

Hood River Westside Area Concept Plan

Technical Advisory Committee



Date: June 28, 2017
Time: 3:00 to 5:00 PM

Hood River City Hall
 211 Second Street
 Hood River
 Council Chambers

Agenda

Public comment has been placed in the middle of the meeting so visitors do not have to wait several hours before they can address the Committee.

- | | | |
|-----------|--|--|
| 3:00 p.m. | <p>Welcome</p> <ul style="list-style-type: none"> • Welcome and self-introductions • Agenda overview and where we are in the process | <p>Kevin Liburdy, City of Hood River</p> <p>Joe Dills, Angelo Planning Group</p> |
| 3:05 p.m. | <p>Workforce and Affordable Housing Strategies</p> <p><i>This agenda item is a continuation of Committee discussion regarding workforce and affordable housing strategies for the Westside Area Concept Plan. As promised, the memo reviewed at last meeting has been supplemented with research regarding what other cities are doing regarding zoning and non-zoning strategies for affordable housing.</i></p> <p><i>Additionally, a first draft of Comprehensive Plan policies and implementation strategies have been prepared. Committee input will be used to prepare a second draft of these Comprehensive Plan amendments.</i></p> <ul style="list-style-type: none"> • Presentation, discussion, and Committee input • Identify potential refinements | <p>Project Team</p> |
| 3:35 p.m. | <p>Land Use Refinements – Process and Ideas for Discussion</p> <p><i>This agenda item will address recent discussion about the process for Concept Plan completion and review, and, potential land use refinements. Staff will be prepared to facilitate a discussion of land use refinements. Please see memo titled Land Use Refinements – Process and Ideas for Discussion.</i></p> <ul style="list-style-type: none"> • Presentation and committee discussion • Summarize “top ideas” the Committee is interested in seeing in a refined Land Use Framework | <p>Project Team</p> |

For additional information, visit the project website at www.hrwestsideplan.com or contact Kevin Liburdy, City of Hood River, via Kevin@hrwestsideplan.com or 541.387.5224. All public meeting locations are handicapped-accessible. Please let the City Recorder know if you will need any special accommodations to attend the meeting. Call (541) 387-5217 for more information. OREGON RELAY SERVICE 1-800-735-2900.

4:10 p.m. **Implementation – Draft Comprehensive Plan Policies and Code Concepts**

This agenda item will be a discussion of the draft Comprehensive Plan policies and implementation strategies. See attached memo. It will also be a continuation of the code concepts introduced at the last meeting. Following the meeting, staff will update the Comprehensive Plan amendments and prepare draft code amendments.

Joe Dills, Angelo
Planning Group

- Discussion of Comprehensive Plan policies and implementation strategies
- Discussion of code concepts

4:40 p.m. **Draft Infrastructure Memos**

Memoranda describing draft system plans and cost estimates for water, sewer and storm water facilities have been prepared and are included in this packet. These are high level plans intended for trunk-level infrastructure master planning. No presentation will be made. Rather, time will be provided for TAC members to ask questions or make comments. The attached memoranda have been reviewed by Hood River engineering staff.

- Comments and questions

5:00 p.m. **Next Steps and Adjourn**

Memorandum



6/6/2017

To: Technical Advisory Committee
Cc: Project Management Team
From: Joe Dills, Andrew Parish, and Kyra Schneider Angelo Planning Group
Re: **DRAFT** Summary of April 26, 2017 TAC Meeting

INTRODUCTION

This memorandum provides a summary of the April 26, 2017 meeting of the Hood River Westside Area Concept Plan Technical Advisory Committee (TAC), including meeting discussion, decisions made and next steps.

SUMMARY OF DISCUSSION

Date: April 26, 2017
Time: 2pm
Location: Hood River City Hall, Council Chambers
 211 Second Street, Hood River, OR 97031

Members:

- Kevin Liburdy, City Planning Dept. (PMT)
- John Roberts, Director, Hood River County Community Development Dept. (PMT)
- Gail Curtis, Oregon Department of Transportation, Transportation and Growth Management Program (PMT)
- Joel Madsen, Executive Director, Mid-Columbia Housing Authority
- Sandra Buchanan, Hood River County School District (ABSENT)
- Don Benefield, Operations Director, Hood River County School District
- Mark Hickok, Director, Hood River Valley Parks District
- Julie Stephens, Interim Director, Columbia Area Transit
- Avi Tayar, P.E., ODOT Region 1 (ABSENT)
- Mikel Diwan, Director, County Public Works and Engineering Dept.
- Nate Bell, Project Manager, City Public Works and Engineering Dept.
- Cindy Walbridge, Director, City Planning Dept. (ABSENT)
- Jennifer Kaden, City Planning Dept.
- Leonard Damian, Chief, City Fire Dept.
- Neal Holste, Chief, City Police Dept. (ABSENT)
- Steve Wheeler, City Manager
- Kim Travis, North Central Regional Solutions Team, Oregon Dept. of Housing and Community Services
- Scott Edelman, Central Oregon Regional Representative, DLCD (ABSENT)

Agenda Item 1: Welcome

Welcome from Kevin Liburdy and Joe Dills, followed by a round of introductions.

In this meeting, TAC members will provide direction to help guide the process of narrowing and selecting the preferred alternative, and making a bridge to the implementation work that will follow. Input on the group's direction will be gathered through straw polls.

Agenda Item 2: Draft Preferred Concept Plan – Land Use, North-South Connector, and Neighborhood Commercial

Land Use

Andrew Parish presented the land use framework in the Preferred Concept Plan Report. He explained the assumptions that went into the alternatives and how they performed against the project's guiding principles. He also summarized the feedback received in the open house and online survey:

- Concern about impacts of development to the existing trail network;
- Concern about impacts of proposed street connections to property values;
- Concern about loss of open space/rural character;
- Acknowledged need for traffic improvements in Gateway Area;
- Support for pedestrian/bicycle improvements, but some concern about costs for aesthetic improvements;
- Moderate support for rezoning R-1 lands to R-2 in the Westside Area, and for reducing minimum lot size of R-2; and
- Fairly low level of support of the amount and locations of R-3 high-density housing in the strong scenario.

Andrew emphasized the importance of strategic implementation and ensuring good design that enhances and fits with the character of existing neighborhoods. He noted that the project management team's preferred alternative falls between the moderate and the strong scenario, but closer to the moderate.

Discussion

- Concern about the number of Planned Unit Development (PUD) applications that aren't accounted for in the numbers from the land use analysis process.
- Interest in streamlining the PUD process as an aspect of the project.
- Streamlining the process through zoning would require either dialing back and allowing an exception for PUDs to propose more units, or opening the code to say, "you get what it says in zone."
- The PUD process enables "rearranging" of units on the land versus adding additional capacity.
- Affordable housing is consistent with project values and has the potential for a bonus system for guaranteed workforce and affordable housing units.
- One approach would be to be clear about the maximum density on properties but be flexible on housing types that can make up any one project, but we'd need to decide about the level of flexibility we'd want.
- The Housing Strategy identified a lack of multifamily housing (including apartments, not just duplexes and triplexes) so there should be an opportunity to create more of that type of housing.
- Current R-3 land is still not producing multifamily housing.
- The definition for what can be done in a zone is very narrow compared to other communities of similar scale, so one option would be to broaden that definition to remove some barriers.

- The current experience in R-2 and R-3 zones based on the current code is that we are just promoting duplexes or townhomes where each unit is 2,000 square feet or more, and the units are not affordable.
- Discussion about the effectiveness of using the PUD process to achieve more and affordable units.

Joe asked for a straw poll about support of the proposed preferred alternative.

- Support – 8
 - It's difficult to express support before knowing how it will be implemented.
 - There is still an important policy discussion needed about housing and how to achieve affordability.
 - Need to ensure space for parks, open space, and trails—particularly with denser development.
 - Concern about a number of projects that are currently in the pipeline on or near R-3 changes.

Joe noted the TAC's general support for the preferred alternative, with some concerns around implementation.

North-South Connector

The City's transportation modeling for the TSP has shown the need for a minor arterial connection between Cascade Ave and May St, and that need was shown again by the transportation modeling done as a part of this project. Joe explained that the project team came away from the February meeting about the north-south connector needing to do more work on the potential impacts. He explained how the team used the issues raised in that meeting to develop a set of criteria that were used to evaluate the choices, which led to the recommendation that Alignment D best fit the criteria and guiding principles.

Andrew discussed the four options that were initially proposed to meet the need for a north-south connector. Ken Pirie noted that the figures in the meeting packet are demonstration plans to test potential connectivity challenges grading issues, and help the team understand how the options would respond to future connections. Alignment D had the best potential for walkable blocks of the alternatives.

Discussion

- Discussion about the potential for phased implementation of Alignment D over several years.
- Important to continue looking at the physical layout of the plan, and to continue profile work to determine what the finished grade would be for the alignment.
- One option (Profile 5) for the alignment would be to follow property lines to the connection with May Street, although this would be a variance from City's curve radii standards.
- Another option (Profile 4), which would keep the curves more in line with the City's standards, would be to curve the road more gently and comes across a small portion of the future school site; this option is preferred because it is more consistent with City's standards and would have much less of an impact on the trees northeast of the future school site.
- The City's engineering department determined that Profile 4 does appear to diagonally intersect some properties, however it would have less impact to the trees, would be within curve radii standards, and would ultimately have less of an impact on the neighborhood.
- All roads south of Sherman Ave have the potential to be closed in winter, so there are advantages to Profile 5 in terms of slopes.
- The recommended cross section would diverge from the City's standards for a minor arterial and develop a custom minor arterial cross section in order to design the most people-friendly road possible.
- Discussion about the impacts of phased development on the demonstration of consistency with TSP and the project's funding.

- Because the project is proposing a change to the land use in the Westside, a demonstration of the functionality of the transportation network will be needed including findings that it is reasonably likely to be funded.
- The traffic analysis revealed that Alignment A, if constructed first, would attract arterial traffic volumes which is a concern because 30th Street has a narrow right of way between May Street and Sherman Avenue and is currently developed with many driveways. Alignment A also cuts through the County's parcel that is intended to be developed with affordable housing.
- Alignment A could potentially be built out later, after Alignment D has had time to become established as the arterial route.

Joe asked for a straw poll about support of the proposed preferred alternative.

- Support – 9

Neighborhood Commercial

Andrew reviewed the six alternative locations identified by the project team for the potential neighborhood commercial site. He noted that, based on feedback from the online open house, location A was the most popular, followed by location E. Andrew explained the benefits of recommending location A as a potential neighborhood center site, noting that there would be no changes to the zoning needed to implement commercial development in that location. He added that location E should be considered as a potential site due to its centrality within the Westside Area and proximity to the future school site and multifamily housing.

Discussion

- It is important for neighborhood centers to be accessible by walking, not just by car.
- Location E is closer to more housing and more accessible from all three neighborhoods.
- The proximity of location E to the future school site, the aquatic center, multifamily housing, and the existing trail could make it more successful.
- As an alternative, there are several parcels of C-1 land at the corner of Rand and May that could be up-zoned to C-2, and already have existing businesses and are near existing dense housing.
- Discussion regarding the potential impacts to the projections about the need for additional commercial land.
- Location E is approximately two acres, and would fulfill the need for commercial space on the Westside; location A is already zoned for commercial development as-is.
- In many cases a two-acre commercial site will include some commercial development, but also be flexible for allowing multifamily housing to be developed on the site as well.
- C-1 zones are currently developed with primarily office uses, as opposed to retail, restaurants, or coffee shops.
- It's difficult to try and identify one spot for commercial because it's difficult to predict who will develop land where, and how it will evolve.
- Another option is to allow commercial development in R-2 zones up to a certain limit, or in geographic centers of neighborhoods.
- Discussion about how to ensure that desirable uses are developed if land is opened up for commercial use.
- There is an out-and-back transit route planned for the area.
- There is interest in limiting auto-oriented uses such as drive-throughs and fast food.

- Need to consider that Cascade Ave is a historic route, however historic character is only regulated curb-to-curb.

Joe asked for a straw poll about support of the proposed preferred alternative.

- Support – 7
 - Support of the general concept with the stipulation that the project team needs to look closer at implementation strategies.
 - General support for limiting auto-oriented uses and make it a more pedestrian-oriented area.
 - Some opposition to any commercial uses due to market feasibility.
 - Land uses in the Westside Area will be changing significantly in the future either way.
 - Location A will be left as C-2, but during the implementation work the project team will take a closer look at the desired role of commercial uses around the gateway area with the idea that multifamily may be a necessary component of commercial development.

Agenda Item 3: Draft Preferred Concept Plan – Remainder of Recommendations

Streets Framework

Joe explained that the starting point for the proposed streets framework was the City's Transportation System Plan (TSP). He noted the two additions to the TSP's proposed network: Alignment D and the extension of Sherman Ave west where it meets the proposed Alignment D, which is needed to complete the network. Joe discussed the option of adding a "Neighborhood Connector" street classification, setting up the foundation for a more walkable neighborhood.

John Bosket explained how the traffic analysis compared the base case to the strong land use scenario in order to project traffic impacts. He discussed the results of the analysis, which showed that the only changes in transportation infrastructure needs between the two land use scenarios was an increase in the need for the proposed north-south connector. He also noted that the TSP only looked out to the year 2031, but for this project the traffic analysis looked out to the year 2040, which included more growth and traffic. He also discussed the potential of putting either a traffic signal or a mini roundabout at the intersection of May St and Rand Rd.

John discussed two alternatives analyzed for the intersection of Cascade Ave and Mt Adams Ave: a traffic signal, and a roundabout. He noted that intersection improvements have already been made towards the signalized intersection option, but that either alternative would require widening the road for additional turn lanes. John explained that both alternatives functioned well according to ODOT's mobility standards, but the roundabout was found to be much safer than the signalized intersection, with lower speeds and less angled collisions. He noted that the roundabout would likely be safer for bikes and pedestrians as well, due to shorter crossing distances and lower speeds. The roundabout would require significantly more up-front costs because it would involve shifting of the road and some reconstruction, but fewer maintenance costs over time and added safety benefits.

Gail Curtis noted that cost is an important factor and that additional investments are already needed for the City's transportation system. She also noted that because Cascade Ave is a historic highway, the Historic Preservation Office would need to weigh in on any changes to the curb-to-curb character of the road.

Discussion

- Discussion about Andy von Flotow's proposal for a system of one-way streets.

