

1 Offramp intersection with Cascade Ave. features a prominent 76 gas station sign and nothing to mark that a traveler is entering Hood River



2 Cascade Avenue itself is auto-oriented, with another gas station sign, a billboard and no pedestrian or bicycle facilities. Commercial property frontage is not well-defined.



3 Intersection with Mt Adams is auto-dominated, without crosswalks and adjacent storage properties not screened. Mature pines provide some landscape character.



4 Mt Adams looking south could be a memorable introduction to West Hood River, if the 'wall' of mature pine trees can be retained and adjoining commercial properties screened with landscape.



5 Cascade Avenue has intermittent sidewalks and unscreened parking lots, making the district feel automobile-dominated.



6 Cascade Avenue east of Mt Adams features intermittent sidewalks and street trees. Vegetation on south edge will likely be replaced with future development.



GATEWAY EXISTING CONDITIONS & ISSUES

Consider design of overpass to act as Gateway (with future overpass renovation)

Add wayfinding and identity signs for HCRH Trail

Move/remove/screen 76 station sign

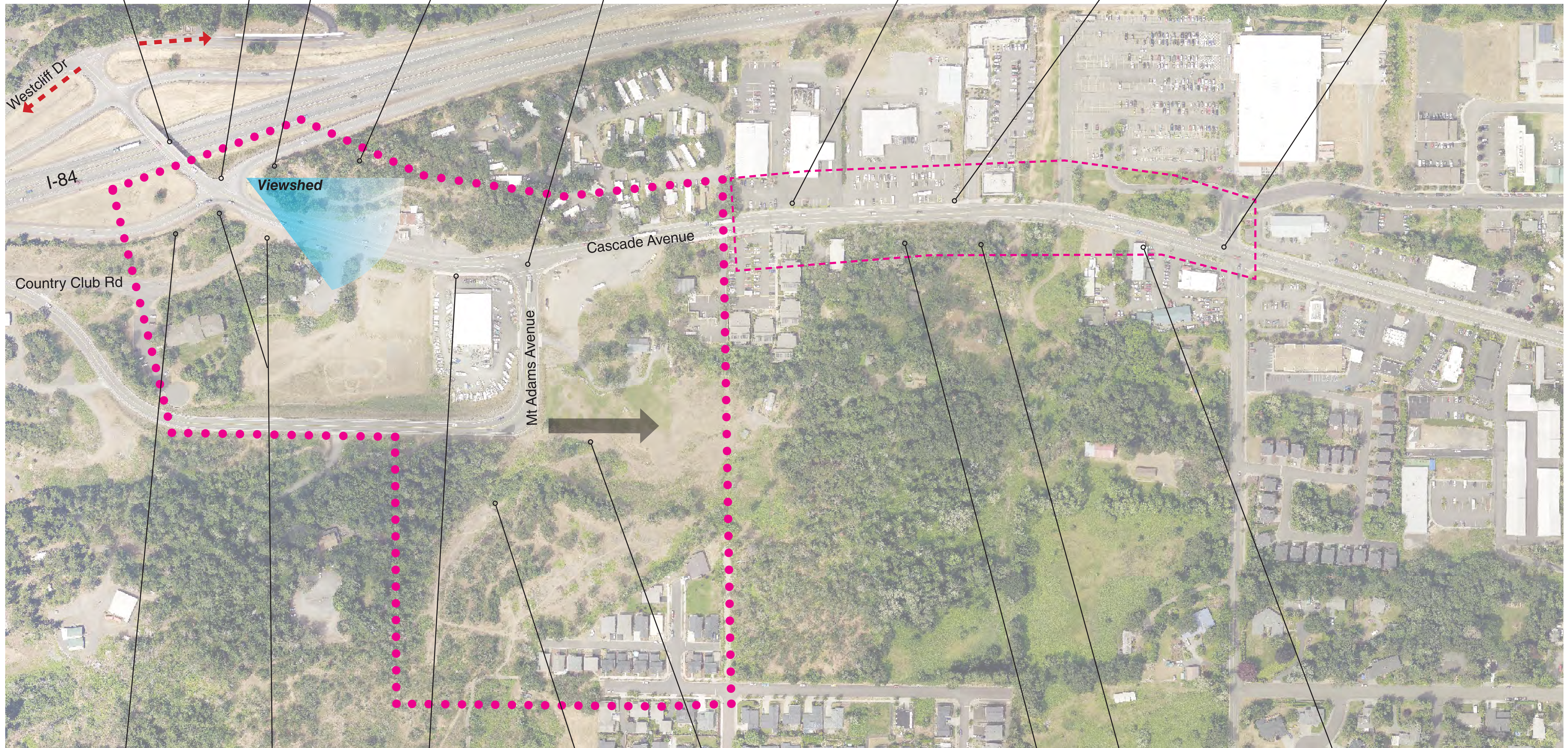
Restore Crag Rats cabin (public access?)

New Cascade Ave landscape and intersection at Mt Adams could include landscape and public art and serve as gateway

Screen commercial properties with landscape

Improve commercial frontage

Add pedestrian crossings



Basalt cliffs here and north of Cascade provide a visual reminder of local landscape character

Add gateway/welcome/info plaza. Incorporate historic masonry walls and native plants where possible.

Improve pedestrian and bicycle facilities (12' multi-use path proposed) and commercial screening.

Retain pine and fir trees if possible to provide natural transition into new neighborhood

Future Wine Country extension can also serve as entry to neighborhood, include pedestrian amenities

Future buildings should be located close to Cascade, with parking in rear

Retain natural vegetation in future development (?)

Improve commercial frontage, potential to add street trees

****NOTE: Intersection treatment alternatives will be evaluated if certain cost and minimizing impact thresholds are feasible.**



GATEWAY RECOMMENDATIONS

before



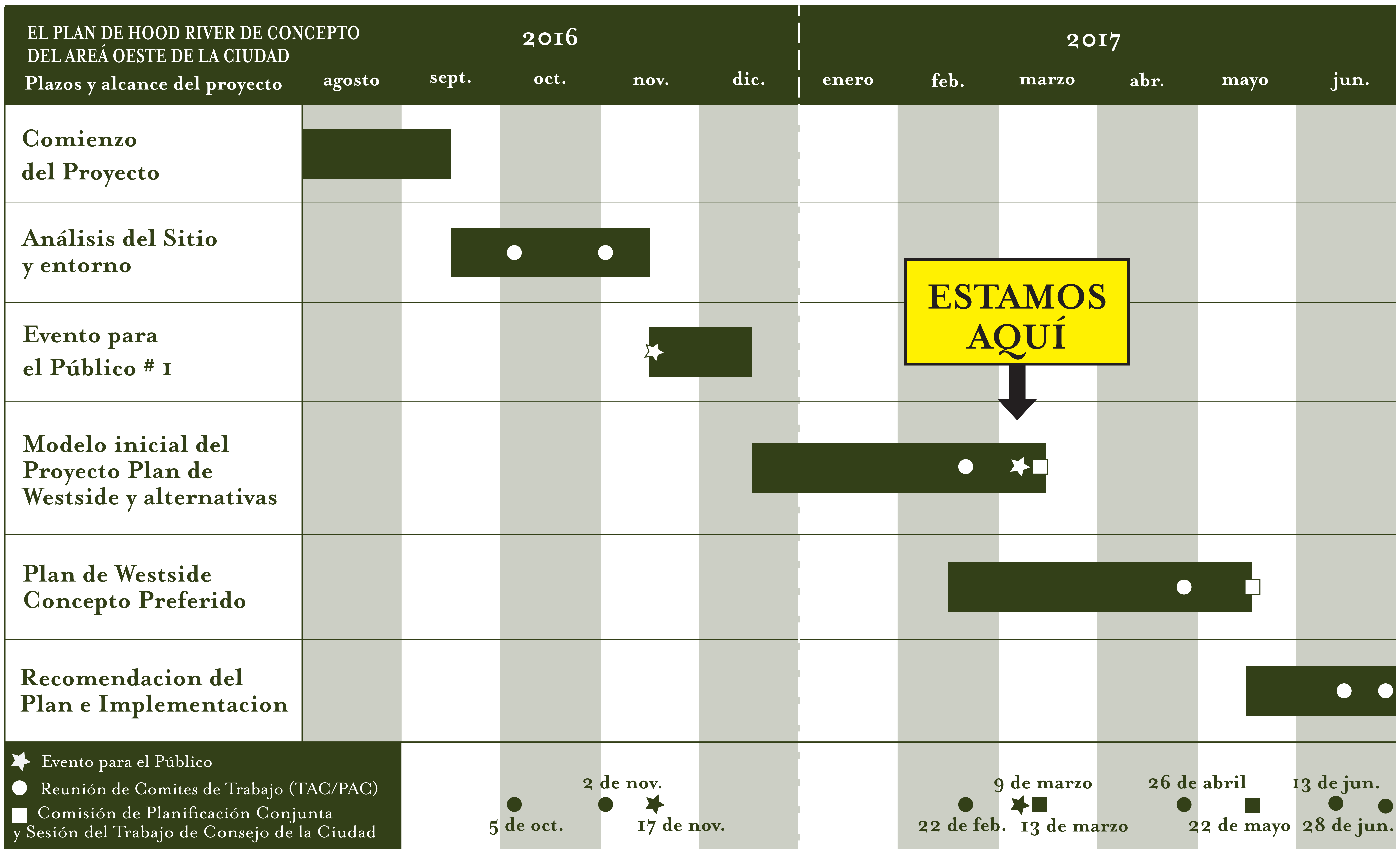
****NOTE: Intersection treatment alternatives will be evaluated if certain cost and minimizing impact thresholds are feasible.**



