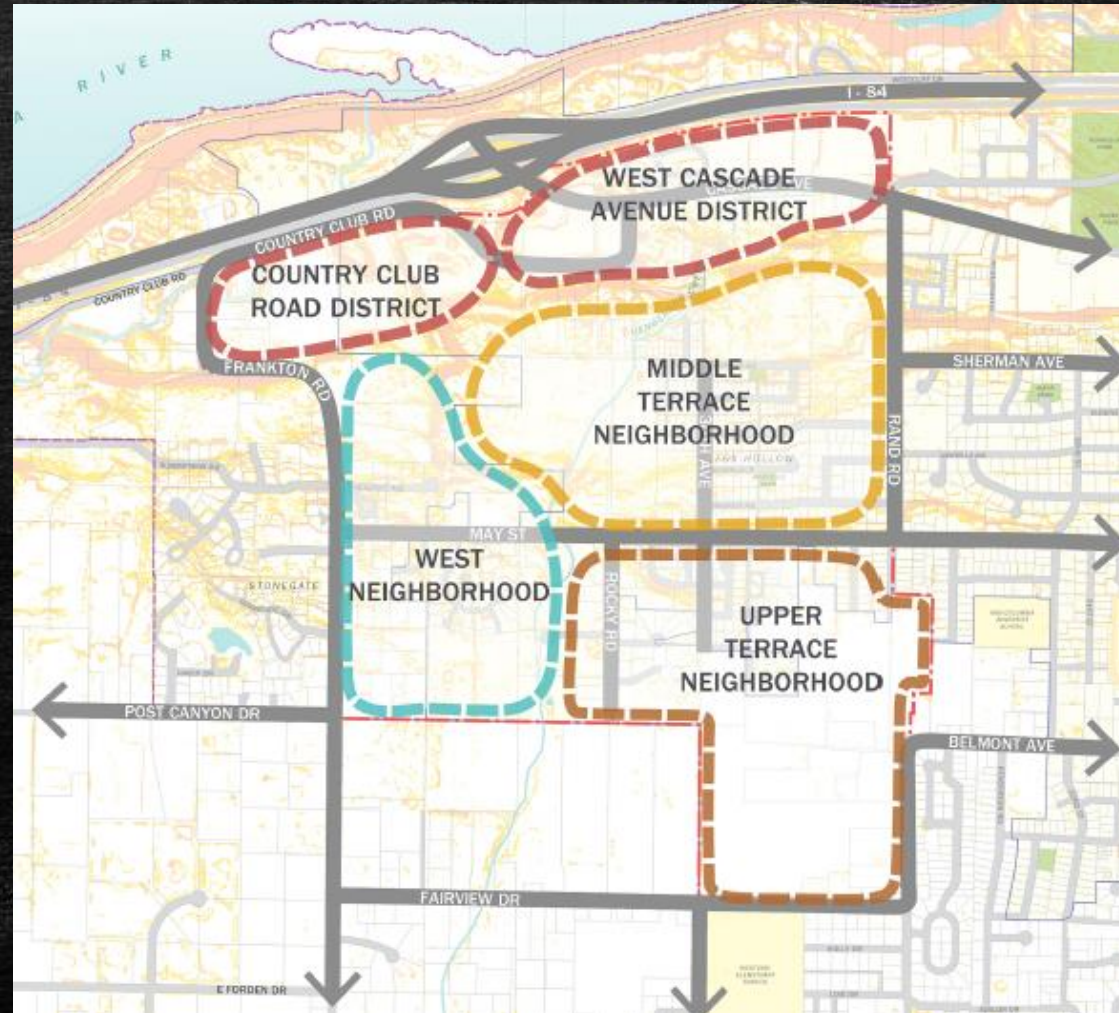
Westside Area Concept Plan Report – GUIDING PRINCIPLES

The planning process will:

N. Be open and transparent.

O. Embrace cultural and community diversity throughout the plan and planning process.

Neighborhoods and Districts Framework



Neighborhoods and Districts Framework

- The Neighborhood and District Scale is the largest lens of community design addressed in this plan. It is one of three scales of planning for livability in the Westside:
- Neighborhood & District Scale
- Block Scale
- Building Scale