- Clarification is needed about the state trail designation associated with the historic highway.
- Discussion about the impact of autonomous vehicles on the proposed street framework and whether that was considered in this plan.
- The model used for the traffic analysis in this project was built without the proposed out-and-back transit route.
- Discussion about congestion and the need to encourage a mode shift, both in the Westside Area and citywide, due to the difficulties of keeping up with infrastructure needs.
- Discussion about pedestrian safety in the walkabout alternative and whether intersections would be controlled through some type of signal such as a rapid flashing beacon.
- Concerns about removing the connection between Frankton and the extension of Sherman that is critical to a potential gravity sewer path, which in part shaped the selection of Alignment D.
- Regarding the roundabout or signalized intersection, ODOT's sense is that Planning Commission and City Council should weigh in on the decision due to the significant costs of the alternatives.

Joe asked for a straw poll about support of the proposed streets framework.

- Support – 11

Joe asked for a straw poll about support for either the roundabout or the signalized intersection, with the understanding that elected officials will still need to weigh in.

- Support for the roundabout – 4
- Support for the signalized intersection – 5
 - Support for the signalized intersection due to the much higher upfront costs of the roundabout.
 - Improvements have already been made to the intersection with the signalized alternative in mind, so the roundabout would require realignment and rebuild, as well as ROW acquisition.
 - The signalized intersection has lower initial costs and fits with the character of the historic highway.
 - The roundabout will serve to be a better investment over time, and is more functional with safety and environmental benefits.
 - If the roundabout will require signalized crossings for pedestrians anyway, then you may as well use the fully signalized intersection for half the cost.
 - The roundabout provides better traffic flow, and is more aesthetically pleasing for a gateway to the city.
 - One solution to the pedestrian crossings in the roundabout is a rectangular rapid flashing beacon, which only stops cars when a pedestrian wants to cross (as opposed to a fully signalized intersection).

Transit

Kevin Liburdy discussed the planned transit route, noting that Columbia Area Transit's master plan is projected to be completed in May. He explained that in the near term the Transit District is looking at using existing funding, and will look for opportunities to improve the system over time with additional funding. He added that they are looking at a deviated fixed-route service using Cascade Ave to approach the intersection with Mt Adams Ave, then down into the Westside Area neighborhoods, and possibly as far out as Frankton Rd, depending on additional funding. Kevin noted that with the current funding the route will only go as far west as the Walmart off of Cascade Ave.

The TAC expressed general support for the proposed transit concept.

Pedestrian and Bicycle Connections

Ken noted several updates to the pedestrian and bicycle connection framework and map. He reviewed the table of proposed trails, and improvements to existing trails. He added that while the Historic Highway trail will require significant investments, many of the others are cost-friendly.

Discussion

- The map might be clearer if bike lanes, trails, and sidewalks were symbolized separately.
- The network is building off of the Westside Community Trail, which provides a great backbone for the bike and pedestrian network.
- Discussion about the political aspect of pedestrian and bicycle improvements, and advocates who are looking to use this as part of the affordable housing argument.

The TAC expressed general support for the proposed pedestrian and bicycle concept.

Park and Open Space Framework

Joe noted the minor tune-ups to the Park and Open Space Framework map. He explained that the basic plan is to develop three neighborhood-scale parks in the Westside Area, which are intended to serve as walk-to focal points in the neighborhoods and provide open space and amenities—which will be particularly important for multifamily housing. He added that the framework isn't just about parks, it's also about open space with features such as a network of trees and trails. Joe acknowledged the need for a larger community park to serve the area, but noted that this process is not scoped to assess the location of a community-scale park. He also acknowledged the community's skepticism about the funding, building, and maintenance of parks, and noted that the plan is to address these issues through a comprehensive plan policy. He added that a needed update to the Parks & Recreation Master Plan would also address implementation.

Discussion

- The Parks & Recreation Master Plan update has been approved in the Park District's budget, and the City plans to apply for grants for additional funding, but the update likely won't start until the following fall.
- The recommendation made by this plan is primarily spatial, and regards how neighborhood parks will fit in with the rest of the plan.
- General support for the team identifying additional space for parks in the Westside Area.
- Skepticism that the parks district won't be able to follow through in regard to implementation, particularly when the only funding source is currently from SDCs, which are being spread out throughout county.
- There is a need to for cooperation among agencies in order to implement this framework.
- The Parks District just went through an SDC methodology update and there is a lot of pressure from local agencies to keep rates down.
- Another issue with relying on SDC funds is that you don't get money until the development happens, and these properties will be very expensive to develop.
- SDC credits are permitted in Hood River's development code.
- One of the implications of using land more efficiently, such as how it is proposed in the land use framework, is that more SDCs are collected per acre.

Implementation

Joe discussed the implementation plan noting several items that will require discussion and feedback before moving to next body of work, which is to draft comprehensive plan policies and code amendments. He noted the supplemental memo regarding implementation strategies for affordable housing, and added that the plan is

intentionally ambitious about providing workforce and affordable housing. He also explained the difference between guaranteeing workforce and affordable housing, and facilitating or supporting workforce and affordable housing. He noted that the work that has been done so far facilitates and supports working with project partners to deliver workforce and affordable housing, but does not specifically guarantee it.

Joe reviewed the implementation strategies that have been drafted so far. He explained how the use of inclusionary zoning can help to encourage and support workforce and affordable housing, and noted that the City can mesh several tools together to work towards ensuring it.

Discussion

- This discussion is talking about everybody in Hood River, including people at all income levels.
- There are few people developing housing for lower income people in the Westside Area and in Hood River generally, so we need strategies that deliver housing at those price points.
- There is a need to take an approach stronger than encouraging diverse housing types; we need a discussion on how to house all community members.
- The City needs to develop a broad strategy that works through the development code and land acquisition, and there is a need for a local revenue source for that, similar to a CET.
- Discussion about whether simply increasing the supply of housing will actually produce truly affordable housing, or just more of the same.
- One step further could be to increase the supply of R-3 land with a density requirement mandating apartments and attached housing units.
- There are a lot of tools, but one of the best is public/nonprofit land acquisition and land banking.
- Discussion about the importance of this process to shaping the future of the city, and the need to increase the housing supply hitting all price points.
- Zoning can only take you so far, and then there need to be policies and strategies in place to get you over the finish line.
- Many communities look at a density bonus and it could be work exploring how that's written into the code and possibly fusing that with affordable housing polices.
- If we're going to up-zone and provide a density bonus, how will that affect other community-identified amenities such as parks?
- General support expressed for the concept of using voluntary inclusionary zoning to deliver workforce and affordable housing.
- Minimum density requirements can help with two things: one, ensure the efficient use of land; and two, provide a leg up on infrastructure revenues for planning to build out the system.
- Issues such as residential design standards and a mix of housing types can be written into the code.
- In addition to minimum density standards, maybe take a second look at permitted uses, particularly in residential zones, like allowing single family housing in R-3.
- Discussion about mixed use development in C-2 zones, and how residential and commercial uses interact if developed on the same parcel.

NEXT STEPS

The next step is to work up draft code amendments and comprehensive plan policies that are intended for the Westside Area, but would inform citywide policy.

Joe will follow up with a specific date for the next meeting sometime in June.

Memorandum



Updated 6/21/2017

To: Technical and Project Advisory Committees
Cc: Project Management Team
From: Joe Dills and Andrew Parish, Angelo Planning Group
Re: Housing Implementation for the Westside Area Concept Plan

Note to reviewers - The June 21, 2017 update to this memorandum includes information about workforce and affordable housing efforts by several other Oregon communities, as requested by the Project Advisory Committee on April 26, 2017. The new material is Attachment C, beginning on page 8.

INTRODUCTION

The purpose of this memo is to provide initial information related to an important question that has been raised by participants in the Westside Area Concept Plan (Concept Plan) process: “How will workforce and affordable housing objectives be implemented by the Concept Plan?” From the perspective of advocates for a strong approach to delivering workforce and affordable housing, the question has taken several forms, such as: “How will the Concept Plan assure workforce and affordable housing is built” and “Are there ways to include in the plan specific price point targets for the planned units in order to ensure that affordable housing is actually built, not just allowed by the zoning?” These are important questions for the TAC and PAC to discuss.

This memo is intended as an issue-recognition and thought-starter memo. It is not a research paper on housing implementation. Four topics are addressed in this memo:

- What are the stated objectives for workforce and affordable housing for the Concept Plan?
- What are the draft strategies in the working Concept Plan?
- What can zoning do to deliver workforce and affordable housing?
- Besides zoning, what other opportunities are there?

OBJECTIVES

The Concept Plan is funded by a grant from Oregon’s Transportation and Growth Management (TGM) Program. The grant has 21 objectives, covering Land Use, Housing, Infrastructure, and Implementation (see Attachment A). The Housing objectives are:

Housing

- Facilitate development of variety of housing types including affordable and workforce housing for long-term residents.
- Increase the supply of affordable and workforce housing for fulltime residents while ensuring features are incorporated that make neighborhoods livable, attractive, and desirable.
- Identify land to be rezoned for additional moderate- and high-density single-family and multifamily housing consistent with City Housing Strategy Action 1.1. The objective is not simply to increase density, but to recommend appropriate density in appropriate locations.
- Develop implementing code provisions for the project including to incentivize affordable and workforce housing.
- Recommend finance strategies for the provision of affordable and workforce housing.

In addition, the Vision Statement and Guiding Principles for the project also reference housing. The full vision statement is copied below and guiding principles are attached (see Attachment B).

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. 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.

In short, the Concept Plan is intentionally ambitious, comprehensive, and places a priority on workforce and affordable housing.

DRAFT STRATEGIES TO DATE

What are the draft strategies in the working Concept Plan? They include:

- a. Increase housing capacity.
 - Existing zoning (Base Case) – assumes maximum of 1133 new dwellings
 - Draft Preferred Concept Plan – assumes maximum of 1831 new dwellings (increase of 60%)
- b. Increase the amount of “missing middle” housing.¹
 - Base Case – 14% Multifamily; 9% Attached Single-Family; 77% Detached Single-Family
 - Preferred Concept Plan – 45% Multifamily; 24% Attached Single-Family; 31% Detached Single-Family

¹ Based on assumptions by zone in the Hood River Housing Needs Analysis, Table 5

- c. Diversify the mix of housing in each of the three planned neighborhoods. R-3 zoned lands are increased and distributed to each of the Middle Terrace, Upper Terrace and West Neighborhoods.
- d. Inclusion of Neighborhood Commercial sites to help reduce reliance on auto travel.
- e. Emphasis on walkable and connected neighborhoods to reduce reliance on auto travel.
- f. Integration of land use with planned transit.
- g. Reduction in cost per unit for infrastructure. This is a potentially significant cost-saving strategy for land development. For water, sewer and storm water utilities, the cost of infrastructure to serve the Westside area is relatively fixed, but the number of dwellings generating infrastructure funding revenue is substantially increased.
- h. Support development of the County-owned 2-acre parcel for affordable housing.
- i. Potential housing bonuses for a guarantee of workforce and affordable housing (sometimes called “voluntary inclusionary zoning”).
- j. Potential code changes (e.g. minimum density requirements). Please see draft Concept Plan Report for other residential code strategies and commercial code strategies.

The above-listed strategies focus on housing capacity, land development efficiency and flexibility, removing barriers, and providing incentives. It is implicit in the above strategies that the City will continue to work with partners such as Mid-Columbia Housing Authority, Aging in the Gorge Alliance, Oregon Housing and Community Services, and Oregon Regional Solutions.

ZONING AND AFFORDABLE HOUSING

What can Hood River’s land use regulations do to deliver workforce and affordable housing in the Westside Area, consistent with the vision for the Concept Plan?

The answer to the above question begins with the City stating its goals for the Westside, and how the City views such implementation from a city-wide perspective. For brevity in this memo, the Westside application is discussed below. As noted above, this is a vast and complex topic. The purpose here is only to introduce policy options for discussion by the project committees.

If the goal is to ensure that all or part of the Westside’s housing is built at price points that meet workforce and affordability targets in Hood River, the primary tool is called **inclusionary zoning**. As stated in a recent report by the City of Portland, where inclusionary zoning has been adopted as a tool in the zoning code, statutory authority for inclusionary zoning is relatively new to Oregon:

“In March 2016, the Oregon State Legislature passed Senate Bill 1533 which permits cities and counties to adopt land use regulations or impose conditions for approval of permits to require affordable housing of up to 20 percent of units in multi-family structures in exchange for one or more developer incentives that are identified in SB 1533. In addition to the inclusion rate cap of 20 percent of units in a project, SB 1533 creates a project size threshold of 20 or more multi-family units and income level restrictions of a mandatory inclusionary housing program for 80 percent or higher Median Family Income (MFI).”²

² Inclusionary Housing Zoning Code Project, City of Portland, page 1, <https://www.portlandoregon.gov/bps/article/590320>

So, the practical questions are: is the City's goal to assure workforce and affordable housing through zoning, and if so, does it want to determine how inclusionary zoning would be adopted in Hood River? This is clearly a big question for City policy makers and the community to discuss. Development of such a program is beyond the scope of the Westside Area Concept Plan, but could be recommended for further consideration if the community wants to evaluate it. The City of Portland needed approximately one year to develop an inclusionary housing program, informed by a panel of housing experts.

If the goal is to support and encourage that workforce and affordable housing is built in the Westside area, then the tools are the draft strategies listed above in a – j. Strategies a – j are examples of zoning amendments that are within the scope of the Westside Area Concept Plan project.

A key point is that the two goals discussed above are not mutually exclusive. Rather, they are two points along a continuum of policy approaches where multiple complementary tools could be employed by the City. A hybrid policy approach could be to:

- a. Adopt zoning code updates that supports and encourages workforce and affordable housing for the Westside (or the city as a whole), through strategies such as a – j above.
- b. Work with project partners to assure delivery of affordable housing on project-specific basis (e.g. the 2-acre parcel owned by Hood River County, and others like it).
- c. Consider participating in other proactive programs, incentives and advocacy efforts, such as:³
 - Construction Excise Tax for affordable housing development
 - Community land trust for affordable, owner-occupied housing
 - 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 housing⁴
 - 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
 - Affirmatively further fair housing⁵
 - Partnership with employers to create housing solutions for workers in Hood River

³ Source: Mid-Columbia Housing Authority and Columbia Cascade Housing Corporation, edited for clarity. Some actions may be by entities other than the City. Feasibility research has not been conducted for this memo.

⁴ See also Hood River Housing Strategy #3, regarding Multiple Unit Limited Tax Exemption Program, and Appendix B which notes the Vertical Housing Tax Abatement for mixed use.

⁵ Additional information available at:

https://www.huduser.gov/portal/sites/default/files/pdf/AFFH_Final_Rule_Executive_Summary.pdf

CASE STUDIES

Attachment C describes affordable housing strategies and programs underway in several other Oregon cities.