GATEWAY RECOMMENDATIONS



EL PLAN DE HOOD RIVER DE CONCEPTO DEL ÁREA OESTE DE LA CIUDAD (WESTSIDE)



Descripción del Proyecto

El objetivo del Plan de Concepto del Área Oeste de la ciudad, conocido como “Westside Area” es ampliar un uso integrado de la tierra y un plan de transporte para el área del proyecto, que consiste de 450 acres que se encuentran dentro de la Ciudad de Hood River y en el Condado de Hood River.

El proyecto planeará el uso de la tierra, y el desarrollo de calles, caminos para bicicletas, senderos peatonales, parques, escuelas, servicios públicos, y financiación de servicios básicos.

El proyecto además permitirá:

- Facilitar el desarrollo de viviendas más económicas destinadas a las personas que trabajan en la ciudad y el condado,
- Mejorar el Plan del Sistema de Transporte de la Ciudad (TSP) que se adoptó en 2011 y el TSP del Condado que se adoptó en el 2011,
- Aplicar estrategias llamadas “de crecimiento inteligente” (en Inglés, “smart growth”).
- Modernizar las designaciones completas del plan y de zonificación.
- Se podrían incluir cambios en el código para la Ciudad y el Condado, que esten de acuerdo con los objetivos del proyecto. Se espera que las adopciones de los planes se produzcan después del termino del proyecto.

El proyecto se inició en septiembre de 2016 y su finalización se espera para el mes de julio de 2017. Está financiado por una beca de Oregon’s Transportation and Growth Management Program.

Área del Proyecto

El área del proyecto (vea el mapa) se encuentra en el lado oeste de Hood River y se extiende al sur del Interstate 84 en la salida 62 hacia la área históricamente residencial de baja-densidad que incluye numerosas parcelas vacías. El área:

- Aproximadamente contiene 450 acres y consiste de 577 lotes/parcelas que incluye vecindades desarrolladas, terrenos vacíos y terrenos parcialmente vacíos.
- Acerca del 55% de la área del proyecto son terrenos vacíos o terrenos parcialmente vacíos dentro de la designación de zonificación residencial.
- Incluye un total de aproximadamente 65 acres de potencial desarrollo de zona comercial general y de industria ligera, situada en la parte norte de la sub área.
- Incluye una parcela vacía de 17 acres de propiedad del distrito escolar del condado de Hood River que será considerada para uso de futuras necesidades de servicios.

Alrededor de 160 acres del Área del Proyecto que se encuentran fuera de los límites de la Ciudad, pero dentro de la “Frontera del Crecimiento Urbano”. Un acuerdo intergubernamental entre la Ciudad y el Condado dirige la administración de las actividades del uso de la tierra en esta Área de Crecimiento Urbano (“UGA” por sus siglas en Inglés) conforme con las normas de la Ciudad hasta que se realice la anexión. La Ciudad y el Condado juntos solicitaron la beca para la financiación de subsidios de este trabajo, y están trabajando juntos en el proyecto.



POLICY AND CODE IMPLEMENTATION OPTIONS

Introductory Ideas

The Westside Area Concept Plan will be implemented by City policy, and by potential changes to the City's zoning code.

Background:

What is the regulatory framework and situation today?

- Both City and County apply “urban” zoning to the area.
- The area near Exit 62 is subject to a special "Interchange Management Plan Overlay"
- Hood River and Hood River County are small jurisdictions, with a limited staff resources.
- Planned Unit Developments (PUDs) are widely used to achieve flexibility in site design, specifically flexibility for narrowed, private streets. The City's PUD standards require 30% common open space. Staff have commented that a “cottage code” or other infill standard may be needed so that the PUD doesn't need to be applied for small projects.
- Subdivisions currently require “Quasi-Judicial” review, with final approval signatures required from both the City Council and Board of County Commissioners. This adds time to the approval process. Staff have commented that a more streamlined “Administrative Review” process should be considered.
- The Comprehensive Plan and code work in combination with other tools such as the Capital Facilities Plans.

OPTION 1

Use Existing Zones & Procedures, and:

- Add a new R-2.5 zone to the code, if selected as part of the preferred plan
- Amend the Comp Plan to include the specific “parts” of the Concept Plan that are needed as policy. This can be both text and maps, as needed.
- Adopt the Concept Plan by resolution as background for the Plan policies.
- Amend the Transportation System Plan to include Major Streets, Minor Streets, Transit Route and Ped-Bicycle framework plans for the Westside. This would include a map and text describing the plan for the Mt Adams Extension.
- A vehicle for the implementation of the Park and Open Space Concept will be needed.

OPTION 2

“Area Plan” Overlay District

- Enabling text needed in Code, amend comprehensive plan to address area plans
- Existing zoning used, but new zones can be created if needed
- Specific maps/diagrams within the Concept Plan are referenced, or adopted into the development code directly.
- Examples include: Sandy, Bend, Portland.

Other Options:

- Form-based code
- Performance zoning
- Sub-area master plans
- Annexation & Development Agreements