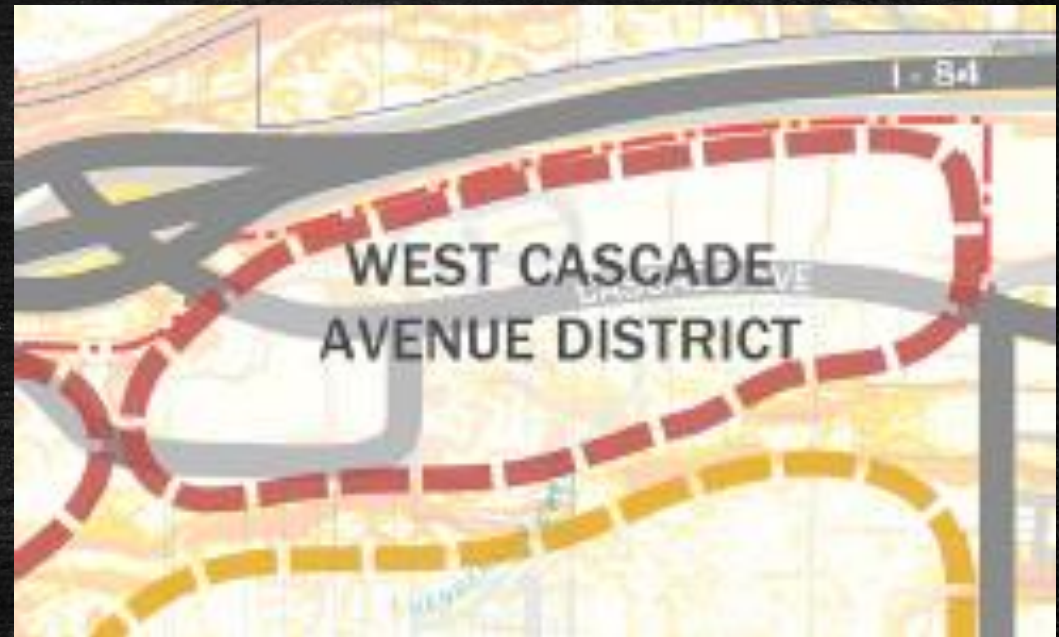


Neighborhoods and Districts Framework

- The project area is characterized by three terraces sloping north toward the Columbia River, and the terraces are used to organize the physical aspects of the Concept Plan.
- The edges of the neighborhoods and commercial districts are conceptual and should be thought of as transition areas rather than hard-and-fast boundaries.
- The organization of land use and transportation within the natural topography is important to connect the livability of the neighborhoods to the landscape, and plan for walkable neighborhoods and districts of approximately a quarter-mile from center to edge.

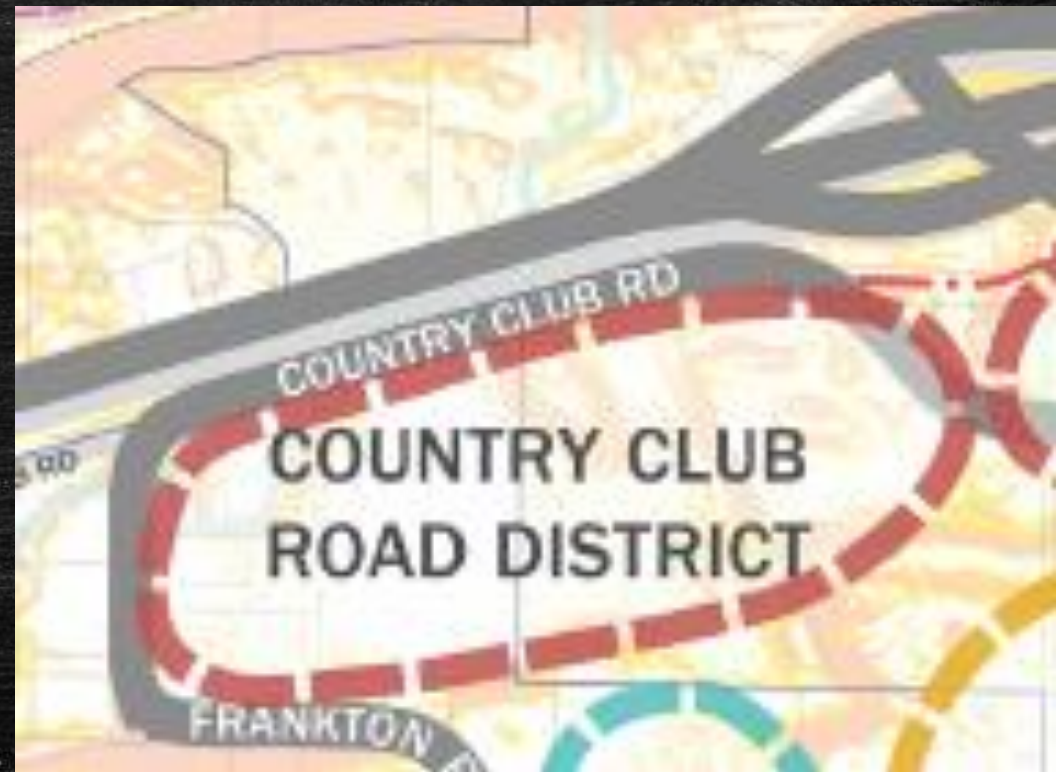
Neighborhoods and Districts Framework

- **West Cascade Avenue District.** This district is the commercial, residential, and mixed-use area in the lower terrace along west Cascade Avenue. It is the gateway into Hood River from the west and Exit 62.



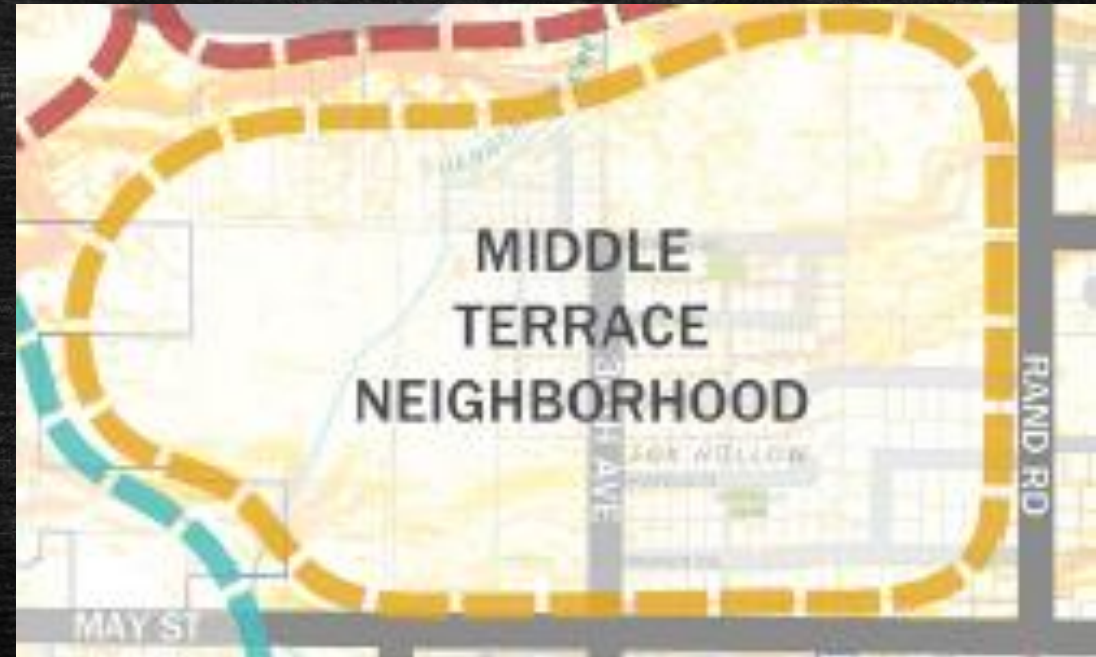
Neighborhoods and Districts Framework

- **Country Club Road District.** This district includes the lands along Wine Country Avenue and Country Club Road that comprise the area's supply of largely undeveloped commercial and industrial lands



Neighborhoods and Districts Framework

- **Middle Terrace Neighborhood.** Located generally north of May Street, this neighborhood extends from roughly 370 feet to 490 feet in elevation and contains existing subdivisions as well as a significant amount of undeveloped land west of 30th Street.