Attachment A

Hood River Westside Area Concept Plan

Transportation and Growth Management Grant - Objectives

Land Use

- Develop a Concept Plan, anticipating near-term development in the Gateway area.
- Apply smart growth development strategies including those defined in the Transportation and Growth Management *Smart Development Code Handbook*: 1) efficient use of land resources, 2) full utilization of urban services, 3) mixed use, 4) transportation options and 5) detailed, human scaled design. Smart growth development strategies must be implemented to reduce reliance on automobiles for short trips within the Project area, and between the Project Area and surrounding development.
- Evaluate the potential for additional neighborhood commercial and mixed-use development to serve residents in the Project Area.
- Integrate existing and potential school sites as nodes and focal points; and provide community park(s) and open space.
- Result in a plan that when implemented results in attractive and resilient development.

Housing

- Facilitate development of variety of housing types including affordable- and workforce housing for long-term residents.
- Increase the supply of affordable- and workforce housing for fulltime residents while ensuring features are incorporated that make neighborhoods livable, attractive, and desirable.
- Identify land to be rezoned for additional moderate- and high-density single-family and multifamily housing consistent with City Housing Strategy Action 1.1. The objective is not simply to increase density, but to recommend appropriate density in appropriate locations.
- Develop implementing code provisions for Project including to incentivize affordable and workforce housing.
- Recommend finance strategies for the provision of affordable and workforce housing.

Infrastructure

- Identify transportation facilities needed for circulation of motor vehicles, pedestrian and bicycle connectivity.
- Improve efficiency in use of land and public infrastructure.
- Encourage use of alternative modes of transportation; including planning pedestrian and bicycle facility networks.
- Integrate stormwater infrastructure in open spaces and creeks where appropriate while attempting to protect and enhance the creeks' natural resource values.
- Determine the transportation infrastructure costs for planned projects including updating the 2011 City TSP projects within the Project Area and County TSP, as needed.

- Recommend updates to the 2011 City TSP and 2011 County TSP project lists and associated System Development Charges (“SDC”) based on street-, pedestrian- and bicycle projects identified as part of the Project.
- Identify infrastructure cost estimates and methods to distribute on-site and off-site infrastructure costs.

Implementation

- Recommend changes to the UGA to facilitate plan implementation.
- Recommend conditions under which annexation can occur.
- Recommend 2011 City TSP and County TSP amendments and refinements in order to facilitate the Project recommendations.
- Prepare recommendations for City and County Planning Commission, City Council, and County Board consideration respectively, including City and County Comprehensive Plan and Zoning designations, Comprehensive Plan Policy and zoning ordinance amendments, and facility standards to implement the Preferred Alternative for land use and transportation for the Westside Concept Plan.

Attachment B

Hood River Westside Area Concept Plan

Vision and Guiding Principles

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. 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.

Guiding Principles

The Hood River Westside Area Concept Plan will:

- Create livable neighborhoods that make good use of the Westside’s limited land supply.
- Create well-planned and commercially successfully mixed use districts in the Westside gateway area.
- Create a plan that works for all ages and abilities of the community.
- Provide a range of densities and housing types, increasing affordable housing choices in Hood River.
- Incorporate natural features and a sense of place into each neighborhood and district.
- 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 stormwater infrastructure, utilizing green practices for stormwater management.
- M. Provide a realistic infrastructure funding strategy

Guiding Process Principles:

The planning process will:

- N. Provide an open and transparent planning process.
- O. Embrace cultural and community diversity throughout the plan and planning process.

Attachment C

Case Studies – Affordable Housing Strategies in Other Oregon Communities

At the April 26, 2017 PAC meeting, committee members requested information about how other communities in Oregon are addressing affordable housing. Case studies from three communities are listed below, along with links to further information. Strategies listed in these documents generally fall into two buckets: Those that are implemented through the land use framework of the comprehensive plan and development code, and those that are programs or partnerships outside of that framework.

The Dalles

The [2017 City of The Dalles housing strategy report](#) summarizes a variety of local housing issues and the strategies that are recommended to address them.

Comprehensive Plan/Development Code strategies:

- Updating the City’s Comprehensive Plan. These updates include expanded goals and policies related to providing an increased variety of housing types, the locations of high-density housing, and affordable/workforce housing goals and policies.
- Amending the City’s Land Use and Development Ordinance (LUDO). These amendments include revising standards to ensure compact, multi-family development is feasible on a wider range of sites, adding density or height bonuses for affordable housing, reduce minimum parking requirements where it may support affordable housing, enabling Accessory Dwelling Units, cottage cluster housing, and cohousing. The report also recommends looking into inclusionary zoning requirements and short-term rental regulations, but acknowledges that these require further study.
- Future planning for new residential development and redevelopment. These strategies include limiting single-family housing in high density zones, incentivizing high-density housing where appropriate through expedited development review or SCD waivers, and expanding areas of RM zoned land.

Other Strategies

- Non-regulatory and funding strategies include: Information sharing with housing developers and other community partners to streamline the development process, support for local and regional housing efforts, and providing funding for key projects where possible.

In addition to this report, an “Implementation Roadmap” was prepared to provide timetables, key decisions, and other considerations to putting these strategies into action.

Newberg

The City of Newberg’s [2009 Affordable Housing Action Plan](#) lists the following steps:

Comprehensive Plan/Development Code strategies:

- Amend Newberg Comprehensive Plan Goals and Polices. Language is included that defines affordable housing, and lists various aspirational “should” language.

- Retain existing supply of affordable housing. This strategy centers around rehabilitating housing and discouraging conversion of manufactured dwelling parks.
- Insure an adequate land supply for affordable housing. This strategy includes re-zoning land to medium- and high-densities that can accommodate the development of more affordable housing.
- Change development code standards. The plan calls for revisiting development code standards that result in lower-density and less efficient development. Changes suggested include a “Flexible Development Track” to provide flexibility on some standards for developers who commit to affordable housing. Many specific code changes are suggested in this strategy.
- Amend development fee schedule to reduce fees for affordable housing.

Other strategies:

- Develop and support public and private programs. This strategy lists several suggestions including creating a housing trust fund, providing property tax abatements, expand home ownership and counseling program, partnerships with non-profits, supporting local Community Development Corporations, and a handful of other miscellaneous items.

Tillamook

A 2017 Tillamook County report titled “[Creating a Healthy Housing Market for Tillamook County](#)” makes the following recommendations:

Comprehensive Plan/Development Code strategies:

- Zoning Changes. Selected re-designation of appropriate areas throughout the county from exclusive single-family zones to allow for multifamily development.
- Affordable housing incentive. The report recommends allowing a developer to increase densities or bonuses for the inclusion of affordable/workforce housing.
- Accessory Dwelling Units. Allowing ADU’s in more coastal communities. According to the report, these laws face the same challenges and concerns as Hood River – concern about short-term rentals and appropriateness of ADU’s in some neighborhoods.

Other Strategies:

- Employer-Assisted Housing. The report recommends pursuing employer-led housing development for their workforces through staff support, fast-tracking development approvals, and changes to zoning regulations. Employers may also be able to offer land or other property rather than developing housing on their own.
- Public-private partnership. The report suggests examining opportunities to use publicly-owned land in partnership with developers and non-profit partners in order to produce below-market-rate housing. This may be similar to what is suggested for the Hood River County-owned parcel in the Westside Area.
- SDC Deferral. Tillamook is considering a strategy of deferring payment of Systems Development Charges for low- or moderate-income housing units for 5-10 years, eliminating some upfront costs associated with housing construction.
- Restructure Transient Lodge Tax (TLT) to allow funds to go toward workforce housing development. Tillamook County Commissioners may pursue “tourism based workforce housing” as an expense associated with tourism and apply some of the TLT revenue towards seed money for workforce housing development.

- Community-wide Land Trust. A community land trust (CLT) is an independent, not-for-profit corporation. Typically, CLTs acquire land or are deeded land from a municipality or county to provide land for housing development that meets one or more local needs, including affordability. The CLT does not sell the land, but rather leases land to those who intend to build a house on the property. In this way, the CLT keeps the cost of homeownership to a minimum by taking land costs out of the mortgage equation
- Construction Excise Taxes. Tillamook County is also planning for August 2017 adoption of both commercial and residential Construction Excise Taxes in the amount of 1% of the value of improvements, as authorized by the 2016 passage of Senate Bill 1533. As currently drafted, the tax imposed on residential improvements will be distributed as follows:
 - 15% of net revenue will be remitted to the Oregon Department of Housing and Community Services to fund home ownership programs;
 - 50% of net revenue will be transferred to the Community Development Workforce Housing Fund to fund finance-based incentives for programs that require affordable housing; and
 - 35% of net revenue will be transferred to the Community Development Workforce Housing Fund to support the production and preservation of affordable housing units at, and below, 80% median family income.

Further, the current draft calls for 100% of net revenues received from the tax imposed on commercial improvements to be distributed to the Community Development Workforce Housing Fund to support the production and preservation of workforce housing units at or below 200% median family income.

Memorandum



6/21/2017

To: Project Advisory Committee and Technical Advisory Committee
Cc: Project Team
From: Joe Dills and Andrew Parish, Angelo Planning Group
Re: Land Use Refinements – Process and Ideas for Discussion

INTRODUCTION

The purpose of this memo is provide information and be responsive to comments and concerns raised about the Hood River Westside Area Concept Plan. Ideas are offered about the process moving forward, refining the Land Use Framework, and implementation work that will be prepared. If the Committee members choose to do so, the team will facilitate a discussion of potential refinements to the draft Land Use Framework at the June 28th meetings.

PROCESS RECOMMENDATIONS

The project team and Project Management Team are in basic agreement with several of the themes and issues raised by folks in recent communications and the June 12th City Council meeting. Our recommendations are:

- “Slow down” and take the time needed to thoroughly and thoughtfully complete the plan
- Answer, as best as possible, the questions that have been posed
- Have a discussion about land use refinements at the upcoming Committee meetings

Process steps and timing

“Slow down” is in quotes above because the City has never intended to move quickly to adoption. If that has been published at some point, it was in error. The grant funding does have a work program and schedule that sets scope and schedule limits on the consultant work, but that also has some flexibility and (by design) does not bind the City to an adoption schedule. Our specific process recommendations are as follows:

- a. Conclude the grant funded work and Advisory Committee process in at least two more sets of meetings including on the scheduled June 28th meeting and one in August. The City may determine that another round of Advisory Committee meetings is appropriate depending upon the extent of the work that is completed in June and August. Using a baseball analogy, the Committees will work on the plan up through the 5th inning of the planning process.

- b. Forward the work emerging from the Advisory Committees to the Planning Commission for continued work, for a period to be determined by the City (minimum of 3 months is recommended, more time may be needed).¹ This will complete the 6th and 7th innings.
- c. Finish the planning process with City Council work sessions and adoption hearings. This will complete the 8th and 9th innings, with extra innings possible.

Answering key questions

The range of questions that have been posed – strategies to actually deliver affordable housing, timing of infrastructure with development, transportation impacts and funding, code amendments, school capacity, how parks will be funded, hospital and emergency services adequacy – are all important to address before adoption.

The Concept Plan addresses or will address many of the above-listed issues, within its resources. The written products and meeting agendas for the Committee meetings reflect the grant funded work. A Concept Plan is, by definition, a concept level plan that sets the stage for further work and decades of implementation. The Westside Area Concept Plan package will include a high level Infrastructure Funding Plan and Comprehensive Plan and Code amendments, both of which are in progress. Looking ahead, the City will need to make choices on how (i.e. to what degree) to address questions and ideas that are beyond the scope of the Concept Plan. This can be done as the Committees sort through their work, and, during the Planning Commission's subsequent discussions.

Refining the Land Use Framework

The current Land Use Framework is not set in stone. A better analogy is that it is set in clay. Further shaping and trimming and glazing is appropriate. It should not be put in the kiln until the adoption hearings. See below for ideas.

LAND USE FRAMEWORK – IDEAS FOR REFINEMENT

Should the Land Use Framework be refined based on community feedback? The project team's recommendation is that the Committees should talk about potential changes and consider refinements. In our experience (20+ Concept Plans), there is value to exploring ways to address issues of concern and shape a working plan, while adhering to the vision. A little more time and collaboration now may save time and yield a better plan later.

We recommend that the three issues discussed below be considered in refining the Land Use Framework. The current draft Land Use Framework, updated in response to Committee input at the last meeting, is attached. The associated Street, Bicycle and Pedestrian, and Park and Open Space Frameworks are also attached (with updates).

¹ What the Planning Commission chooses work on, after the Advisory Committee process, will be defined at that time. It may include refinement of recommendations, additional analysis, new policies and implementation strategies, and review of whether recommendations should apply citywide or in just the Westside Area.

LAND USE REFINEMENTS – PROCESS AND IDEAS

Reaffirming the vision of increasing the amount and mix of housing compared to the base case

The Committee's should affirm the basic notion that they support increasing the housing capacity and diversifying the mix of housing in the Westside. The project team recommends this as fundamental to addressing affordability. It is not the only strategy needed, and does not guarantee affordability at any particular income level, but it is a necessary starting point. From this premise, the physical planning issue becomes a question of how and how much and where to arrange residential uses on the land.

One implication of this premise is that the City is likely to have more than a 20 year supply of housing within the UGB. Given the difficulty of expanding the UGB in the Gorge National Scenic Area, this may be strategically advantageous in the long term.

Characteristics of the Plan Affecting Housing Capacity and Housing Mix

Within the framework of creating walkable neighborhoods and adding parks, trails and other features, the draft Land Use Framework discussed at the April 26 TAC/PAC meetings uses three fundamental strategies to increase housing capacity and mix:

- Creating the R-2A zone to a minimum lot size of 4,000 square feet instead of the 5,000 square foot minimum of R-2 today
- Changing the majority of R-1 zoned lands in the Westside Area to R-2A
- Adding R-3 lands in several strategic locations throughout the Westside Area, deliberately avoiding concentrating them in one large block.

These are not new ideas - they are strategies included in the 2015 Hood River Housing Strategy.² Another strategy is to focus housing as mixed use development on the commercial parcels in the Cascade District and Country Club Road District. This is allowed under today's zoning, although the City has seen very little of this development to date. Some have suggested that it should be mandatory, or at least assumed for planning purposes.

The degree to which these strategies are employed are choices that can be mixed and matched in various degrees. If the Committee is interested in exploring refinements, we would suggest that the above-listed strategies be viewed and discussed as independent variables or "toggles", meaning the City can weigh the pros and cons of each strategy and apply them as appropriate. Examples of "toggle" ideas that would refine the Plan include:

- Retain more R-1 lands in that low density designation
- Use R-2 rather than R-2A for some areas of the Westside (i.e. use the minimum lot size of 5000 square feet in some areas)
- Refine the amount or location of new R-3 land
- Assume or mandate housing within commercial zones, focusing on mixed-use developments.

² https://hrwestsideplan.squarespace.com/s/19124_HoodRiverHousingStrategy2015Final.pdf

Several of these ideas were explored in the alternatives stage of the project. How might they be re-considered at this stage of the process? The team recommends a useful planning concept known as the “Transect”. See below.

