

Memorandum



10/11/2016

To: Technical Advisory Committee
Cc: Project Management Team
From: Joe Dills and Andrew Parish, Angelo Planning Group
Re: **DRAFT** Summary of October 5th, 2016 TAC Meeting

INTRODUCTION

This memorandum provides a summary of the October 5, 2016 meeting of the Hood River Westside Area Concept Plan Technical Advisory Committee (TAC), including meeting discussion, decisions made and next steps. Committee members will have the opportunity to make changes to these notes at their next meeting.

SUMMARY OF DISCUSSION

Date: October 5, 2016
Time: 3pm
Location: Hood River City Hall,
301 Oak St, Hood River, OR 97031

Members:

- Kevin Liburdy, City Planning Dept.
- John Roberts, Director, Hood River County Community Development Dept.
- Gail Curtis, Oregon Department of Transportation, Transportation and Growth Management Program
- Dave Peters on behalf of Joel Madsen, Executive Director, Mid-Columbia Housing Authority
- Saundra Buchanan (CFO) and Don Benefield (Operations Director), Hood River County School District
- Ron Nails, Co-Director, Columbia Area Transit **(ABSENT)**
- Mark Hickok, Director, Hood River Valley Parks District
- Scott Edelman, Central Oregon Regional Representative, Oregon Department of Land Conservation and Development **(ABSENT)**
- Kim Travis, North Central Regional Solutions Team, Oregon Department of Housing and Community Services **(ABSENT)**
- Avi Tayar, P.E., ODOT Region 1
- Mark Lago, Director, City Public Works and Engineering Dept.
- Mikel Diwan, Director, County Public Works and Engineering Dept
- Cindy Walbridge and Jennifer Kaden, City Planning Dept.
- Steve Wheeler, City Manager
- Kip Miller, City Fire Dept.
- Neal Holste, City Police Dept. **(ABSENT)**

Visitors: Andy von Flotow, Heather Staten

Agenda Item 1: Welcome and Self Introductions

Kevin Liburdy introduced the City's goals for this integrated land use and transportation plan:

- Refining the Transportation System Plan (TSP)
- Recommending updates to the City and County comprehensive plans
- Using smart growth strategies
- Increasing affordable/workforce housing
- Planning the funding of infrastructure
- Incorporating bicycle/pedestrian access in the area

Agenda Item 2: Project Overview

Joe Dills introduced his role as consultant project manager and facilitator for the committee. Committee members introduced themselves and the organizations they represent.

Discussion of the project timeline

- Project Kickoff and Opportunities/Constraints have occurred to date. But we are still learning – tell us what we need to know to do this job right.
- Public event scheduled for mid-November. Open house format with an online component.
- December we begin drawing (up to three) alternatives. We expect to create a hybrid with the best features of all three alternatives.
- Mid-March we hope to have a preferred alternative – this is a critical path item.
- March to June we work on zoning recommendations, infrastructure funding, and other elements to implement the concept plan.

Discussion of Meeting Guidelines

- Intended to provide some structure for the way that committee forms recommendations.
- Suggestion is that the committee use consensus, which means either you are behind the suggestion or you can live with it.
- When there is disagreement, we capture that and report it out.
- Interjurisdictional coordination is an important part of the TAC's work
- Do we have consensus to move forward with consensus? (head nods) First point of consensus!

Discussion of Opportunities and Constraints

- This report is primarily focused on the physical aspects of the study area. Landscape context, City context, zoning, buildable lands, physical conditions and slopes.
- Transportation discussion from John Bosket, regarding the 2011 Transportation System Plan (TSP).
 - The Mt. Adams conception is conceptual – there is a lot of flexibility in both the alignment and design of the road, so long as it fulfills its function of taking traffic from Cascade.
 - Safety issues at Cascade and Mt. Adams are strongly felt by the community. Street lighting have been added which may help the intersection.
 - Significant improvements to Exit 62 are called for but no funding is identified.
 - Bicycle and pedestrian infill is needed in this area. Trails such as the connection to Post Canyon and the Westside Community Trail are shown conceptually on TSP.
 - There is no fixed-route transit currently, but we don't want to preclude it in the future.