Neighborhoods and Districts Framework

- **Upper Terrace Neighborhood.** Located generally south of May Street and ranging from 500 to 580 feet in elevation, this neighborhood has several existing subdivisions, but is primarily composed of larger undeveloped parcels and commercial orchards. It is anchored on the south by Westside Elementary School.



Neighborhoods and Districts Framework

- **West Neighborhood.** This neighborhood comprises the westernmost portion of the study area to Frankton Road.



Neighborhoods and Districts Framework

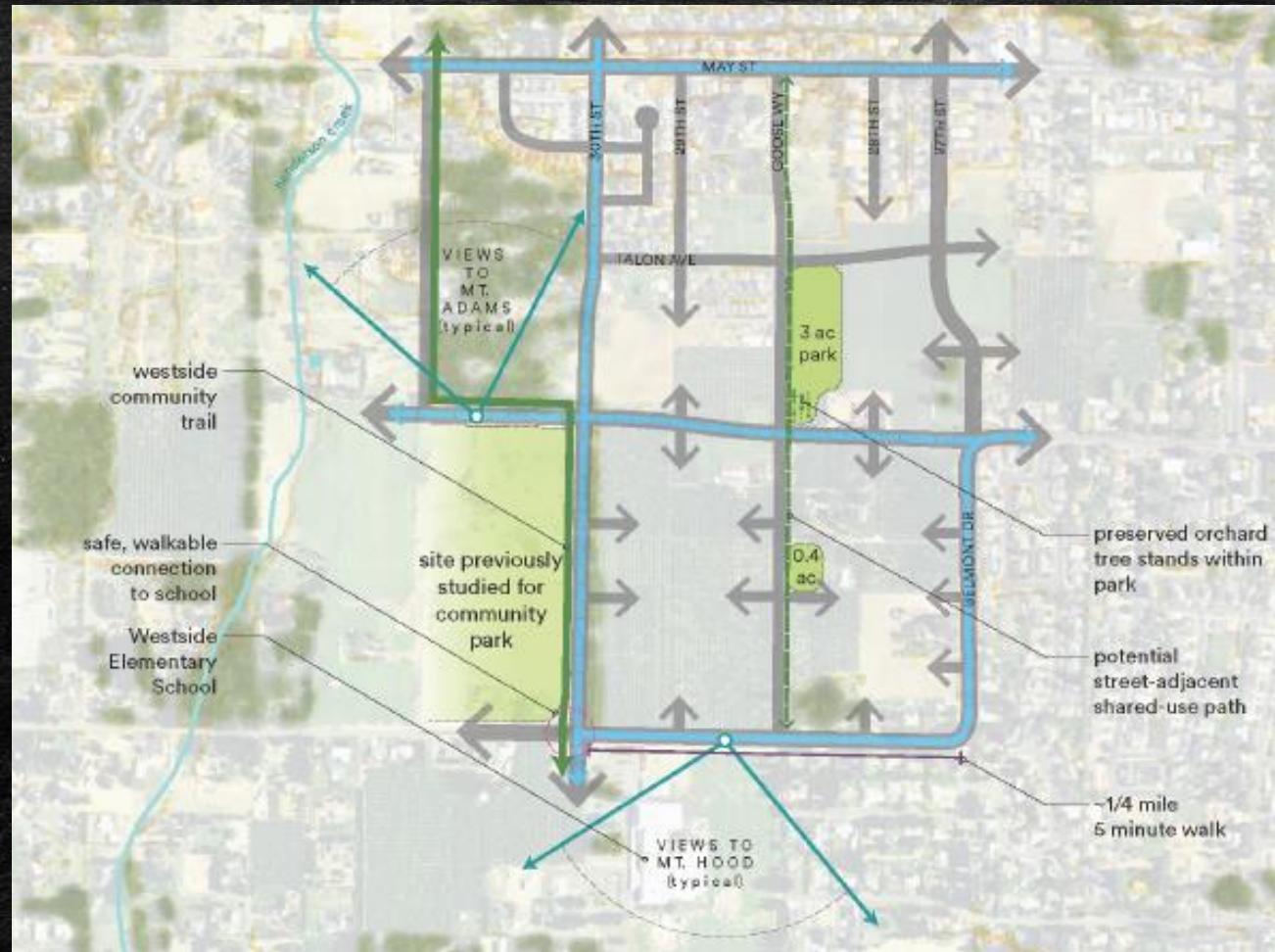
Livable neighborhoods are referenced in several parts of the Westside Vision and Guiding Principles. Examples include:

- "...an interconnected community of great neighborhoods"
- "...neighborhood design that celebrates the landforms, views, and magnificent landscape of Hood River"
- "...create livable neighborhoods that make good use of the Westside's limited land supply"
- "...incorporate natural features and a sense of place into each neighborhood and district"