Transect Planning

Transect planning is the concept of planned transitions between different areas of a city, and between urban/rural/natural areas. The Center for Applied Transect Studies explains it this way:³

“Human beings also thrive in different habitats. Some people prefer urban centers and would suffer in a rural place, while others thrive in the rural or sub-urban zones. Before the automobile, American development patterns were walkable, and transects within towns and city neighborhoods revealed areas that were less urban and more urban in character. This urbanism could be analyzed as natural transects are analyzed.

To systemize the analysis and coding of traditional patterns, a prototypical American rural-to-urban transect has been divided into six Transect Zones, or T-zones, for application on zoning maps. Standards were written for the first transect-based codes, eventually to become the SmartCode, which was released in 2003 by [Duany Plater-Zyberk & Company](#).”



Transect planning can be applied at various scales: city, part of a city, or even at the neighborhood scale if detailed planning is done. New Urbanist practitioners typically utilize the Transect with detailed master plans and a special type of codes known as Form Based Codes.⁴

³ <https://transect.org/transect.html>

⁴ For more information, see <http://formbasedcodes.org/>

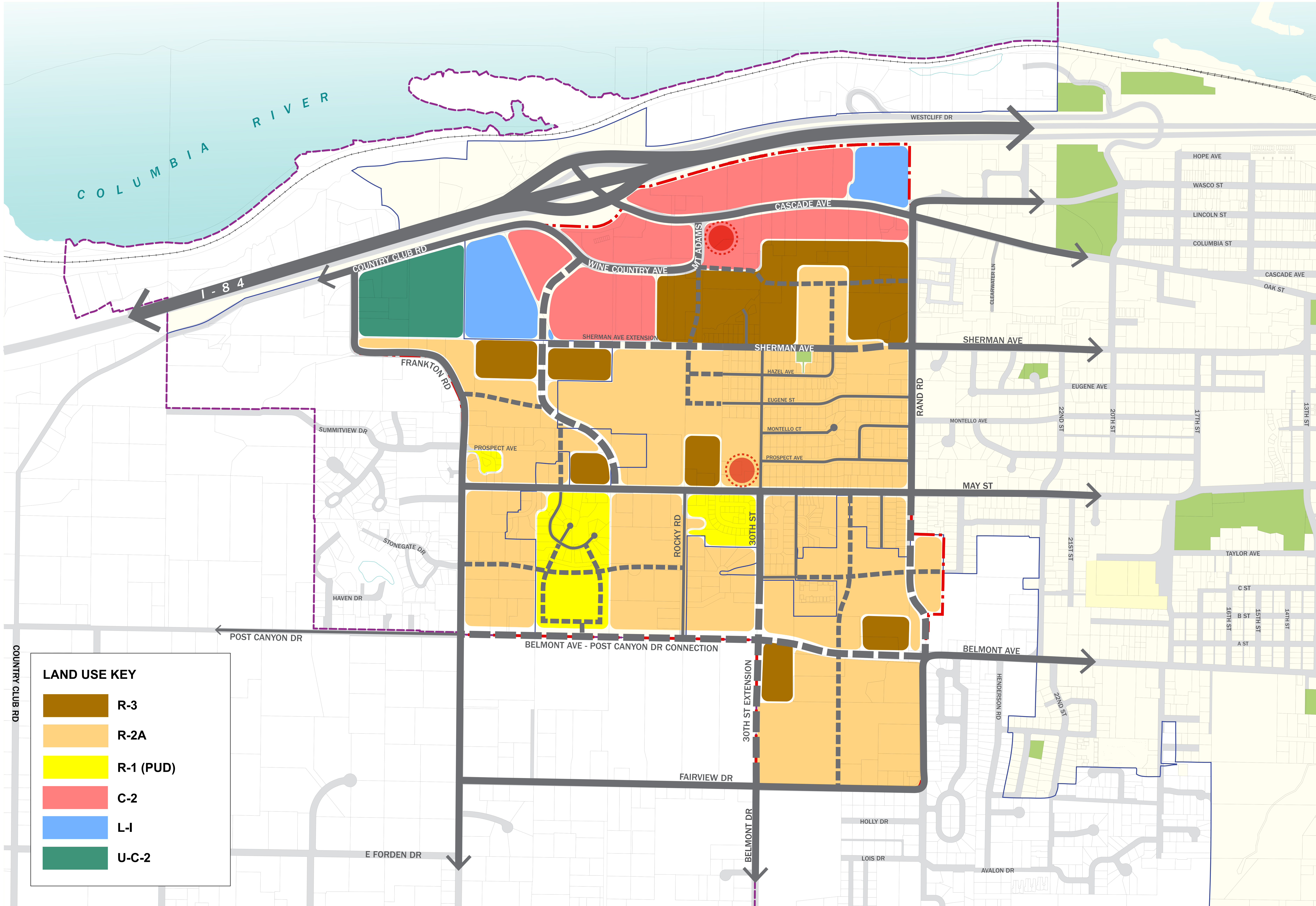
The draft Westside Land Use Framework applies the Transect in a generalized manner. The project team believes that Transect planning is a good planning and design principle to use to guide the turning of the “toggles” referenced above. We will bring visual ideas for Committee review and discussion on June 28.

IMPLEMENTATION – STEPS AHEAD

The grant-funded work includes a number of implementation-related products. They are listed below, with notes.

- Comprehensive Plan amendments – first draft included in the June 28 packet
- Zoning code amendments – “Code Concepts” to be presented on June 28, detailed code text to follow
- Zoning-related affordable housing strategies – included in the above-referenced code amendments
- Potential affordable housing strategies that are “non-zoning”-related – described in memos to date, Open House materials, and draft Comprehensive Plan Implementation Strategies
- Planning Level Water, Sewer and Storm Water plans and cost estimates for the Westside Area – posted on the web site and linked as part of the packet
- Infrastructure Funding Plan – in progress. Will be completed after the Land Use Framework is set.

To date, other implementation-related information has been shared through the discussions of the Technical Advisory Committee. That Committee includes representatives from the School District, Parks District, and Fire Department.



LAND USE KEY

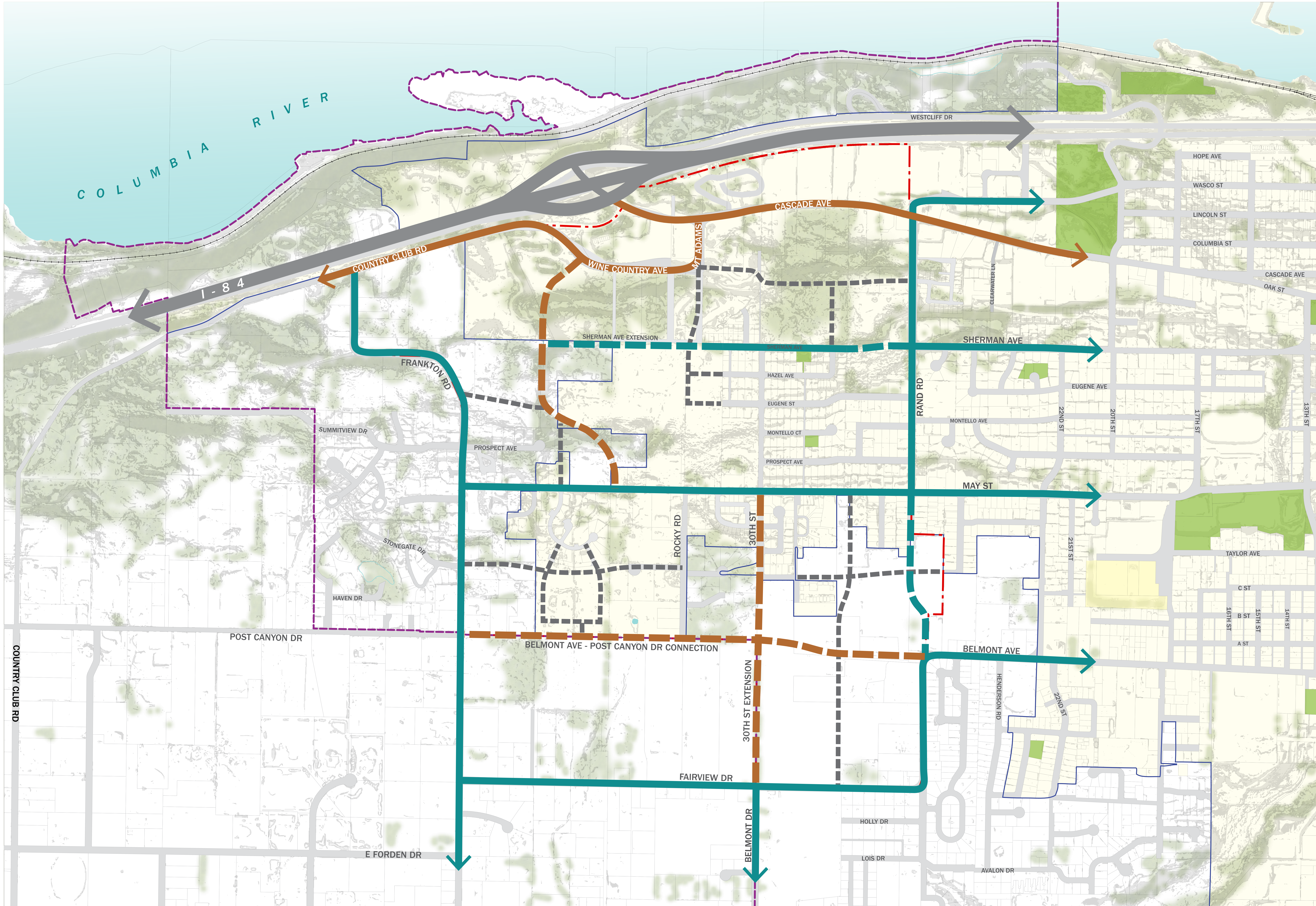
- R-3
- R-2A
- R-1 (PUD)
- C-2
- L-1
- U-C-2

LAND USE FRAMEWORK

DRAFT 6.2.2017
HOOD RIVER WESTSIDE AREA CONCEPT PLAN

- POTENTIAL NEIGHBORHOOD COMMERCIAL LOCATION
- FUTURE CONNECTIONS
- PROJECT AREA BOUNDARY
- EXISTING CONNECTIONS
- PARKS/OPEN SPACE
- CITY BOUNDARY
- URBAN GROWTH BOUNDARY



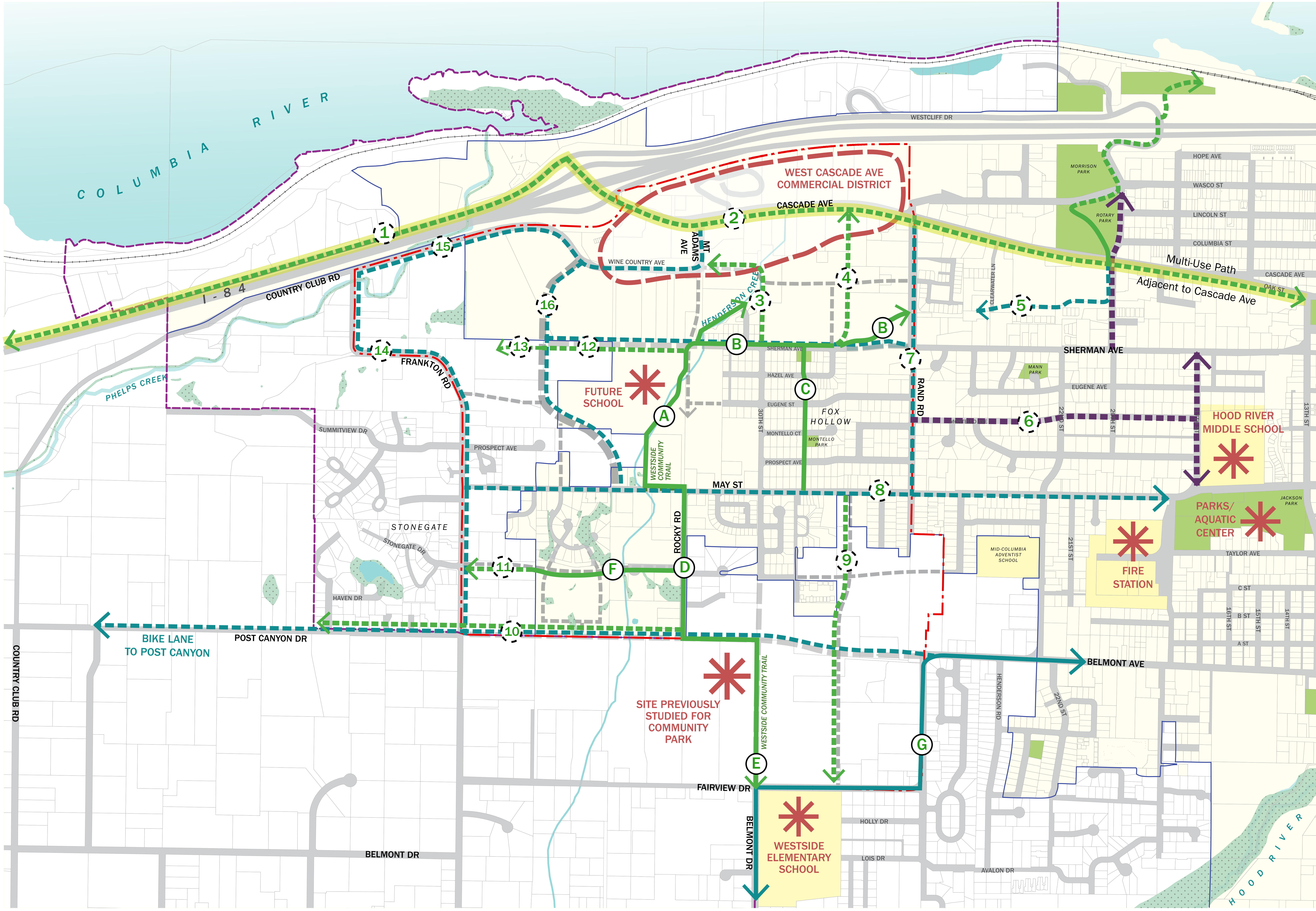


STREETS FRAMEWORK

DRAFT 5.5.2017
HOOD RIVER WESTSIDE AREA CONCEPT PLAN

- MINOR ARTERIAL (existing/proposed)
- COLLECTOR (existing/proposed)
- NEIGHBORHOOD CONNECTOR (proposed)
- EXISTING STREET
- PROJECT AREA BOUNDARY
- CITY BOUNDARY
- URBAN GROWTH BOUNDARY