- Truck circulation discussion – Trucks use Frankton from agricultural uses to the south. It is steep. When Mt Adams gets extended it could become more attractive for trucks, so we need to take that into consideration in its location and design.
 - County identified a truck route at Fairview/Belmont.
 - Wine country is not identified officially but thought to be a truck route.
- Other transportation discussions
 - Topography is the biggest constraint to North/South.
 - Access to school site is important. Challenges with topo, contractual obligation to provide access to neighboring property. It will be either an elementary/middle school or both.
 - Historic designation of Cascade Highway (Curb-to-curb, linear historic designation) might be a concern. Roundabouts are an opportunity/constraint.
 - Gail Curtis mentioned that the Gorge commission doesn't seem interested in design of Cascade (urban, not historic anymore). Historic highway commission is the "watchdog" to check with. There may be opportunity to re-connect it or re-design it for a better experience.
 - When we improved Mt Adams and Wine Country, we needed to receive an exception of the "curb-to-curb" designation. An interpretive kiosk was part of the mitigations for this exception.
 - There is an approved cross section of the highway. A roundabout would be outside of that exception.
 - Community value on bike/ped. We need to make sure we're dialed into that. Also, what land uses are needed to support transit in the future?
 - Columbia Area Transit should be brought in to this conversation. (They are on this committee, but not present today).
 - How do kids get to school? Every way. Walk bus bike drive. The Westside trail connected to the school would be an opportunity.
 - The TSP shows need for north-south connectivity through the neighborhood for cars and trucks.
 - Property owner Andy von Flotow has been working with an engineer to design options for roadways through the project area.
 - Trucks are going to continue heading south from Exit 62. The routes they have now are not acceptable. Concern that Country Club can't be fixed. This plan should designate a truck route, and solve a long-term problem. Chance to fix that.
- This area is a gateway to the city, this project could help that with design considerations.
- Discussion of 2001 Hood River Stormwater Plan and Low Impact Development.
- Views to Mt. Hood and Mt. Adams are opportunities.

Discussion of "Landform Maps" and neighborhood framework

- Introduction to the Cascade District, Country Club Road District, Middle Terrace, Upper Terrace, and West Neighborhood concepts.
- These neighborhood concepts can influence proposed zoning, and visa versa.
- Transportation connections will influence the boundaries and connectedness of these neighborhoods as well.
- Municipal staircases are a possibility for connecting between terraces, as is a municipal elevator like Oregon City.

Agenda Item 3: Smart Growth Principles

Presentation of principles:

- Using land efficiently
- Full utilization of infrastructure

- Mixed use
- Transportation options
- Human-scaled design.

Other principles and relevant topics:

- Affordability is a big topic. Zoning is on the table in this process and we may be able to benefit affordable housing types.
- Greenhouse gas reduction.
- Aging and diversity in population.
- Healthy Communities.
- Heritage, art, culture.
- Role of commercial nodes in this area – feeling that it would not be successful because it’s a short drive to a shopping area.
- Density needs to take care to incorporate livability.
- Townhouse code amendment work is being done at the City now, focusing on updating the process with limited discussion of design. Recognition that design of townhouses (and other types) need to be looked at, and this project may be able to help.

Agenda Item 4: Envisioning the Westside in 20 years

Joe led a visioning exercise, asking the committee to “Imagine you’ve left to a tropical island for 20 years. You come back, and the Westside Area has been built – the plan has been implemented and really worked. You like what you see. What do you see?”

Committee member responses:

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| <ul style="list-style-type: none"> • Walk to open space • People out and about in front yards, facing the community, social mixing • Green space integrating community, open space where people live • It's a great gateway to Hood River • There is an alternative to cascade Ave for cyclists • The community uses natural landforms to make a walkable and transit supportive place • There is a variety of housing and diversity of residents • There are small commercial nodes • Safe bike routes, especially to schools • Little off-street parking • People live on hillsides, not the valley floor • Transportation system that works in all kinds of weather • Vastly improved housing situation | <ul style="list-style-type: none"> • Great, sustainable maintenance of greenspace • Transit system is a great hub of social activity • Housing supports all ages and incomes • Children can come back from college and afford to live here • Large school in the area, walkable and connected with sidewalks, not along a big road, with efficient school bus routes • Diversity of incomes • Public spaces that bring community together • Well-planned parks • Exit 62 is really nice, a gateway • Mt Adams is done and not a truck route • School is built, kids don’t cross an arterial street. • Greenspace connects neighborhoods • Continued grid system • Everyone who works here can live here |
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- Homes are well-designed

Additional discussion included the following schools and parks topics:

- Walking radius for school attendance – typically 1 mile if sidewalks are present.
- Schools are used often in the evenings, and also as the de-facto park in some cases.
- Standards for the amount of parks in a neighborhood – NRPA standards are starting point. City and County do not have an adopted parks master plan.
- “Barrett Park” is outside the UGB and is unavailable for ball fields – there is a need for large community parks (20-30 acres) in addition to new neighborhood parks.
- It is more expensive to manage 5 small parks than 1 larger one. This would be a good topic to address in alternatives (lots of smaller parks versus one central park)

NEXT STEPS

Comments on any materials for today’s meeting will be accepted through the end of the week. The committee will meet again on November 2nd to provide feedback on Draft Tech Memos 2, Vision Statement, Guiding Principles, and Evaluation Criteria; Draft Tech Memo 3, Land Use Program; and Tech Memo 4, Community Designs and discuss TAC issues related to the Project.