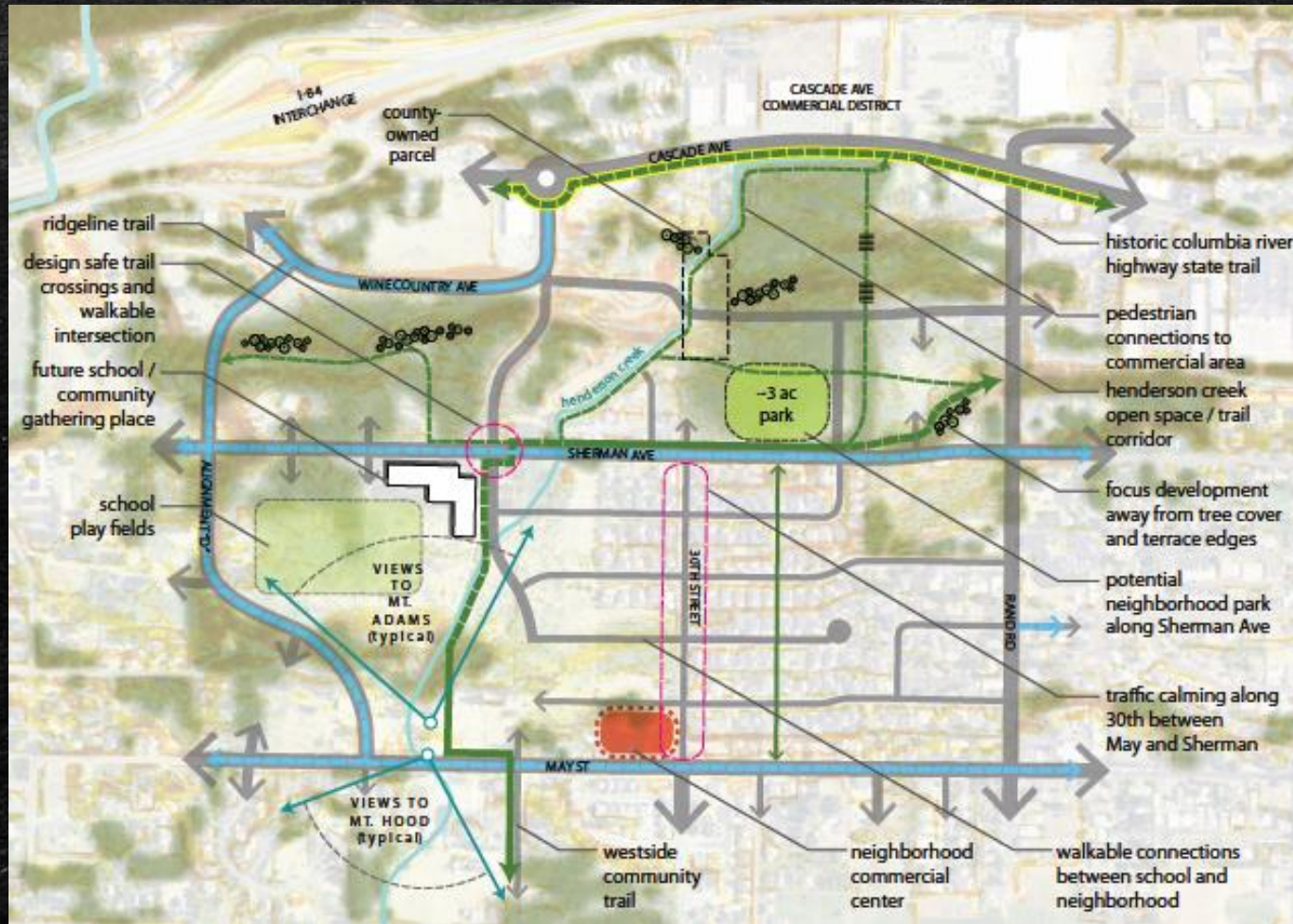
Neighborhood Design Guidelines

- Development is likely to be incremental and there is potential for a fragmented pattern of land use with indirect paths of travel, remnant open spaces, and other missed opportunities for physical cohesion .
- Public investments such as the future school, new north-south street connection, and parks are opportunities to enhance their surrounding neighborhoods.
- Concept Plan Figures 6-8 illustrate neighborhood-scale design.
- The concept plan report suggests the neighborhood design frameworks could be adopted in association with regulations, such as the Planned Unit Development ordinance, and applicants could be required to demonstrate consistency with them.