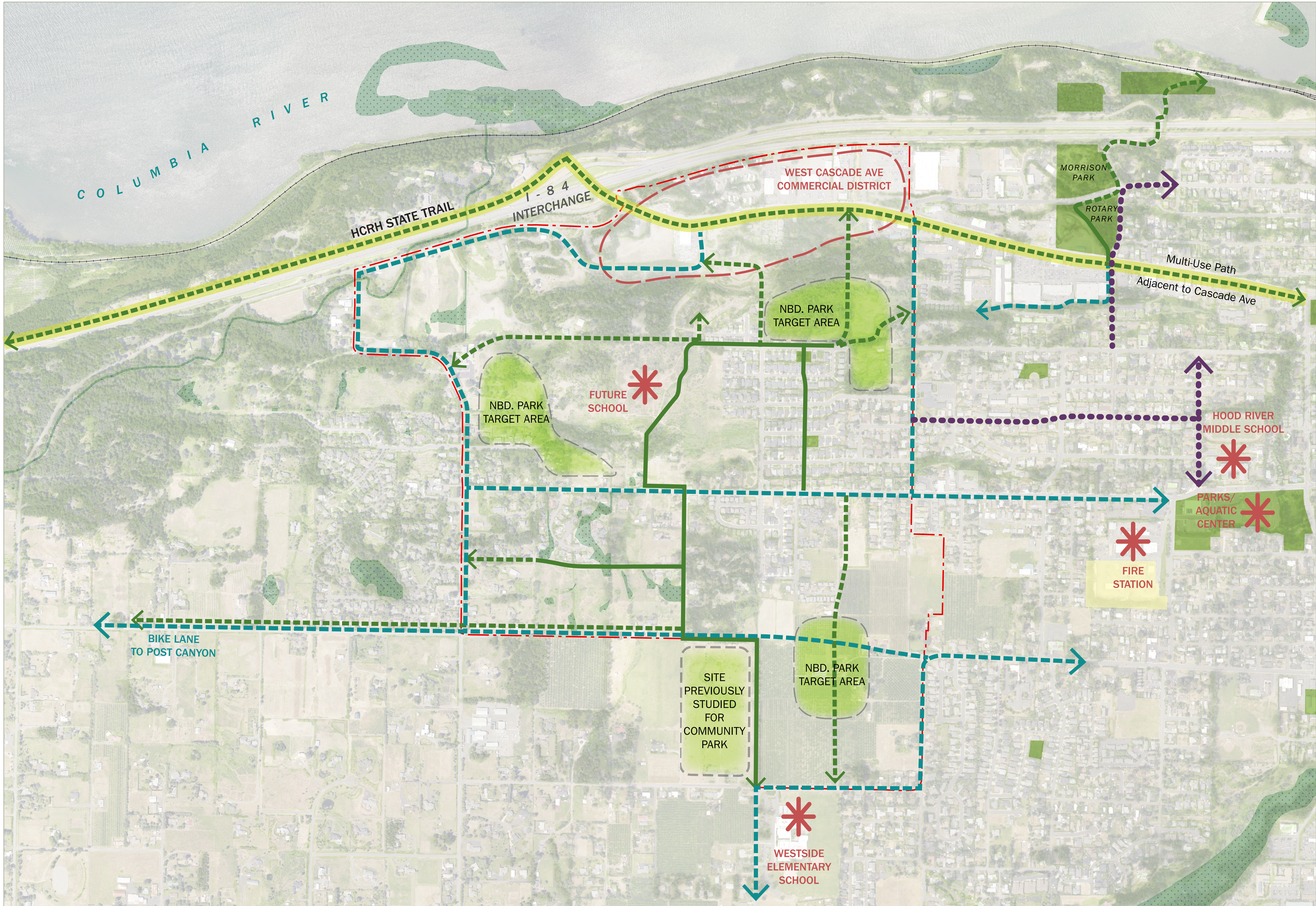


BICYCLE AND PEDESTRIAN FRAMEWORK

DRAFT 5.25.2017
HOOD RIVER WESTSIDE AREA CONCEPT PLAN









- HCRH STATE TRAIL
- EXISTING/FUTURE PED CONNECTION
- STUDY AREA BOUNDARY
- ACTIVITY CENTER
- EXISTING/FUTURE BIKE LANES
- CITY BOUNDARY
- WETLAND
- FUTURE BIKE BOULEVARD
- URBAN GROWTH BOUNDARY





PARK AND OPEN SPACE FRAMEWORK

DRAFT 5.25.2017
HOOD RIVER WESTSIDE AREA CONCEPT PLAN

 HCRH STATE TRAIL	 EXISTING/FUTURE PED CONNECTION	 PARK TARGET AREA
 WETLAND	 FUTURE BIKE LANE	 ACTIVITY CENTER
	 FUTURE BIKE BOULEVARD	

Memorandum



6/21/2017

To: Hood River Project Management Team
Cc: Project Team
From: Joe Dills, Angelo Planning Group
Re: Comprehensive Plan Policies

OVERVIEW

This memorandum presents draft Comprehensive Plan policies to implement the Hood River Westside Area Concept Plan. In summary, the proposed text amendments add two new subsections under Goal 2 Land Use Planning. The first subsection, Concept Plans and Master Plans, provides “enabling” policies to define Concept Plans and Master Plans, establishes authority to use them, and requires a public process to create them. The second new subsection is specific to the Westside Area Concept Plan, stating its vision, guiding principles, and implementation strategies.

PROPOSED COMPREHENSIVE PLAN TEXT AMENDMENTS

CONCEPT PLANS AND MASTER PLANS

POLICIES

1. A Concept Plan is a plan for a sub-area of the city that addresses relevant planning issues in an integrated and comprehensive way. Concept Plans typically address housing, land use, transportation, natural resources, parks, and infrastructure, however, the topics addressed may be unique and tailored to each Concept Plan. Concept Plans set the stage for long term growth and development that achieves the community’s goals and vision.
2. A Master Plan is a Concept Plan that more detailed and site-specific. A Master Plan may include details such as urban design and architectural recommendations. As with a Concept Plan, the topics addressed may be unique and tailored to each Master Plan.
3. The City may use Concept Plans and/or Master Plans to refine the Comprehensive Plan and/or the zoning ordinance in order to further implement Comprehensive Plan policies and/or a vision for the area. Implementing regulations may include an Overlay Zone for the Concept Plan or Master Plan area.
4. A Concept Plan or Master Plan is developed through a public process that relies upon the contributions of citizens and stakeholders.

WESTSIDE AREA CONCEPT PLAN

POLICIES

1. The Hood River Westside Area Concept Plan is a supporting document of the Comprehensive Plan. It shall be used for context and guidance whenever “consistency with the Comprehensive Plan” is evaluated for the Westside Area.
2. The Hood River Westside Area Concept Plan is implemented through the Westside Overlay Zone, in combination with relevant policies of the Comprehensive Plan, the City’s Public Facilities Plans, and zoning code.
3. The vision for the Westside Area is:

“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. The Westside’s hallmarks will be:

- a. Housing options that provide choices for all income levels, life stages, and cultures within Hood River
- b. Streets, trails, and paths that are walkable, connected, and green
- c. Neighborhood design that celebrates the landforms, views, and magnificent landscape of Hood River
- d. 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.”

4. The Guiding Principles for the Westside Area are to:
 - 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, 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 into 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.
 - j. Integrate the 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. Implement the Westside Area Concept Plan’s infrastructure funding strategy.

COMPREHENSIVE PLAN POLICIES

IMPLEMENTATION STRATEGIES

1. The City will support and facilitate the development of workforce and affordable housing projects and programs in the Westside Area, including development of housing on the publicly-owned parcels. Banking land for workforce and affordable housing projects is a priority strategy for the Westside Area.
2. The City will evaluate policies to ensure there is no net loss of existing workforce and affordable housing in the Westside Area.
3. To complement land use and zoning strategies to support for workforce and affordable housing in the Westside Area, the City will explore additional programs and actions outside the land use framework, such as:
 - a. Land banking
 - b. Construction Excise Tax for affordable housing development
 - c. Community land trust for affordable, owner-occupied housing
 - d. Advocacy for government (federal, state, local) subsidies for affordable housing
 - e. System Development Charge (SDC) waivers or significant reductions (example: 75% reduction)
 - f. Defer payment of SDCs to date of occupancy
 - g. SDC financing
 - h. Property tax exemptions (examples: for low-income housing¹; for non-profits serving low-income housing; for multi-unit housing; for housing in distressed areas)
 - i. Property tax freezes on rehabilitated housing
 - j. "Affirmatively further fair housing"²
 - k. Partnerships with employers to create housing solutions for workers in Hood River
 - l. A streamlined process, with dedicated staff time for, affordable housing construction
4. The City will explore establishing a setback from Henderson Creek in order to provide a continuous open space that follows the creek and a trail corridor.
5. The City will work with the Hood River Park and Recreation District to implement the park and trail recommendations in the Westside Area Concept Plan.
6. The City will work with the Oregon Department of Transportation (ODOT) to determine the funding and timing for improvements to the Exit 62 interchange and other improvements to Cascade Avenue.
7. The City will work with ODOT to implement the Historic Columbia River Highway Trail.
8. The City shall amend its Public Facility Plans to implement the water, sewer, and storm water recommendations in the Concept Plan.

Note to reviewers: When the draft infrastructure funding plan is complete, staff will evaluate whether additional policies or implementation measures are needed for infrastructure funding.

¹ See also Hood River Housing Strategy #3, regarding Multiple Unit Limited Tax Exemption Program, and Appendix B which notes the Vertical Housing Tax Abatement for mixed use.

² Additional information available at:

https://www.huduser.gov/portal/sites/default/files/pdf/AFFH_Final_Rule_Executive_Summary.pdf

COMPREHENSIVE PLAN POLICIES

Memorandum



6/21/2017

To: Hood River Westside Area Concept Plan Project Advisory Committee
Cc: Project Management Team
From: Joe Dills and Becky Hewitt, Angelo Planning Group
Re: Development Code Implementation for the Westside Area Concept Plan: Working Ideas

OVERVIEW

The project team is beginning the process of drafting amendments to the Hood River Zoning Ordinance to implement the Hood River Westside Area Concept Plan. Some potential changes are specific to the Westside Area and others could be applied citywide, if the City so chooses.

This memorandum summarizes the current development code ideas that the project team is considering. The ideas are organized by topic, with the purpose and intent for the change followed by the team's working ideas for how new regulations might work. The project team is looking for feedback from the Project Advisory Committee on level of support for the concepts below, as well as questions and concerns about any of the potential changes. Input from the Project Advisory Committee will be used to shape the draft development code amendments prior to their formal consideration by the Planning Commission and City Council through the hearings and adoption process.

RESIDENTIAL ZONES AND DEVELOPMENT

Maximum and Minimum Density for Land Divisions

Purpose and intent:

- Provide a method to calculate the maximum number of lots that can be created through a land division that is more predictable (easier to estimate before a detailed layout is complete) and offers some flexibility on the size of individual lots within a subdivision without changing the total number of lots permitted ("lot size averaging").
- Establish a minimum number of lots that can be created through a land division to ensure efficient use of residential land.

Working ideas:

- Calculate the maximum and minimum number of lots in a way that allows, but does not require, density transfers from significant natural resource areas and other constrained land.
- If possible, account for right-of-way dedication for future streets in a way that encourages providing a connected local street network (which may require more land for right-of-way).

- Apply standards only to land divisions (except for townhouse projects, which have their own density standards). Regulate lots/parcels rather than dwelling units so that new regulations don't interfere with existing standards allowing duplexes and townhomes.
- Set maximum density for each zone based on current minimum lot size standards.
- Set minimum density for each zone in a way that does not create "gaps" in the allowed density between different residential zones (e.g. the minimum for one zone is the same as or just above the maximum of the lower density zone).

Lot Size Standards

Purpose and intent:

- Reduce the minimum lot size for certain housing types in certain zones to enable more efficient use of residential land

Working ideas:

- Allow a small amount of lot size flexibility for single family detached housing in the R-1 and R-2 zones without changing the overall density
- Create a new R-2A zone for use in the Westside Concept Plan area with a lower minimum lot size of 4,000 square feet (vs. 5,000 square feet for R-2) for a single family home, duplex, or townhome building (with two attached units)
- Reduce the minimum lot size for single family detached housing in the R-3 zone to allow small-lot detached housing. Minimum density requirements would apply.
- Slightly reduce the minimum lot size for duplexes, triplexes, multifamily and townhomes in the R-3 zone

Affordable Housing Incentives

Purpose and intent:

- Provide affordable housing incentives in the form of modified development standards that make it easier to build affordable housing (including projects consisting of all affordable housing units as well as mixed income projects).

Working ideas:

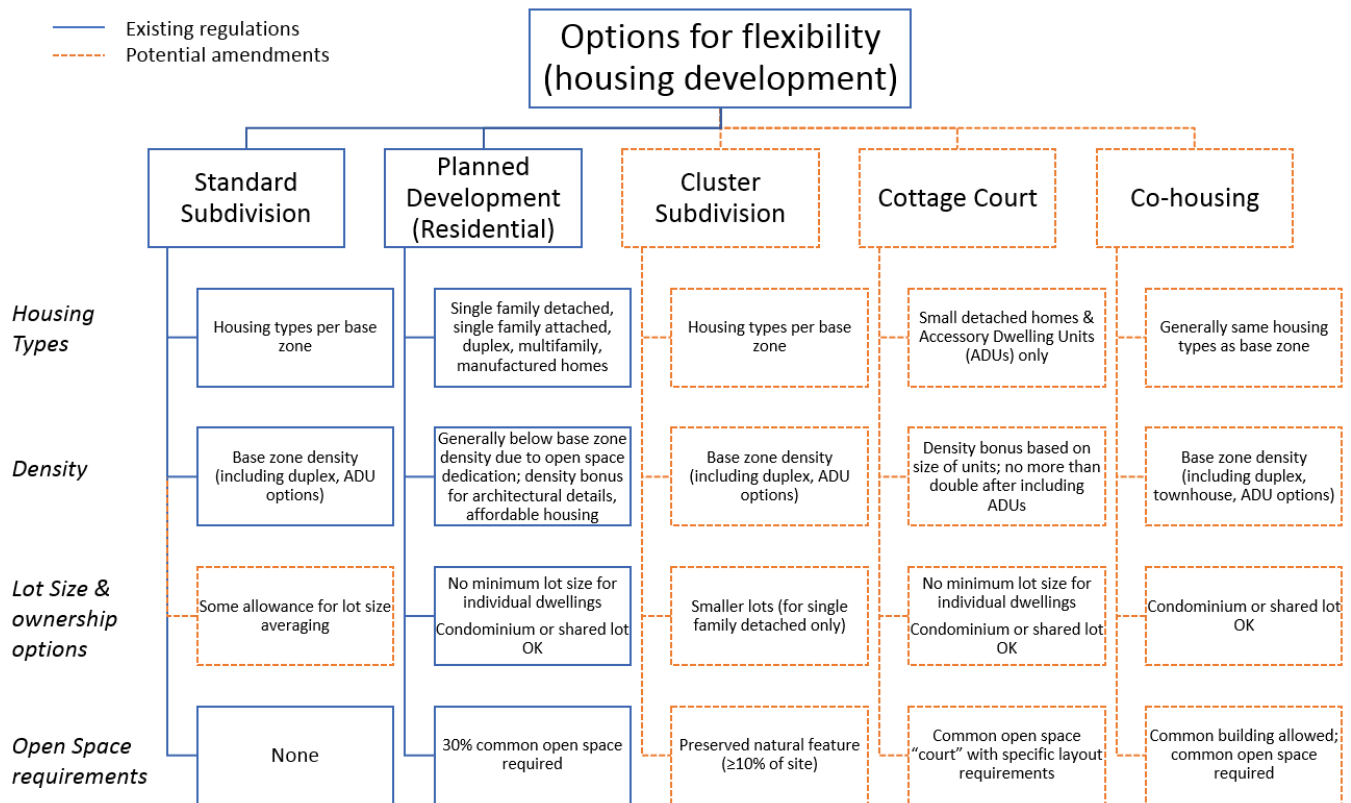
- Make incentives available to projects that provide a certain level of affordability, to be defined in the code (e.g. housing costs are no more than 30% of the annual household income for a household making less than 60-80% of the county median income).
- Require that projects that take advantage of the incentives enter into legal agreements with the City that ensure that affordability is delivered and maintained over a certain period of time (e.g. 20-50 years).
- Offer a density bonus that increases with the number of affordable units up to some maximum (e.g. up to 25-50% above the maximum for the zone – the amount of the bonus is a policy judgement).
- Offer reduced parking requirements for affordable housing units.