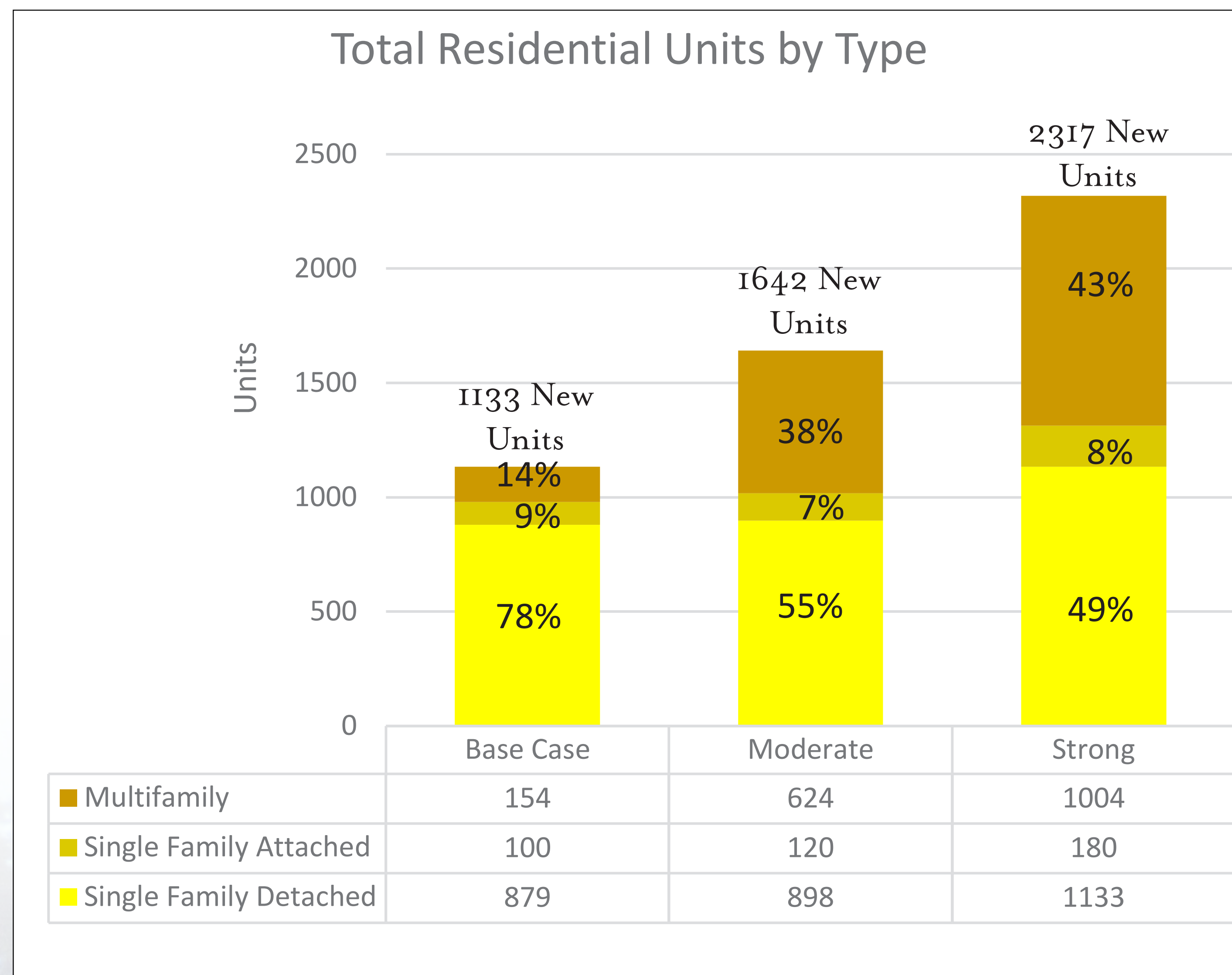
LAND USE SCENARIO EVALUATION

Three land use scenarios were evaluated based on how well they achieve the project's Guiding Principles.