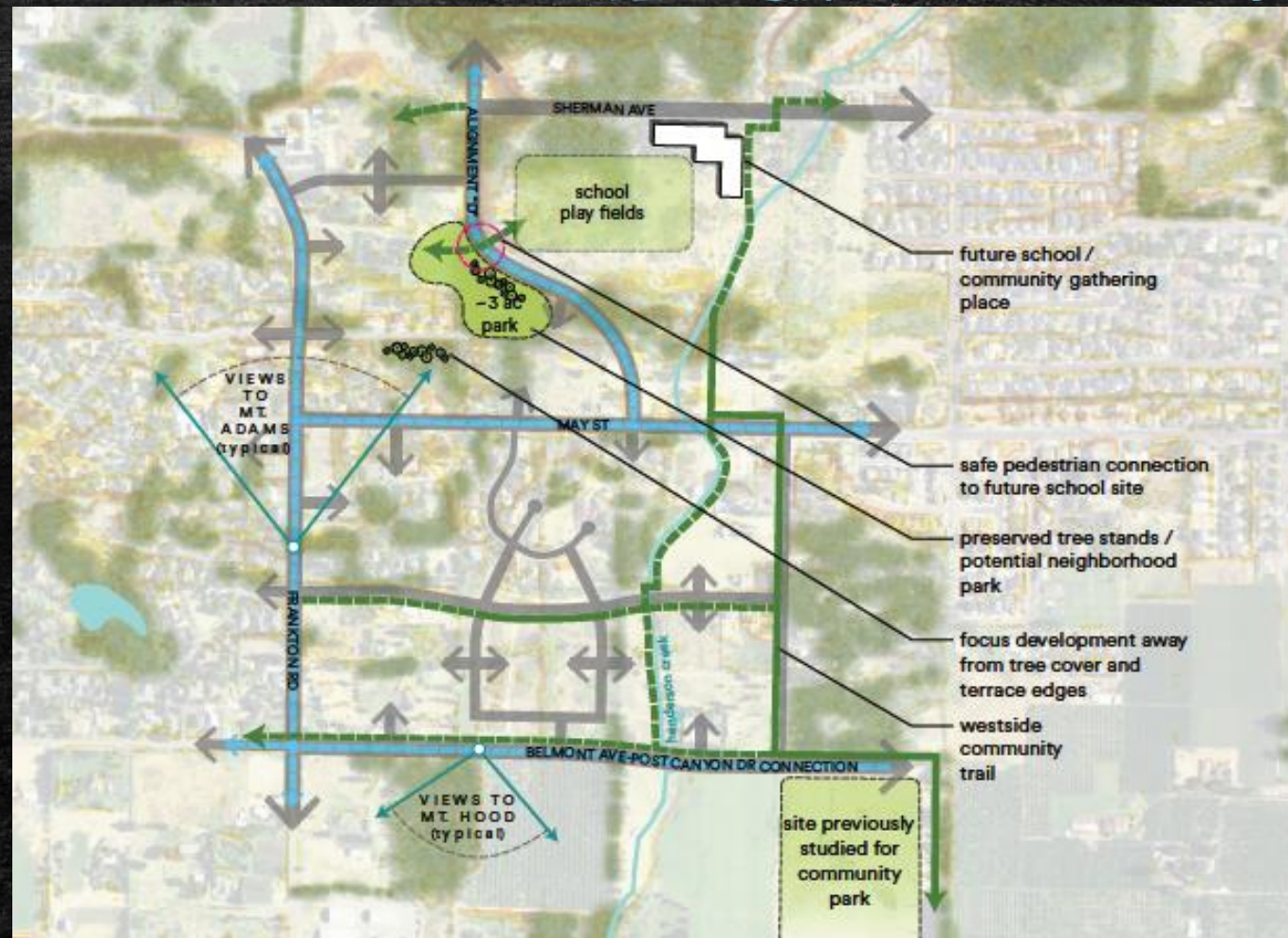
Neighborhood Design Framework – Upper Terrace Neighborhood



Neighborhood Design Framework – Middle Terrace Neighborhood



Neighborhood Design Framework – West Neighborhood



Block Scale

- Westside's block pattern will be guided by the concept plan and implemented by property owners over time, often with small parcels.
- The City has two existing tools in the development code that support a walkable block pattern:
 - HRMC 16.12.020(I) - Street Connectivity and Formation of Blocks Required. Maximum block length, depending upon zoning.
 - HRMC 16.12.020(J) – Future Street Plan. Provides a guide for transportation circulation to the developing site and in the immediate area.
- Code updates may be appropriate, such as reducing maximum block length.

Block Scale – Upper Terrace – Conceptual

Figure 10. Upper Terrace Neighborhood Demonstration Plan



Figure 11. Upper Terrace Neighborhood Demonstration Plan 2

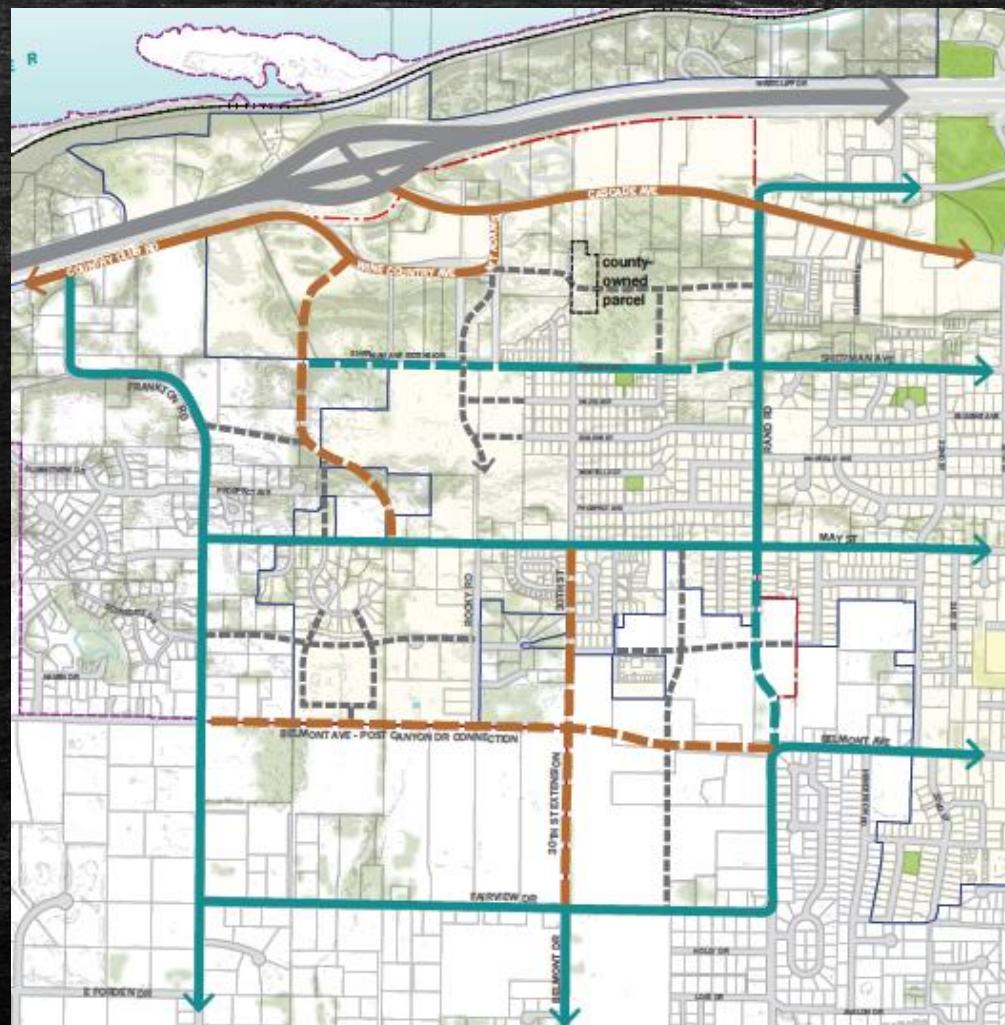


Neighborhoods and Districts Framework

- The Westside Area is intended to have blocks where different building forms and housing types – single family homes, cottages, townhomes, apartments, and non-residential buildings – are adjacent to each other.
- During the Concept Plan process, participants expressed an interest in design standards to improve compatibility between housing types and between uses. Compatibility can be guided through regulations and the development review process.
- The Concept Plan Report recommends guidelines, such as transitioning between housing types, that should be acknowledged before developing clear and objective regulations.