Flexibility and Innovative Housing Types

Purpose and intent:

- Ensure that cohousing, cluster housing, cottage housing and other innovative housing types are clearly permitted by the code without the need to go through a Planned Development process (which can be time-consuming, expensive and requires a public hearing).
 - Cluster subdivisions are intended to allow reduced lot sizes for developments that will preserve an on-site natural feature, without changing overall density of the development.
 - Cottage court housing standards are intended to enable small detached homes in clusters around a common green as an alternative to standard subdivisions.
 - Cohousing standards are intended to provide flexibility for cohousing developments to arrange various types of units on a common lot, to include a common house and shared open space in lieu of private yards, and to cluster parking rather than provide individual driveways.

Working ideas:



- Allow cluster subdivisions in the R-1, R-2, and R-2A zones
- Allow Cottage Court developments in the R-1, R-2, and R-2A zones
- Allow Co-housing in the R-2A and R-3 zones

Housing Mix

Purpose and intent:

- Ensure a mix of housing occurs in larger projects in the R-2A and R-3 zones in the Westside area where both detached and attached housing is allowed

Working ideas:

- Require that housing types other than single family detached occupy a certain minimum percentage of the land area in subdivisions over a certain size (e.g. 5 or 10 acres) in the R-2A and R-3 zones in the Westside area. The threshold size should allow enough acreage and planned homes to make it workable to provide mix of housing types in the same project.

Residential Design Standards

Purpose and intent:

- Establish simple, clear and objective design standards for single family homes in the Westside Overlay Zone that:
 - Enhance public safety by ensuring views of the street from inside the residence;
 - Provide for a pleasant pedestrian environment by preventing garages and vehicle areas from dominating the views of the neighborhood from the sidewalk; and
 - Support the creation of architecturally varied homes, blocks and neighborhoods that enhance the character of the development.

Working ideas:

- Require windows facing the street
- Require main entrances to be facing the street or open onto a porch, and not to be recessed too deeply from the front of the house
- Limit the width of garage entrances facing the street and require them to be recessed slightly from the front of the house
- Require use of architectural details that create visual interest (e.g. dormers, eaves, balconies, bay windows, etc.), with options to pick from a list
 - Don't allow houses next to each other to use the same details in the same locations, in order to ensure some variety in home designs

Parking Requirements

Purpose and intent:

- Ensure that parking requirements are not so high that they make higher density and more affordable housing impractical

Working ideas:

- Allow on-street parking abutting a property to count toward parking requirements for certain "missing middle" housing types, such as townhouses, duplexes, and small-lot single family detached housing within the Westside Overlay Zone. For these compact types of housing, providing two private parking spaces per housing unit can make it hard to build an efficient and attractive development that supports

pedestrian-friendly neighborhoods. In a newly developing neighborhood, local streets can be designed to accommodate on-street parking, and with small, walkable blocks, there are more opportunities for on-street parking on local roads. Allowing on-street parking to count would help encourage developers to provide a more connected street pattern and support more walkable neighborhoods.

- Reduce required parking for multifamily development in the R-3 zone within the Westside Overlay Zone. Parking requirements could be reduced only for smaller units (e.g. studios and 1 bedroom units), and for workforce and affordable housing units, all of which tend to have lower parking demand than other units. Further reductions could be considered in the future, when the introduction of transit serving the Westside area provides a transportation option that can support reduced car ownership and parking demand.

PROTECTING NATURAL FEATURES

Steep Slopes

Purpose and intent:

- Support retention of the terrace edges in the Westside area as open space.

Working ideas:

- Require that development avoid impacts to areas with slopes greater than 25% within the Westside Overlay Zone (except for required roads and utilities).

Henderson Creek

Purpose and intent:

- Require a setback from Henderson Creek for open space and trail opportunities.

Working ideas:

- Require a setback (e.g. 50 feet) from the centerline of Henderson Creek
- Allow density to transfer from the setback area through lot size flexibility standards or cluster subdivision provisions.

STREETS, TRAILS, AND PARKS

Purpose and intent:

- Ensure that the streets, bicycle and pedestrian connections, and neighborhood parks identified in the Westside Concept Plan frameworks are implemented through development

Working ideas:

- Require development within the Westside Overlay Zone to provide streets and bicycle/pedestrian connections consistent with the Transportation System Plan and Westside Area Concept Plan Streets Framework and Bicycle and Pedestrian Connections Framework
- Provide general direction and methods for establishment of neighborhood parks

DRAFT CODE AMENDMENTS

COMMERCIAL DEVELOPMENT AND DESIGN STANDARDS

Purpose and intent:

- Ensure that new commercial development is pedestrian-oriented, attractive, and creates interesting streetscapes.

Working ideas:

- Apply existing standards for commercial buildings in the C-2 zone that address entrances from the street, maximum setbacks, landscaping, and building design more broadly (e.g. to all commercial development in the Westside Overlay zone, rather than only development with buildings between 25,000 and 50,000 square feet).
- Prohibit new drive-up and drive-through uses and facilities within the Westside Overlay Zone and limit expansion of existing facilities
- Prohibit other uses which are auto-oriented and do not contribute to an active pedestrian environment (e.g. car washes, new gas stations). Existing uses would be grandfathered.
- Prohibit or limit (through criteria) “non-active” uses such as mini storage and RV storage in order to ensure a more vital gateway and preserve land for employment generation, multi-family and mixed-use.



DAVID EVANS
AND ASSOCIATES INC.

PROJECT MEMORANDUM

DATE: June 15, 2017
FROM: Steven Harrison, PE – David Evans and Associates, Inc.
TO: City of Hood River TAC
SUBJECT: **Water System Evaluation – Summary Findings and Planning Level Cost Estimates**
PROJECT: **Hood River Westside Area Concept Plan**
DEA PROJECT NO: APGI0000-0005

This memo provides a summary to support the evaluation of the preferred alternative for the Westside Area Concept Plan including estimated water system demands and estimated waterline capacity and associated costs. This memo is related to the future water system infrastructure needs within the Concept Plan boundary. Information was gathered from the City of Hood River (City) to identify their near term plans to provide adequate water system capacity to serve the study area.

Evaluation Assumptions

The water system expansion into the Westside Area Concept Plan area will be based on the largest single point demand in the area. The largest single point water demand is fire service flow. Although providing domestic and irrigation services to the area is essential, the water system expansion will be developed to provide sufficient fire flow while maintaining a minimum water pressure.

Our evaluation did not include smaller diameter service lines (6-inches and smaller) to private land development projects, however, we did include the larger main lines (8-inches and larger) that are necessary to serve the larger area.

The unit cost for the water system is on a per linear foot basis and, in addition to raw pipe material, includes a 20% increase for miscellaneous items such as utility relocation, abandoning of existing facilities, etc.; 15% increase for general contractor profit and overhead; 25% increase for engineering and administration; and a 30% increase for general contingency. Based on our previous experience, we estimate the unit costs to be as follows:

Water System Unit Costs	
Ductile Iron Pipe Diameter (inches)	Unit Cost (\$/LF)
8	270
10	291

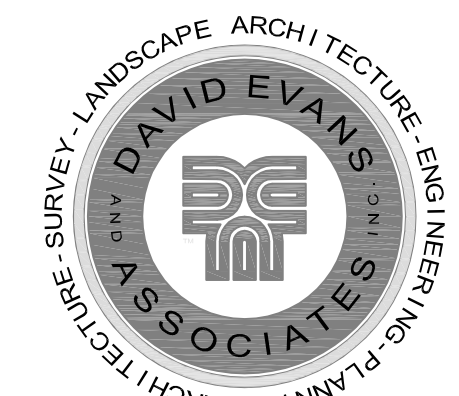
Hood River Westside Area Concept Plan

June 15, 2017

Page 2

Concept Plan Description**Water System Infrastructure Improvements**

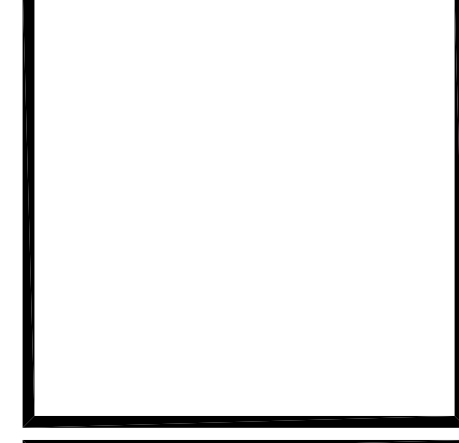
Westside Concept Plan				
Description	Pipe Diameter	Total Length (ft)	Unit Cost (\$/LF)	SubTotal
Belmont Dr. West Ext to Rocky Rd	10	2,180	291	\$634,400
29 th St. Extension South	8	420	270	\$113,400
30 th St. Extension South	8	400	270	\$108,000
Blackberry Dr. from Rocky Rd. to Frankton Rd	10	1,940	291	\$564,600
Vista Loo connection to Blackberry Dr.	8	1,150	270	\$310,500
May Dr. Extension to Frankton Rd	8	650	270	\$175,500
Elan Dr. Extension to Frankton Rd	8	420	270	\$113,400
Frankton Rd South Extension from Blackberry Dr.	8	650	270	\$175,500
Frankton Rd - May St. to Blackberry Dr.	8	650	270	\$175,500
Frankton Rd – May St. to Country Club	8	2,650	270	\$715,500
Country Club Rd Extension to Frankton	8	1,180	270	\$318,600
Wine Country – Country Club to Adams	8	1,500	270	\$405,000
New North-South Arterial (Alignment D) – Wine Country Rd. to May St.	8	2,680	270	\$723,600
East-West Connection from Align D to Frankton Rd	8	720	270	\$194,400
Prospect Av from Align D to Frankton Rd	8	980	270	\$264,600
Adams Extension North to 30 th St.	8	2,230	270	\$602,100
Sherman Extension West to Align D	8	1,680	270	\$453,600
High School from Sherman to Align D	8	950	270	\$256,500
Hazel Extension West to Adams	8	470	270	\$126,900
Eugene Extension West to Adams	8	450	270	\$121,500
			Total:	\$6,553,100



2100 SW River Parkway
Portland OR 97201
Phone: 503.223.6663
Fax: 503.223.2701

PROJECT: HOOD RIVER WESTSIDE CONCEPT PLAN
HOOD RIVER, OREGON
SHEET TITLE: WATER SYSTEM ANALYSIS

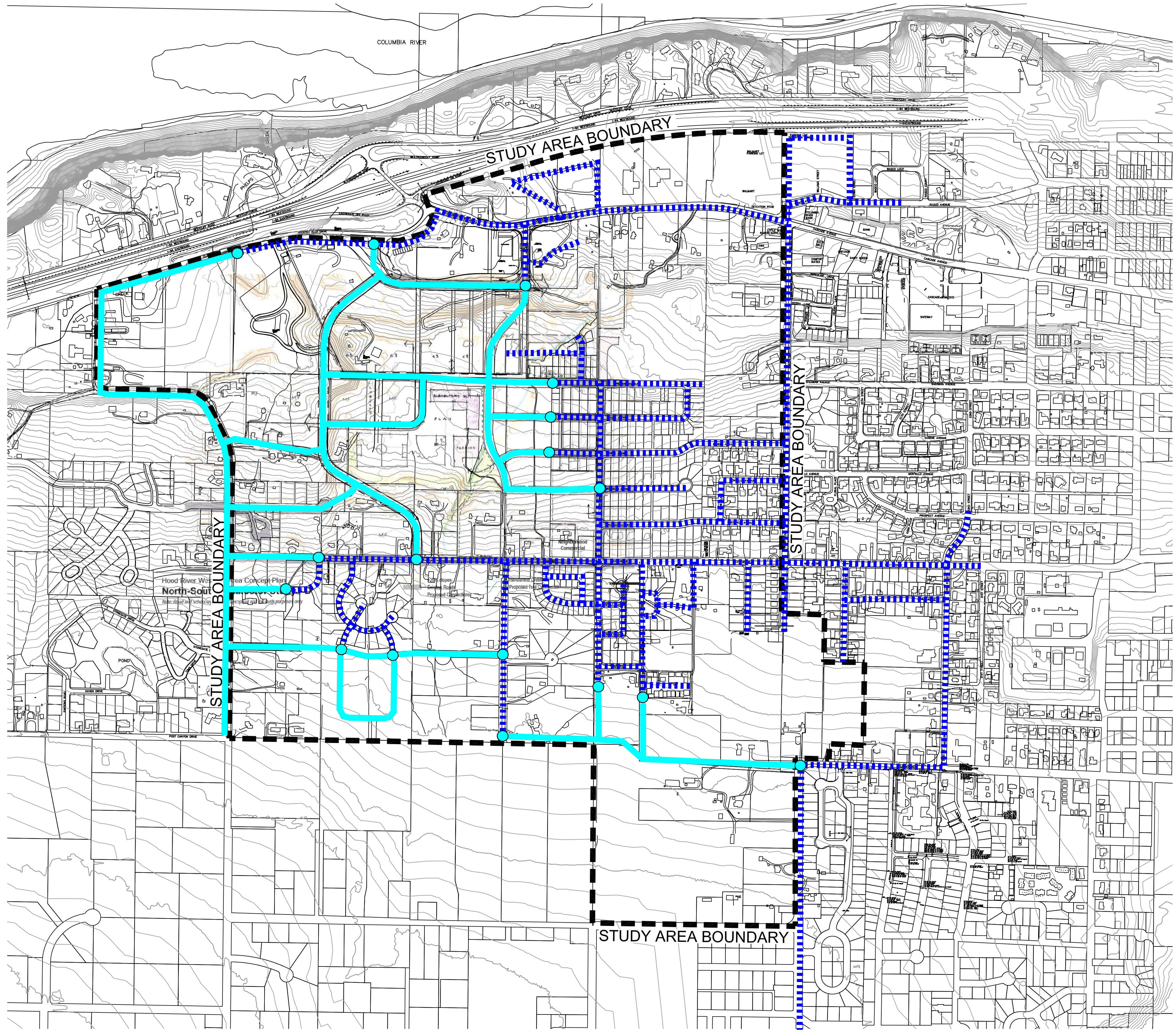
NO.	DATE	REVISION	BY



SCALE:
DATE: 5-31-2017
DRN:
CK:

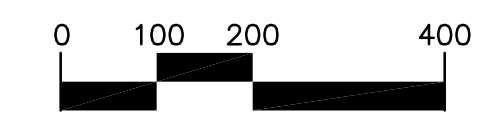
W1
JOB NO. APGI0000-0005

Drawing File: \\P:\Projects\Project\A\APGI00000005\0400000\BASES\EC-B8-X3-APGI00000005.dwg Date/Time: Jun 13, 2017 - 2:44pm User: sgh



LEGEND

- POINT OF CONNECTION
- STUDY AREA BOUNDARY
- EXISTING WATERLINE
- FUTURE WATERLINE





DAVID EVANS
AND ASSOCIATES INC.