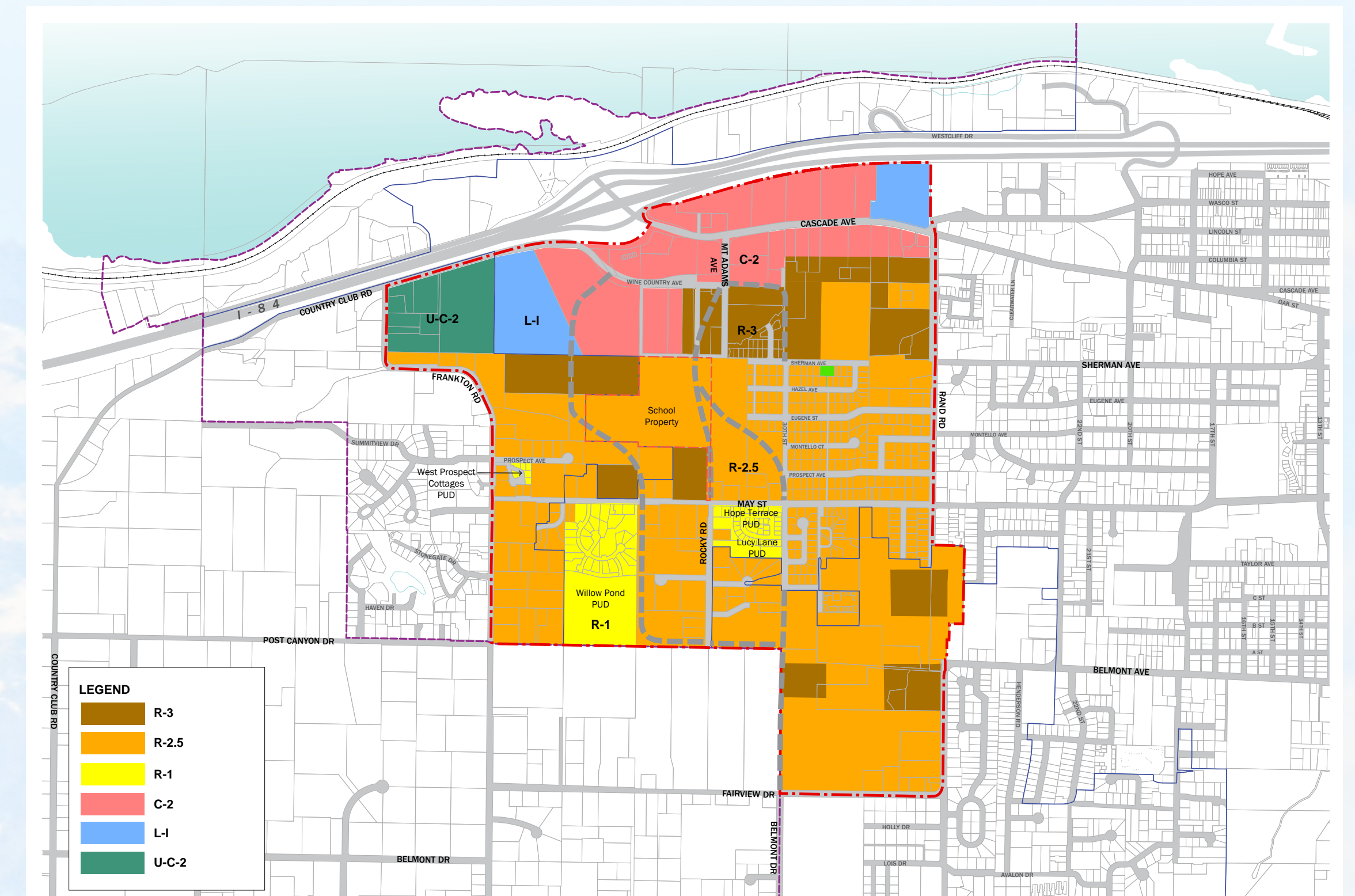
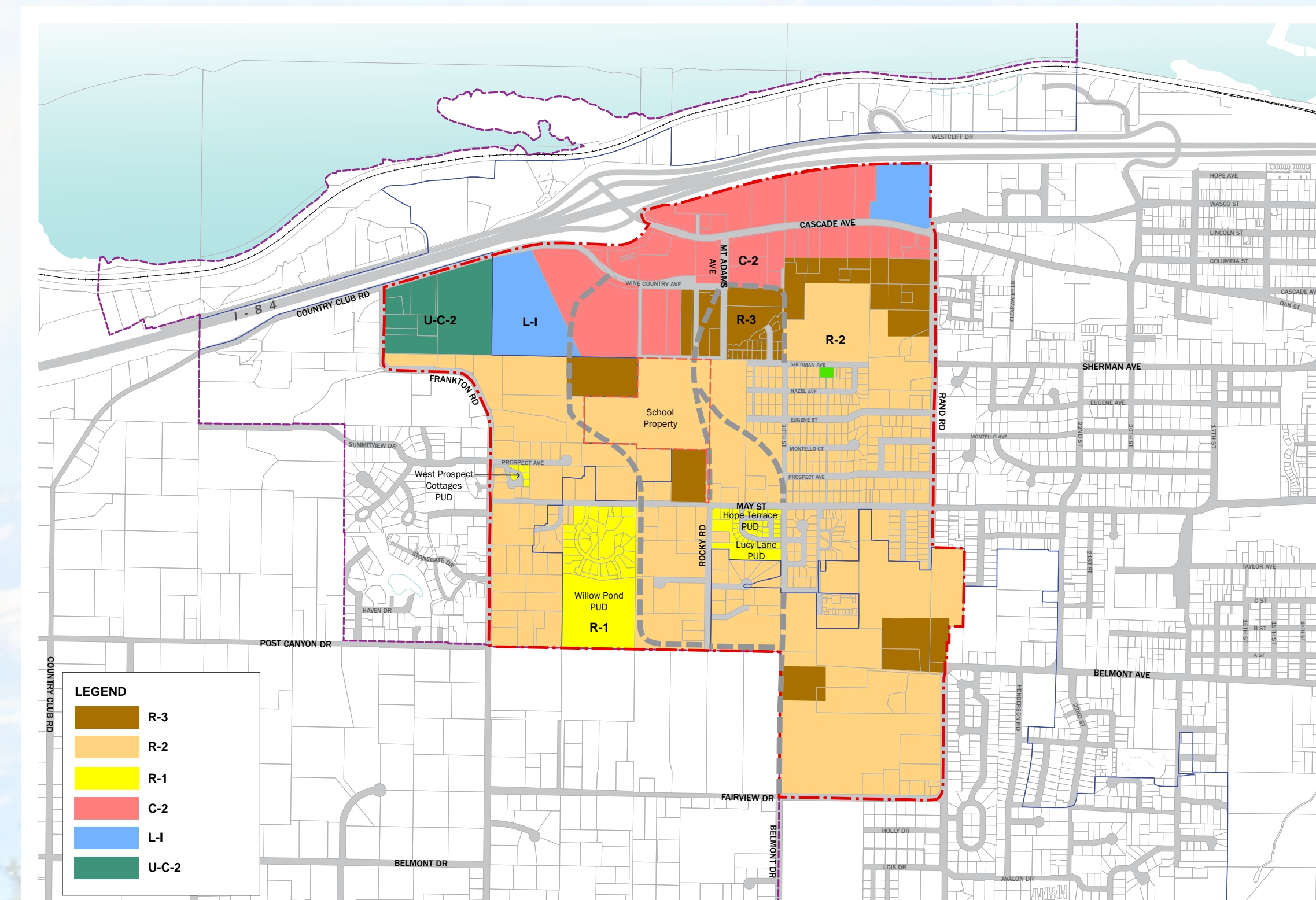
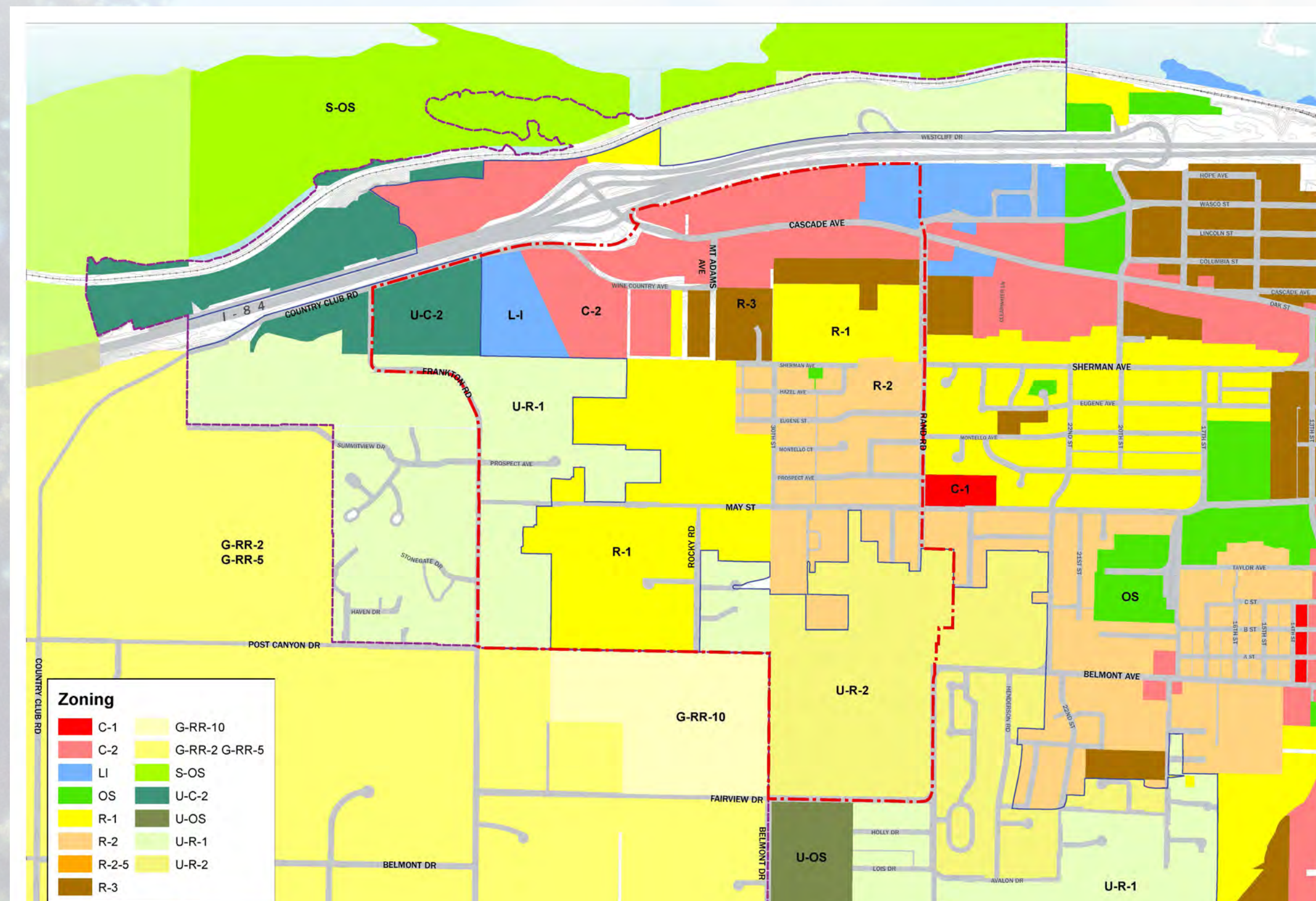
Here is a summary of the evaluation. Full details of the evaluation are available in the Alternatives Evaluation Report, available on the project website (www.hrwestsideplan.com)

Overall:

- The Strong Case provides significantly more housing than the Base Case and the Moderate Case.
- This housing is provided by re-zoning much of the area to a new “R-2.5” designation (which allows smaller lots than the existing R-2 designation) and adding about 40 acres of R-3 zoned land for multifamily housing.
- The increased density allows for a greater number of future residents to access the proposed transit route through the area, the potential neighborhood commercial areas, and future parks and other amenities by walking or biking.
- With additional density in this area, greater care must be taken to design developments that respect existing neighborhoods and contribute to the quality of life in Hood River.