Questions on the Neighborhoods and Districts Framework?

Streets Framework



Streets Framework

- Intended to implement the vision to create an interconnected community that includes streets, trails, and paths that are “walkable, connected, and green.”
- Depicts the hierarchy of street types for the Westside Area, consistent with the street classifications used in the City’s Transportation System Plan (TSP).
- Also depicts proposed “Neighborhood Connector” Streets - local streets that are intended to be continuous through neighborhoods, providing direct and convenient connectivity with wider planter strips to better accommodate stormwater treatment.

Streets Framework

- Updates are recommended to the TSP functional classifications for several streets in the Westside Area.
- The TSP will need to be amended to implement recommendations from the Streets Framework.
- The primary update is the relocation of a future North-South Minor Arterial street ("Mt. Adams Ave.") between Wine Country Avenue and May Street previously designated in the TSP.
- As the city grows, this street is expected to be a critical connectivity improvement in western Hood River that alleviates a significant amount of traffic from other corridors including Cascade Avenue, Rand Road, and 13th Street.

Streets Framework – Mt. Adams Ave.

Given its importance, three alternatives were evaluated. The recommended route (“Alignment D”) runs from Wine Country Avenue to May Street in the transition area between the West Neighborhood and the Middle Terrace Neighborhood. The rationale for this alignment is that it:

- Can be designed to be less steep than other alternatives;
- Has less overall impact on developable properties;
- Avoids placement of a Minor Arterial at the front of the future school; and
- Has less disruption of neighborhood connectivity than other alternatives.

Streets Framework – Mt. Adams Ave.



2011 TSP Alignment



Westside Area Concept Plan Report "Alignment D"

Streets Framework – “Alignment D”

- Balances the multiple needs of active transportation, north-south mobility, neighborhood impacts, street connectivity, physical constraints, and cost.
- It will serve the function of a Minor Arterial, but must be the most “people-friendly” Minor Arterial that can be implemented.
- A new minor arterial cross-section is recommended, for “Alignment D” and it could be used on other minor arterial connections in the City.
- The project team recommends following elements:

Streets Framework – “Alignment D”

- **Center turn lane:** Not continuous; turn pockets where needed. Result is a 2-lane street instead of the typical 3-lane street.
- **Auto lane widths:** 11 feet instead of the typical 12 feet.
- **Buffered bike lanes:** A striped 2-foot buffer and 6-foot bike lane is recommended
- **Design speeds and curve radii:** Consider designing to accommodate slower speeds.
- **Storm water:** Incorporate low-impact designs.



Streets Framework

The transportation analysis for the Concept Plan validated the need for the transportation projects listed in the existing TSP (adopted 2011) and it identified several updates to streets and projects, including:

- Relocation of the "Mt. Adams Extension" Minor Arterial to "Alignment D"
- Relocation of the traffic signals previously proposed at Mt Adams/Wine Country and 30th/May to "Alignment D"/Wine Country and "Alignment D"/May (shifting the signals west).
- A signal or mini-roundabout at the Rand/27th/May St. intersection

Streets Framework – 30th Street

- It is anticipated that 30th Street will be extended north of Sherman Ave., connecting to Wine Country Ave.
- 30th Street, north of May Street, is designated as a Local Street in the TSP.
- The Concept Plan Report details several recommendations for traffic calming on 30th Street.