PROJECT MEMORANDUM

DATE: June 15, 2017
FROM: Steven Harrison, PE – David Evans and Associates, Inc.
TO: City of Hood River TAC
SUBJECT: **Sanitary Sewer Evaluation – Summary Findings and Planning Level Cost Estimates**
PROJECT: **Hood River Westside Area Concept Plan**
DEA PROJECT NO: APGI0000-0005

This memo provides information to support the evaluation of the Westside Area Concept Plan. This memo is related to the sanitary sewer infrastructure needs within the study area. Information was gathered from the City of Hood River to identify their near and term plans to provide adequate sanitary sewer capacity to serve the study area and to verify our cost assumptions.

Evaluation Assumptions

The preferred plan depicts three different conceptual land use zones; R-2A, R-3 and Commercial/Industrial. The average daily sanitary sewer flows from each of these land uses are given below:

Land Use Zone	Average Daily Sanitary Sewer Flow (gallons/day/unit)	Average Daily Sanitary Sewer Flow (gallons/day/employee)
R-2A	360	
R-3	295	
Commercial/Industrial		45.8

Because sanitary sewer flows fluctuate throughout the day, the peak hourly design flow rate is obtained by multiplying the average daily rate by a peaking factor. Based on the anticipated population of the study area, the peaking factor can range from 1.8 to 5.5. A larger population requires a smaller peaking factor. Given that the Westside Area Concept Plan study area is relatively small (adding approximately 1,831 housing units), we used a peaking factor of 4.0.

We assumed the minimum pipe size would be 8-inches in diameter. The slopes will vary; however, we assume a minimum slope of 0.5%. The unit cost for the sanitary sewer system is on a per linear foot basis and includes manholes at 200-foot intervals and service laterals at 50-foot intervals. The unit costs also include miscellaneous items such as utility relocation, abandoning of existing facilities, etc.;

Westside Area Concept Plan

June 15, 2017

Page 2

15% increase for general contractor profit and overhead; 25% increase for engineering and administration; and a 30% increase for general contingency.

Gravity Sanitary Sewer Unit Costs	
PVC Pipe Diameter (inches)	Unit Cost (\$/LF)
8	365

Concept Plan Description

Gravity Sanitary Sewer Infrastructure Improvements

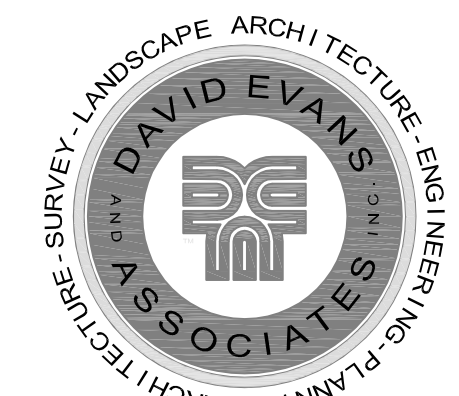
<i>Westside Concept Plan</i>				
Description	Pipe Diameter	Total Length (ft)	Unit Cost (\$/LF)	SubTotal
Connection to Belmont Dr	8	1,100	365	\$401,500
Connection to 29 th St	8	400	365	\$146,000
Connection to 30 th St	8	1,360	365	\$496,400
Rocky Rd Connection	8	1,800	365	\$657,000
Vista Loop Connection to Blackberry	8	810	365	\$295,700
Vista Loop Connection to Kesia Ct.	8	600	365	\$219,000
Blackberry Dr. – East to Vista Loop	8	730	365	\$266,500
East-West Connection to Frankton Rd	8	650	365	\$237,300
New North-South (Alignment D) – Wine Country to May Dr.	8	2,650	365	\$967,300
May Dr Connection to Align D (East to West and West to East)	8	780	365	\$284,700
Wine Country Connection to Country Club Rd/Align D	8	950	365	\$346,800

Westside Area Concept Plan

June 15, 2017

Page 3

Sherman Rd Connection to Align D (East to West and West to East)	8	1,900	365	\$693,500
High School to Align D	8	650	365	\$237,300
Adams Extension North from Cascade Av	8	2,190	365	\$799,400
Prospect Av Extension East of Adams	8	630	365	\$230,000
Montello Av Extension (East to West and West to East)	8	1,230	365	\$449,000
Eugene Av Extension to Adams	8	350	365	\$127,800
Hazel West Connection	8	380	365	\$138,700
Sherman West Connection	8	400	365	\$146,000
Sherman Connection to Adams	8	750	365	\$273,800
Total:				\$7,413,700



2100 SW River Parkway
Portland OR 97201
Phone: 503.223.6663
Fax: 503.223.2701

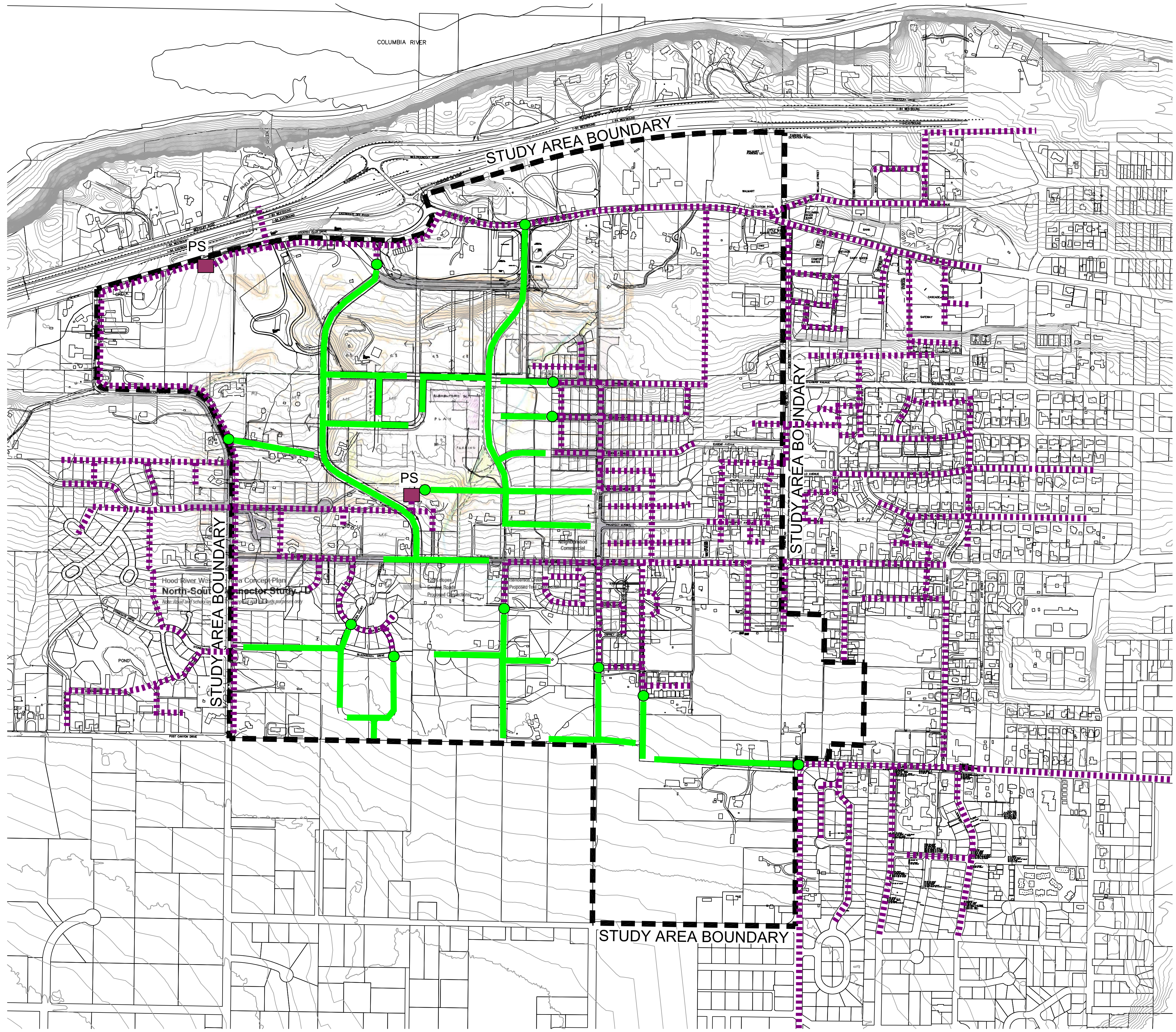
PROJECT
HOOD RIVER WESTSIDE CONCEPT PLAN
HOOD RIVER, OREGON
SHEET TITLE
SANITARY SEWER ANALYSIS

NO.	DATE	REVISION	BY

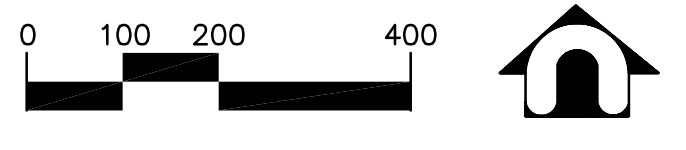
SCALE:
DATE: 5-31-2017
DRN:
CK:

SS1
JOB NO. APGI0000-0005

Drawing File: \\P:\Projects\Project\A\APGI00000005\04000000\BASSES\EC-BB-X3-APGI00000005.dwg Date/Time: Jun 13, 2017 11:35am User: sdb



- LEGEND**
- POINT OF CONNECTION
 - STUDY AREA BOUNDARY
 - PS EXISTING PUMP STATION
 - EXISTING SANITARY SEWER LINE
 - FUTURE SANITARY SEWER LINE





DAVID EVANS
AND ASSOCIATES INC.

PROJECT MEMORANDUM

DATE: June 15, 2017
FROM: Steven Harrison, PE – David Evans and Associates, Inc.
TO: City of Hood River TAC
SUBJECT: **Stormwater System Evaluation – Summary Findings and Planning Level Cost Estimates**
PROJECT: **Hood River Westside Area Concept Plan**
DEA PROJECT NO: APGI0000-0005

Introduction

This technical memorandum provides an overview of stormwater management systems for the future growth of the Westside Area Concept Plan. The level of analysis was conceptual and intended to plan for sufficient service and capacity of storm water facilities to support the Concept Plan. Planning level costs are provided. This memo also comments on Low Impact Development concepts for use in the project area. The City is updating its Storm Water Master Plan concurrent with the analysis, so all recommendations are preliminary and subject to change.

The City of Hood River constructs, operates, and maintains the public storm drainage system to meet public needs and to comply with current City of Hood River water quality regulations. The City of Hood River (City) maintains open and closed conveyance facilities (i.e., ditches or streams, and storm sewers, etc.) within the study area. The City will own and maintain new systems when constructed within the study area.

Basis of Development of the Stormwater System Components

The primary approach for meeting stormwater management goals will be enforcing stormwater quality and quantity code requirements. The water quantity code requires new developments construct and maintain facilities to limit stormwater runoff to the pre-developed rates for all storm events. Therefore, individual properties are required to construct and maintain on-site detention facilities to limit runoff flows to the public storm system.

Developers are encouraged to use Low Impact Development Approaches (LIDA) for storm water management. LIDA facilities mimic the natural environment resulting from storm water infiltration to protect natural resources. At both the site and regional level, LIDA practices aim to preserve, restore and create green spaces using soils, vegetation, and storm water collection techniques. These facilities preserve and create natural vegetated landscape features and minimize impervious areas to create functional and appealing storm water management amenities. LIDA facilities treat storm water as a resource rather than a waste product.

There are several LIDA practices that are appropriate to the Hood River climate.

- Impervious surfaces can be minimized by promoting shared driveways, reducing the building footprint, or by using pervious pavers or porous pavement. Porous pavement may be either concrete or asphalt.

Stormwater Analysis
Westside Area Concept Plan
June 15, 2017
Page 2

- Retain native vegetation and trees on undeveloped sites and restore vegetation as much as possible. Vegetation captures, infiltrates, and evaporates storm water runoff.
- Preserve well-draining native soil. Apply compost to restore the health of soil disturbed by construction. Healthy soils store and infiltrate storm water and produce healthy plants that require less water.
- Manage the storm water where it falls by installing small scale vegetated bioretention cells. Bioretention cells are shallow landscaped areas composed of soil and plants to maximize infiltration at many locations throughout the site development. Biofiltration swales are also used to maximize infiltration, but are also used for conveyance.
- Install vegetated or “Green” roofs. Green roofs maximize evaporation and provide a slower release of runoff. There are also studies that show improved building energy efficiency and extended roof life.

By implementing LIDA practices, storm water can be managed in a way that reduces the impact of the built environment and promotes the natural movement of water within the watershed. At a broader scale, LIDA principles can maintain or restore a watershed’s hydrologic and ecological functions.