Guiding Principle	Base Case	Moderate Scenario	Strong Scenario
A. Create livable neighborhoods that make good use of the Westside's limited land supply.	+	++	+++
B. Create well-planned and commercially successful 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, 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.	++	++	++
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 storm water infrastructure, utilizing green practices for storm water management.	++	++	++
M. Provide a realistic infrastructure funding strategy.	++	++	++
TOTAL⁶	++ (24)	++ (30)	+++ (35)



BASE CASE

MODERATE CASE

STRONG CASE

THE MT. ADAMS AVE. EXTENSION

The Challenge

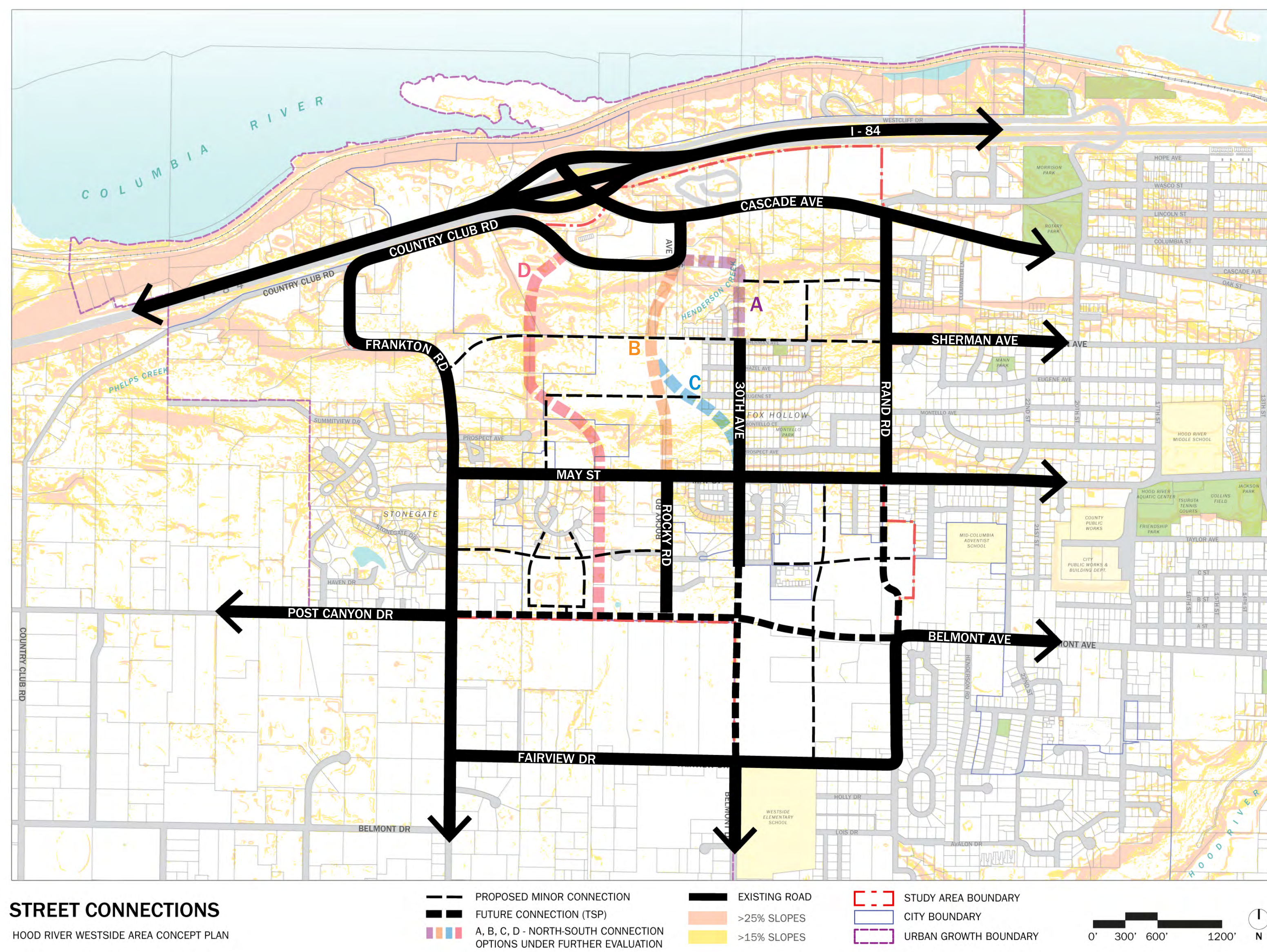
The location and design of a new north-south major street connection through the Westside Area is one of the most important - and most difficult - components of the Concept Plan. The City's Transportation System Plan identifies a conceptual alignment for this street to serve properties in the area as well as to provide long-term congestion relief on Cascade, Rand, and 13th as the City continues to grow. The primary connection is from Cascade Ave/Mt. Adams Ave. to May St., though extension further south would be beneficial.

However, existing development in the area and topography make the design and alignment of this road a challenge.

How do we decide?

The team will use criteria to help decide on the alignment, with continued input from our stakeholders and advisory committees. Below is a draft list of these criteria.

- Traffic impact to network
- Costs
- Buildable land/property
- Environmental impact/impacts (school and other properties)
- Storm and sewer impact
- Trucks/grades
- Future north/south extensions
- Neighborhood impacts
- Transit