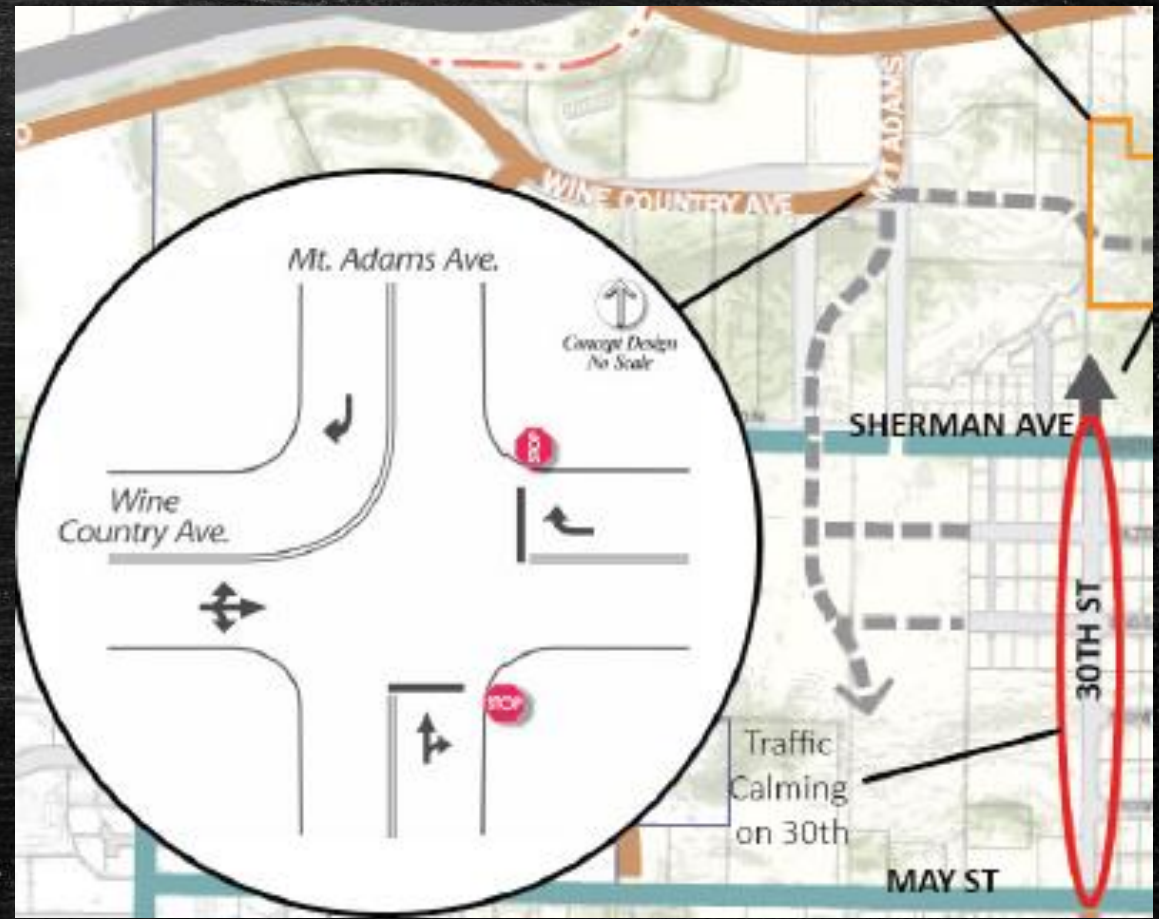
Traffic Calming on 30th Street

- Intersection of Sherman Ave. and 30th St. should be stop-controlled.
- Future intersection north of Sherman Ave. and an extended 30th St. should be stop-controlled.
- The five block section of 30th St. between May and Sherman Ave. should be traffic calmed.
- The Concept Plan Report includes a section on Neighborhood Traffic Management Tools that can be used for traffic calming.

Traffic Calming on 30th Street

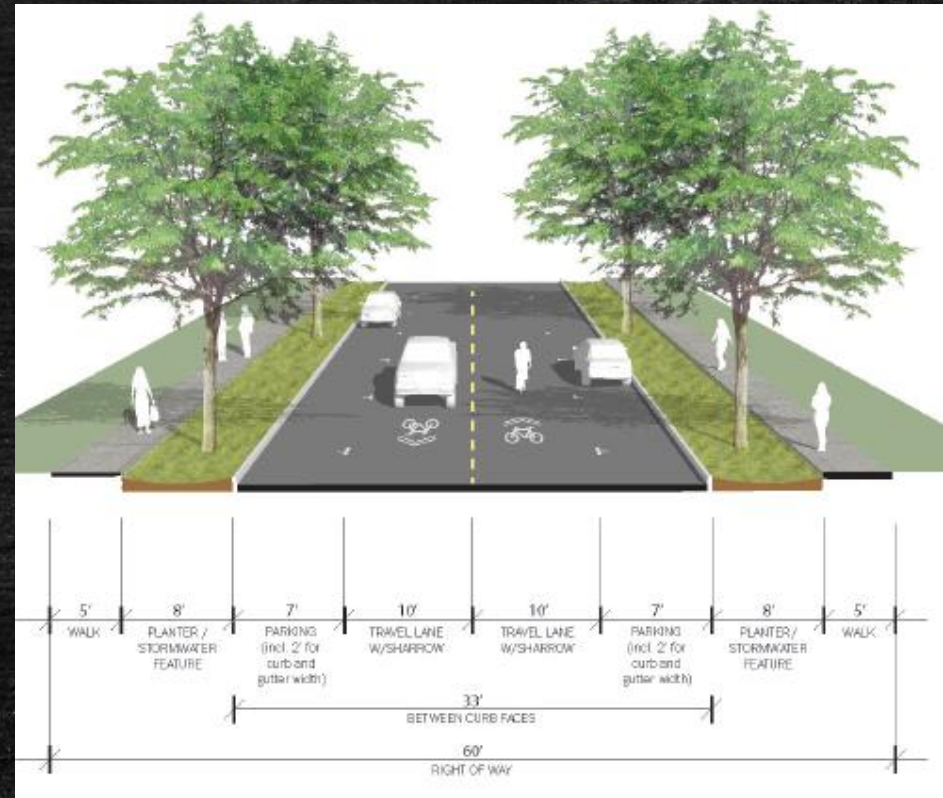
When new connections are added to the curved section of Mt. Adams and Wine Country, turning movements should be restricted with a raised curb barrier to prohibit left turn movements across traffic.

Design is preliminary and subject to further review.