See Figures 1-6 below for images of implemented LIDA facilities.

Stormwater Analysis
Westside Area Concept Plan
June 15, 2017
Page 3

Figure 1 – Green Roof Photo 1



Figure 2 – Green Roof Photo 2



Figure 3 – Bio Retention Cell Photo 1



Figure 4 – Bio Retention Cell Photo 2



Figure 5 – Pervious Paver Photo



Figure 6 – Porous Concrete Pavement Photo



Stormwater Analysis
 Westside Area Concept Plan
 June 15, 2017
 Page 4

Basic Assumptions

The planning area includes areas that are very steep and have narrow stream catchments.

Individual developments are required to detain stormwater runoff to the pre-developed condition. Therefore, the runoff from each site was evaluated at the pre-developed condition, however, anticipating that on-site storm water detention may not be always be possible for every development, the pipes were sized to 70% of capacity. This 30% pipe capacity is an additional factor of safety. For each pipe segment, the upstream area was estimated as combinations of whole or partial geographic basins and the contribution areas proportioned accordingly.

Future pipe sizes were developed using the 10-year, 24-hour storm event, which is 3.3 inches of precipitation. Pipes slopes were estimated based on existing topography.

Table1 – Impervious Area Assumptions

Development Type	Gross Imperviousness (Area-wide) (percent)
Commercial/Industrial	85%
Multi-Family Neighborhood (R3)	70%
Compact Neighborhood (R2A)	60%
Mixed-Use Neighborhood	60%-75%
High School	35%
Park	10%

Table2 – Storm Drain Pipe Unit Cost Assumptions

Pipe Diameter	Estimated Unit Cost (\$/LF)
12-inch	\$328
15-inch	\$368
18-inch	\$395
21-inch	\$445
24-inch	\$566
36-inch	\$693

Stormwater Analysis
Westside Area Concept Plan
June 15, 2017
Page 5

Stormwater Detention and Conveyance

There are two (2) existing creeks located within the Concept Plan Area; Phelps Creek and Henderson Creek. In an effort to mimic the natural environment, these creeks should be utilized for storm water conveyance as much as practical. However, if the creek capacities are exceeded, flooding to adjacent properties will occur. This is not only applicable to the creek stream banks, but also to the culvert crossing capacities.

One way to keep creek flow within their capacities is to make connections to future storm drain pipes within the future roadways. The points of connection will be dependent on the future development of the properties and the associated roadway/storm line alignments.

Another way to maintain the creek capacities is to construct storm water detention facilities. Strategically sized and located, these detention facilities would be able to absorb the high runoff rates associated to higher intensity storm events. The runoff volume would be stored in these detention facilities and slowly released to prevent downstream flooding.

There have been two (2) areas identified within the Concept Plan Area as having had observed flooding. One area is located northwest of the Eugene Avenue/Rand Street intersection. The issue appears to be associated to an existing culvert. This problem flooding had been identified in the 2001 Hood River Capital Facilities Plan and had been planned for remediation under project number C8-H.

The second area is located at the intersection of May Avenue and Ordway Street. This is also an issue with an existing culvert. And, has also been identified in the 2001 Capitals Facilities Plan and planned for remediation under project number C8-G.

The 2001 Capital Facilities Plan did not identify when these remediation projects would be constructed. The City is currently updating its Storm Water Master Plan. It is anticipated that these and other problem flooding areas will be addressed.

Stormwater System Infrastructure Improvements

We evaluated a total of five (5) hydrologic basins (A-E). Basin A is located at the southeast corner of the study area. It includes the area north and west of Belmont Drive; and areas west of the extended 27th Street. Basin A connects to the existing City system at approximately May Avenue/25th Avenue intersection.

Basin B includes areas south of May Avenue at approximately 30th Street. There are also areas between 30th Street and Adams Avenue extension. There are multiple points of connection for Basin B into the existing storm line located in 30th Street.

Basin C includes areas between the extended Adams Blvd and the new Alignment D roadway. It also includes approximately half of the high school site. The mainline of this basin is located within the Adams Blvd roadway. The main point of connection is just north of Cascade Avenue.

Basin D is the remaining area between the new Alignment D and Adams Avenue. It also includes the southwest corner of the study area. The mainline of this basin is located in Alignment D roadway. The point of connection is north of Country Club Drive at Wine Country Road.

Basin E includes the western-most portion of the study area, north and east of Frankton Road. The mainline of this basin is located in Frankton Road. And, the main point of connection is north of Country Club Road.

Stormwater Analysis
 Westside Area Concept Plan
 June 15, 2017
 Page 6

The proposed future storm drain system includes storm drain pipes ranging from 12-inches to 36-inches in diameter. These storm drain lines will be located within the public right-of-way of the future roadways and/or public storm drain easements.

Table 3 – Westside Concept Plan – Stormwater Basin A

Description	Diameter (inches)	Length (feet)	Unit Cost (\$/LF)	Total Cost (\$)
West Extension from Belmont	12	400	\$328	\$ 131,200
	18	600	\$395	\$ 237,000
Rand Rd. South Ext from May Ave	18	1,500	\$395	\$ 592,500
May Extension West from Rand Rd	12	680	\$328	\$ 223,100
May Extension West from POC	36	430	\$693	\$ 298,000
			Total:	\$1,481,800

Table 4 – Westside Concept Plan – Stormwater Basin B

Description	Diameter (inches)	Length (feet)	Unit Cost (\$/LF)	Total Cost (\$)
30 TH Street Extension South	15	1,000	\$368	\$ 368,000
May Ave Extension East from 30 th St (CIP C8-G)	18	600	\$395	\$ 237,000
Hazel South Ext West from 30 th St	12	730	\$328	\$ 239,500
Sherman Extension West from 30 th St	12	700	\$328	\$ 229,600
Cascade Ave Extension West to POC	15	200	\$368	\$ 73,600
	18	300	\$395	\$ 118,500
	21	450	\$445	\$ 200,300
			Total:	\$ 1,366,500

Stormwater Analysis
 Westside Area Concept Plan
 June 15, 2017
 Page 7

Table 5 – Westside Concept Plan – Stormwater Basin C

Description	Diameter (inches)	Length (feet)	Unit Cost (\$/LF)	Total Cost (\$)
Rocky Rd Extension South to Study Boundary	15	1,300	\$368	\$ 478,400
May Dr Extension East from Rocky Rd	12	600	\$328	\$ 196,800
Prospect Ext West to Adams Ave	12	600	\$328	\$ 196,800
Montello Ave Ext West to Adams Ave	12	600	\$328	\$ 196,800
Eugene Ave Ext West to Adams Ave	12	730	\$328	\$ 239,500
Sherman Extension East to Adams Ave	12	450	\$328	\$ 147,600
Wine Country Ext East to Adams Ave	15	550	\$368	\$ 202,400
Adams Ave Ext from May Ave to Cascade Ave	15	700	\$368	\$ 257,600
	18	1,300	\$395	\$ 513,500
	24	450	\$566	\$ 254,700
Cascade Ave Ext West to POC	24	700	\$566	\$ 396,200
			Total:	\$ 3,080,300

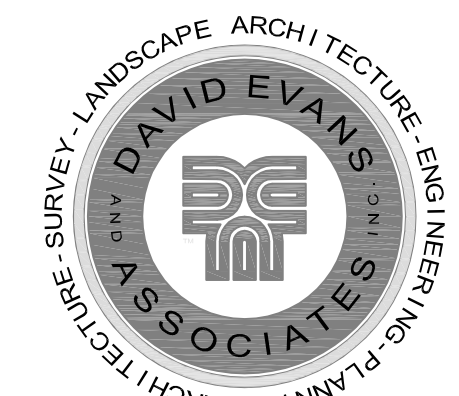
Stormwater Analysis
 Westside Area Concept Plan
 June 15, 2017
 Page 8

Table 6 – Westside Concept Plan – Stormwater Basin D

Description	Diameter (inches)	Length (feet)	Unit Cost (\$/LF)	Total Cost (\$)
May Ext East from Align D	12	570	\$328	\$ 187,000
May Ext West from Align D	15	300	\$368	\$ 110,400
Extension East from Stonegate Dr	12	600	\$328	\$ 196,800
Extension North to May Ave	12	650	\$328	\$ 213,200
May Ext East from Frankton	15	600	\$368	\$ 220,800
May Ext West from Nina Ln	12	350	\$328	\$ 114,800
W Prospect Ave Ext East	12	300	\$328	\$ 98,400
	15	300	\$368	\$ 110,400
North Ext from May to Align D	15	650	\$368	\$ 239,200
Hazel Ext to Align D	12	600	\$328	\$ 196,800
Sherman Ext West to Align D	12	600	\$328	\$ 196,800
Align D Ext from May to POC	15	870	\$368	\$ 320,200
	18	820	\$395	\$ 323,900
	24	1,250	\$566	\$ 707,500
Total:				\$ 3,236,200

Table 7 – Westside Concept Plan – Stormwater Basin E

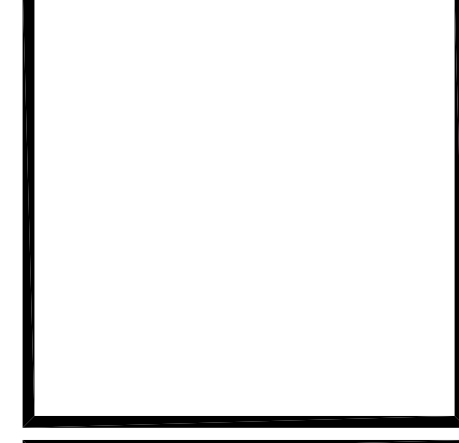
Description	Diameter (inches)	Length (feet)	Unit Cost (\$/LF)	Total Cost (\$)
West Ext to Frankton Rd	15	500	\$368	\$ 184,000
Frankton Ext to the North	15	700	\$368	\$ 257,600
North Ext from Frankton to Country Club Rd/POC	18	950	\$395	\$ 375,300
Total:				\$ 816,900



2100 SW River Parkway
Portland OR 97201
Phone: 503.223.6663
Fax: 503.223.2701

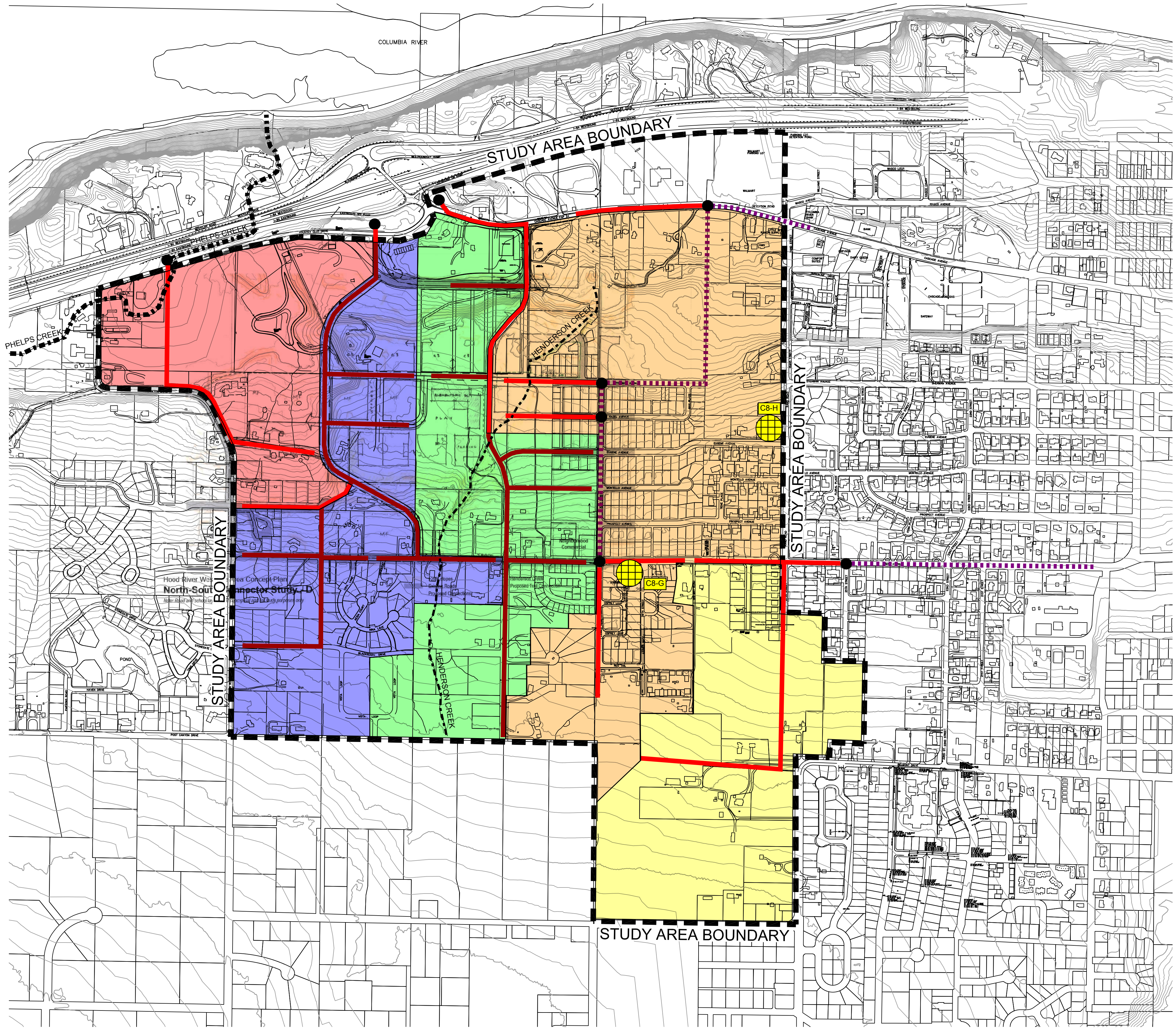
PROJECT
HOOD RIVER WESTSIDE CONCEPT PLAN
HOOD RIVER, OREGON
SHEET TITLE
STORM DRAINAGE ANALYSIS

NO.	DATE	REVISION	BY



SCALE:
DATE: 5-31-2017
DRN.
CK.

Drawing File: \\P:\Projects\Project\A\APG\00000005\04000000\BASIS\EC-B8-X3-APG\00000005.dwg Date/Time: May 31, 2017 10:22am User: sgh
SD1
JOB NO. APG10000-0005



LEGEND

- POINT OF CONNECTION
- STUDY AREA BOUNDARY
- BASIN A
- BASIN B
- BASIN C
- BASIN D
- BASIN E
- EXISTING STORM DRAIN LINE
- FUTURE STORM DRAIN LINE
- EXISTING CREEK
- PROBLEM FLOODING AREA OBSERVED
- IDENTIFIED CAPITAL IMPROVEMENT PROJECT