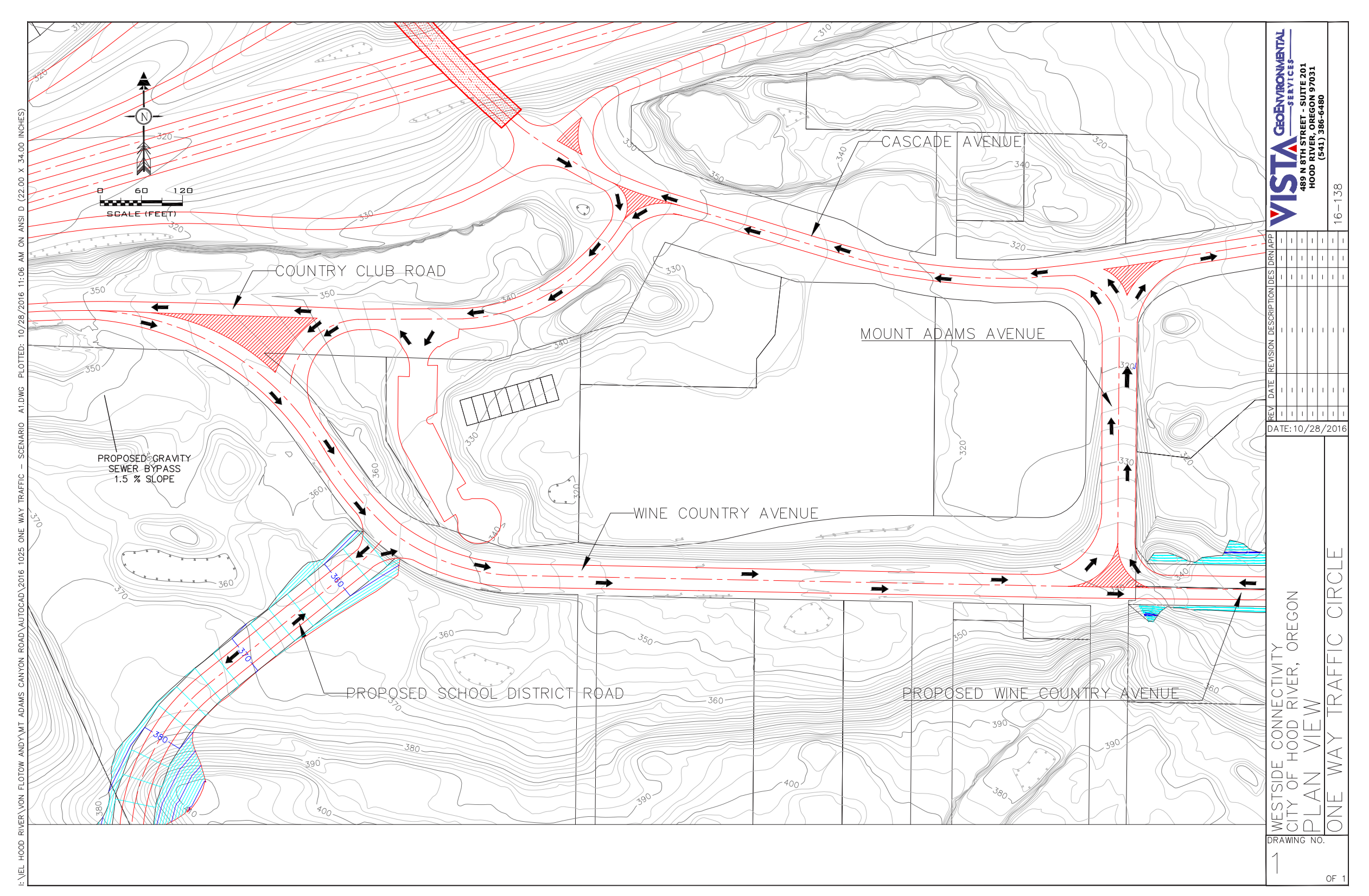
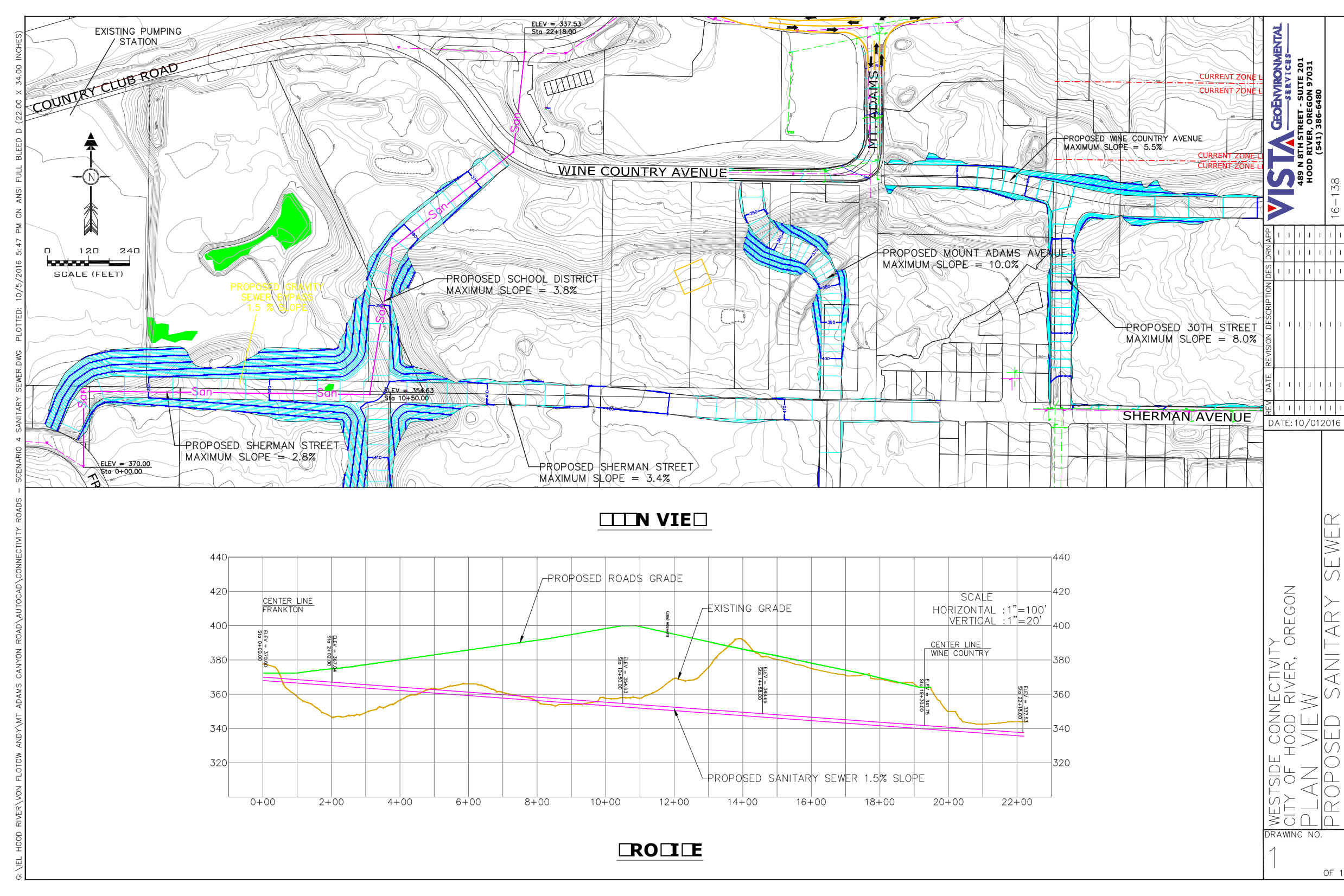
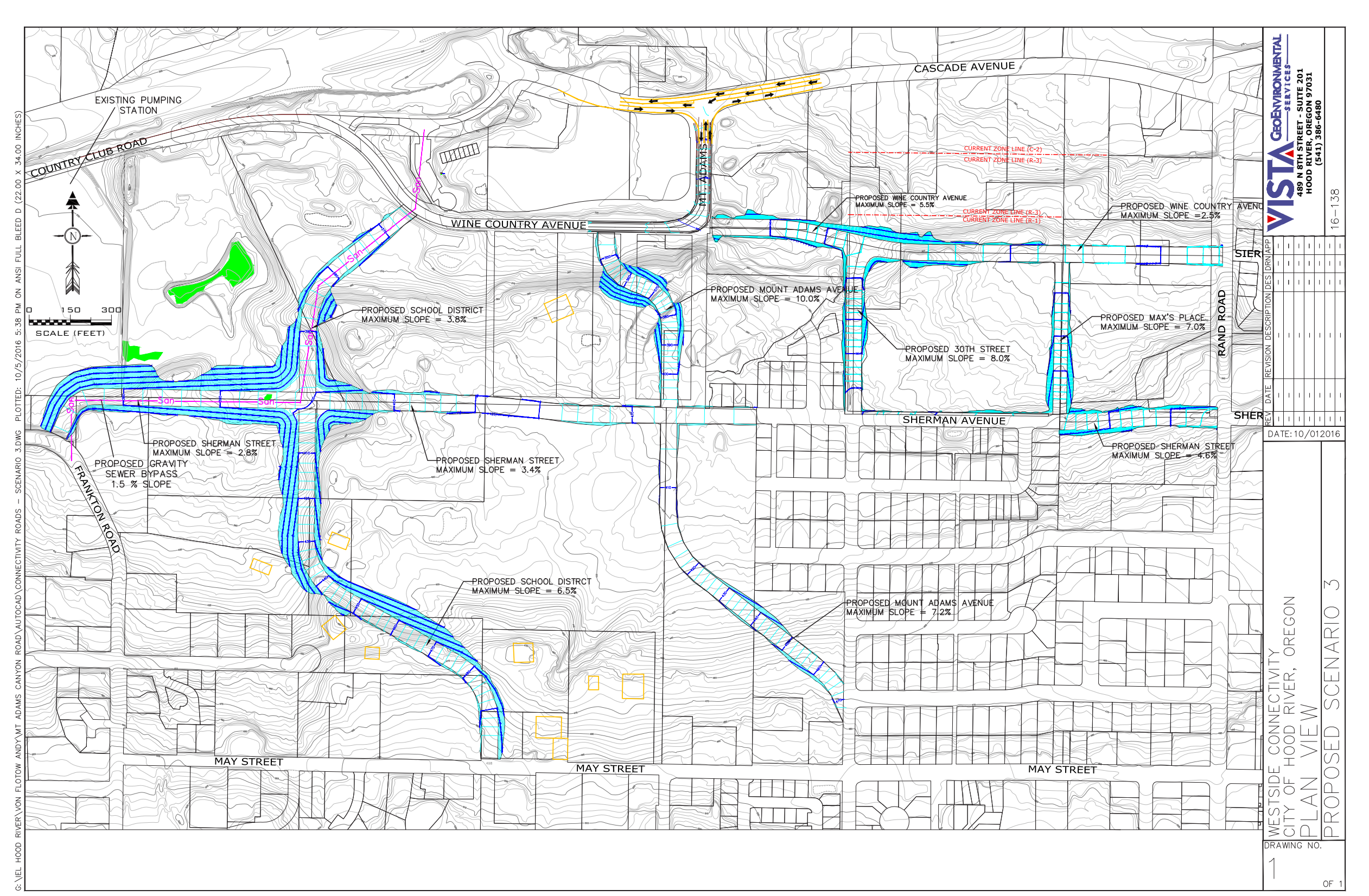