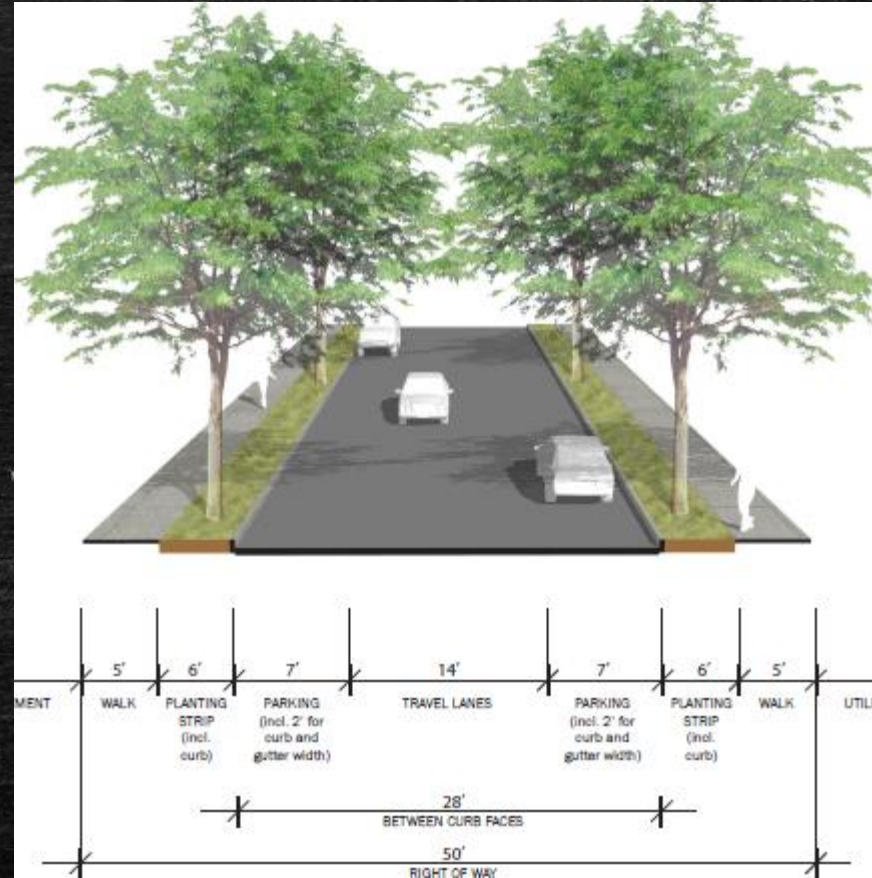
Cross Sections – Neighborhood Connector

- 60-foot-wide right-of-way
- 33-foot curb-to-curb
- On-street parking
- Travel lanes with Sharrows
- 8-foot-wide planter strips, stormwater features
- 5-foot-wide sidewalks



Cross Sections – Updated Local Street

- 50-foot-wide right-of-way
- 28-foot curb-to-curb
- On-street parking with staggered driveways
- 6-foot-wide planter strips between curb and sidewalks
- 5-foot-wide sidewalks



Streets Framework - Transit

- Guiding principle: “Plan land uses and transportation facilities so the area may be served by fixed route transit in the future.”
- To achieve, the area must have good major connections to the rest of the city, an internal multi-modal circulation network that allows residents to access transit facilities, and sufficient residential density to support transit service.
- Intersection improvements in the Westside Area, such as the potential roundabout at Rand/27th/May , should be designed to accommodate transit vehicles.

Questions on the Streets Framework?

Bicycle and Pedestrian Framework



Bicycle & Pedestrian Framework - TSP

- Planning for bicycle and pedestrian access is addressed in the City's Transportation System Plan, which includes "modal plans" for the pedestrian system and the bicycle system.
- These plans identify bicycle and pedestrian projects in the Westside Area including sidewalks and bike lanes, as well as the Westside Community Trail.

Bicycle & Pedestrian Framework

November 2016 online open house feedback:







- Connecting neighborhoods with bicycle lanes was the highest-ranked transportation issue, with nearly two-thirds of respondents rating the issue as "Very Important."
- Off-street walking paths and a connected system of sidewalks also received high scores, with over half of respondents rating the issue as "Very Important."

Bicycle & Pedestrian Framework

- The Bicycle & Pedestrian Framework depicts a network of pedestrian paths, bike routes, and trails that go “to and through” each neighborhood and district of the Westside Area.
- The goal is to provide many options for active transportation and reduced reliance on vehicle travel.
- The plan builds on designated and existing routes including the Historic Columbia River Highway State Trail, the Westside Community Trail, and routes in the adopted TSP.
- Other connections have been added to connect activity centers such as the planned parks and schools.

Bicycle & Pedestrian Framework

- Each of the trail and path segments have been evaluated and classified.
- Tables in the Concept Plan Report describe the type, intended users, width, and surface type for each segment.
- The alignment, width, and surface types are preliminary and subject to refinement during design.

8	Rand Rd Bike Lanes		6'	Asphalt Bike Lane
9	May St Bike Lanes		6'	Asphalt Bike Lane
10	Upper Terrace Neighborhood Trail: May St to Fairview St		~10' Off-Street Path	Asphalt/Wide Sidewalk
11	Post Canyon bike lanes and off-street multi-use path		6' Bike Lane, 10' Off-Street Path	Asphalt or Concrete
12	Completion of Westside Community Trail connection west to Frankton Rd		~4'	Firm & Stable Surface
13	Sherman Ave Bike Route		N/A (Shared Lane Markings)	Shared Asphalt Road
14	Trail from Sherman Rd to Frankton Rd		~4'	Firm & Stable Surface
15	Frankton Rd Bike Lanes		6'	Asphalt Bike Lane
16	Country Club Rd Bike Lanes		6'	Asphalt Bike Lane
17	Future Minor Arterial Bike Lanes		6'	Asphalt Bike Lane
18	Ridgeline Trail north of Sherman		6'	Firm & Stable Surface

Bicycle & Pedestrian Framework

Three key trails are envisioned through the Westside Area.

- The Westside Community Trail, which currently connects from the Westside Elementary School to Sherman Avenue, will remain and be improved.
- A new trail along Henderson Creek is proposed, which can provide access to nature and an opportunity to improve the condition of the creek.
- A new “ridgeline trail” through groves of trees in the West and Middle Terrace Neighborhoods is also included.

Bicycle & Pedestrian Framework

- The alignment, width, and surface types of trails are preliminary and subject to refinement during design.
- Potential modification to the Framework: a property owner recently questioned whether the Westside Community Trail should be on the road between the northern and southern ends of Rocky Road as is currently recommended.

Questions on Bicycle and Pedestrian Framework?

File No. 2018-07

Next meeting:

- Open Space and Parks Framework
- Infrastructure funding; parks implementation

File No. 2018-07

Staff suggests a motion to continue File No. 2018-07 to Monday, July 16, (or other date certain) 2018, at 5:30pm in the City Council Chambers for further hearing and discussion.