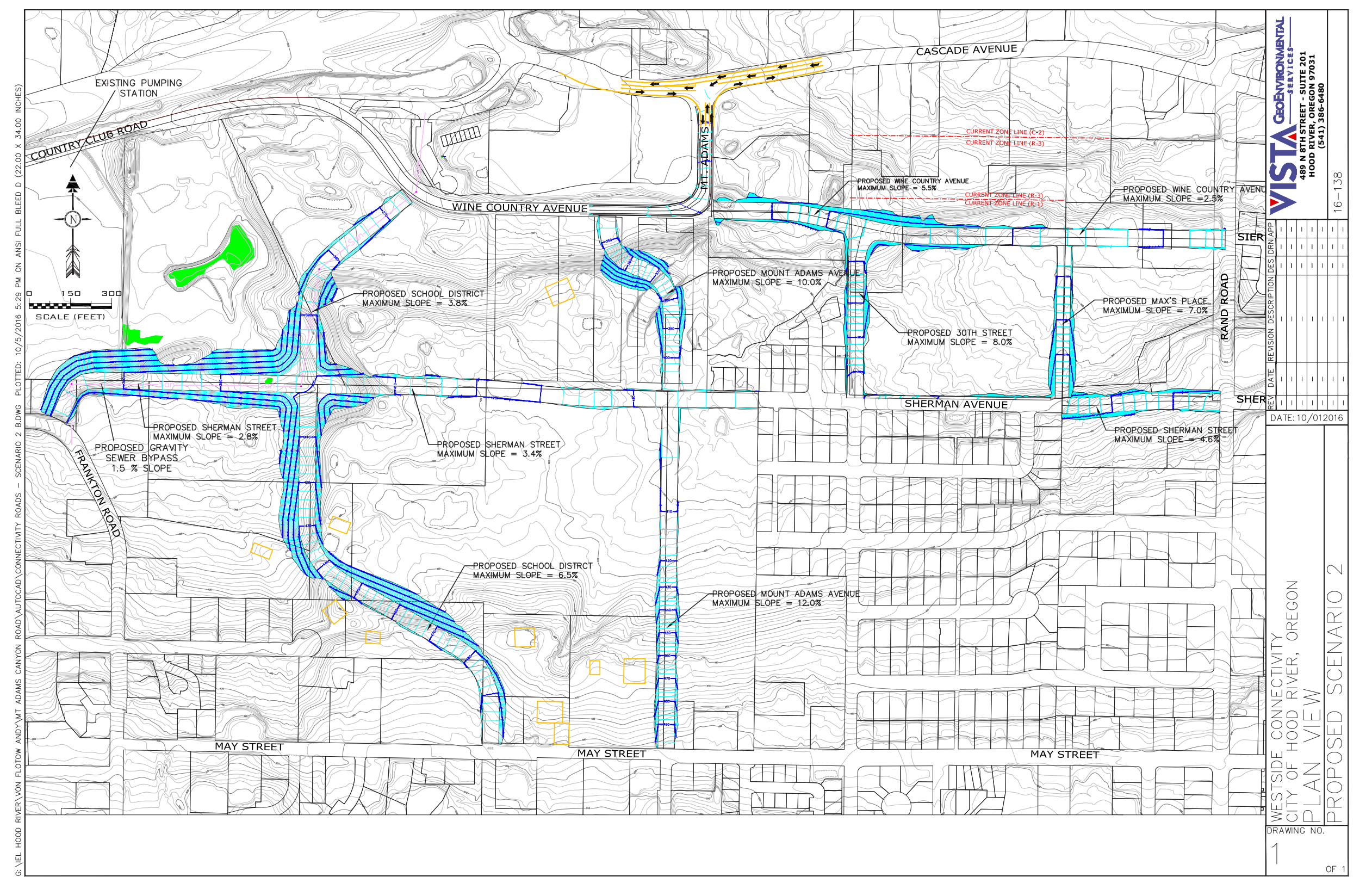
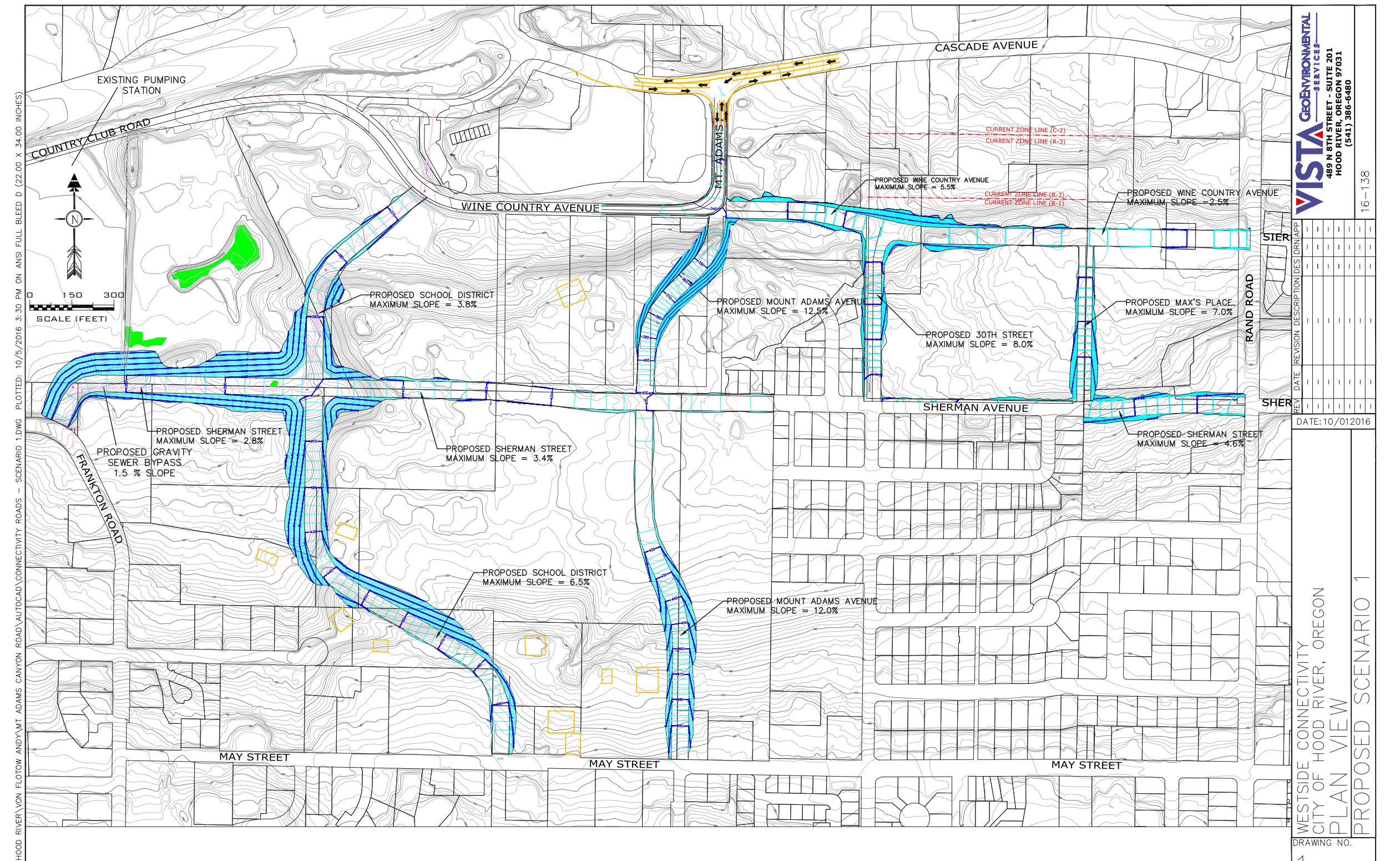
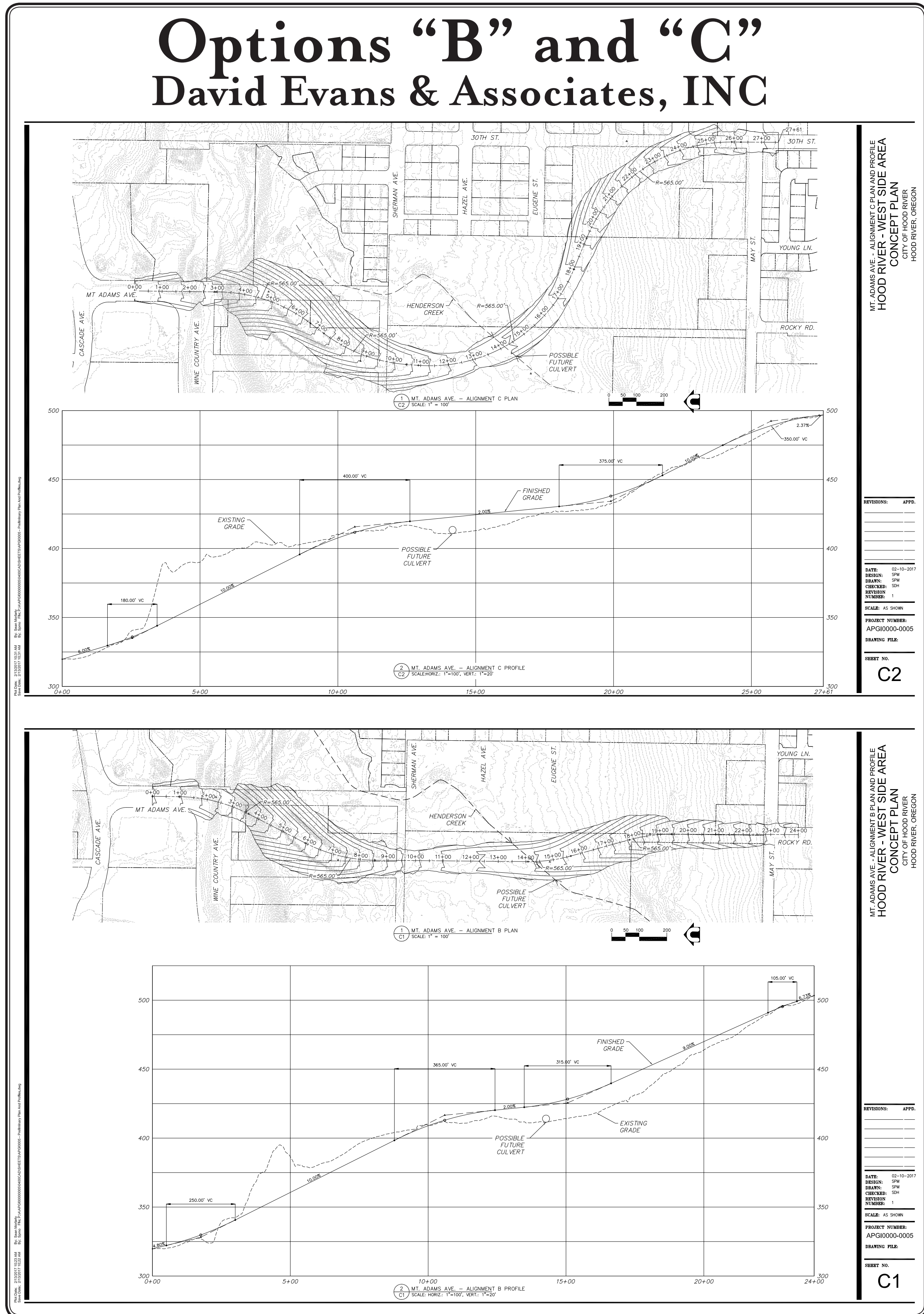
THE MT. ADAMS AVE. EXTENSION

Work Done to Date

A variety of scenarios from Vista GeoEnvironmental Services

Options "B" and "C"

David Evans & Associates, INC



IMPLEMENTING HOUSING OPTIONS

How do the draft Land Use Scenarios implement Hood River's Housing Strategies to provide housing choices for all income levels, life stages, and cultures within Hood River?

Plan for a wider variety of housing in residential zones.

Both the Moderate and Strong Scenarios increase the amount of “missing middle” and higher-density housing. More opportunities for small lot, duplex, townhome, and apartment housing is created by changing lands currently zoned R-1 (Low Density) to R-2 (Standard Density) or R-3 (High Density). In the “Strong” scenario, a new zoning category called R-2.5 is introduced to further increase the potential for smaller lots and townhomes.



Rezone parcels in appropriate locations

Moderate Scenario – changes R-1 land (outside of PUDs) to R-2, and designates 23 acres to R-3, resulting in 509 additional units over the base zoning capacity.

Strong Scenario – changes all R-1 land (outside of PUDs) to a new R2.5 zone, and re-designates 42 acres to R-3, resulting in 1185 units over the base zoning capacity.



Change the zoning code to allow smaller lot sizes in residential zones

Moderate Scenario – lowers the R-2 minimum lot size in the Westside Area from 5000 square feet to 4000 square feet

Strong Scenario – creates a new R-2.5 zone with a minimum lot size of 3000 square feet



Use publicly-owned property in the Westside Area to develop government-subsidized affordable housing.

The Scenarios assume that the 2-acre County-owned property in the study area, or its equivalent, will be developed for affordable housing.

IMPLEMENTING AFFORDABLE HOUSING

Potential land use and transportation strategies to support assure affordable housing.

Note: These are zoning tools and ideas for discussion, not recommendations.

- Density bonuses for affordable housing (example: 20%)
- Streamlining regulations for Accessory Dwelling Units (ADUs) in many zones
- Minimum density standard (example: 70-80% of maximum)
- Limitations on detached residences in high density zones
- Maximum lot sizes for detached homes in medium/high zones less than 5,000 sq ft
- Parking reductions for high density housing and housing close to transit (example: less than 1 off street parking space/unit)
- Duplexes allowed in low density zones (example: allow outright or on corner lots)
- Attached residential units allowed in low density zones
- Flexible local residential street standards (example 28 ft or less)
- Allow residential in commercial zones (Hood River code does today)
- Minimum lot size in low density zones is 25%+ less than the minimum lot size corresponding to maximum density
- Allow cottage housing and co-housing
- Inclusionary zoning

Source: Mid-Columbia Housing Authority and Columbia Cascade Housing Corporation and Angelo Planning Group and DLCDD HB 2079 – PILOT Urban Area Expansion for affordable housing Rule Making



IMPLEMENTING AFFORDABLE HOUSING

Additional strategies for implementing affordable housing.

Note: These are ideas for discussion, not recommendations.

- Identify and plan around publicly owned property to be used for purposes of affordable housing (Example: Hood River County owns a 2-acre parcel in the study area that purchased for the purposes of affordable housing development)
- Acquire land that can be used for affordable housing development – land bank
- Construction Excise Tax for affordable housing development
- Community land trust for affordable, owner occupied housing
- Invest general fund and other local revenue sources to assure affordable housing production.
- Advocacy for government (federal, state, local) subsidies for affordable housing
- System Development Charge waivers or significant reductions (Example: 75% reduction)
- Defer payment of System Development Charges to date of occupancy
- Property tax exemption for low-income housing
- Property tax exemption for non-profit corporation, low-income housing
- Property tax exemption for multi-unit housing
- Property tax exemption for housing in distressed areas
- Property tax freezes on rehabilitated housing
- Inclusionary zoning (which may be voluntary i.e. include in developer services agreements and annexation agreements)
- Affirmatively further fair housing by taking proactive steps beyond simply combating discrimination to foster more inclusive communities and access to community assets for all regardless of protected class. Take steps to:
 1. Address significant disparities in access to community assets
 2. Overcome segregated living patterns and support and promote integrated communities
 3. End racially and ethnically concentrated areas of poverty; and
 4. Foster and maintain compliance with civil rights and fair housing laws.

