



HOOD RIVER  
WESTSIDE  
AREA  
*Concept Plan*

# Advisory Committee Meetings

August 16, 2017

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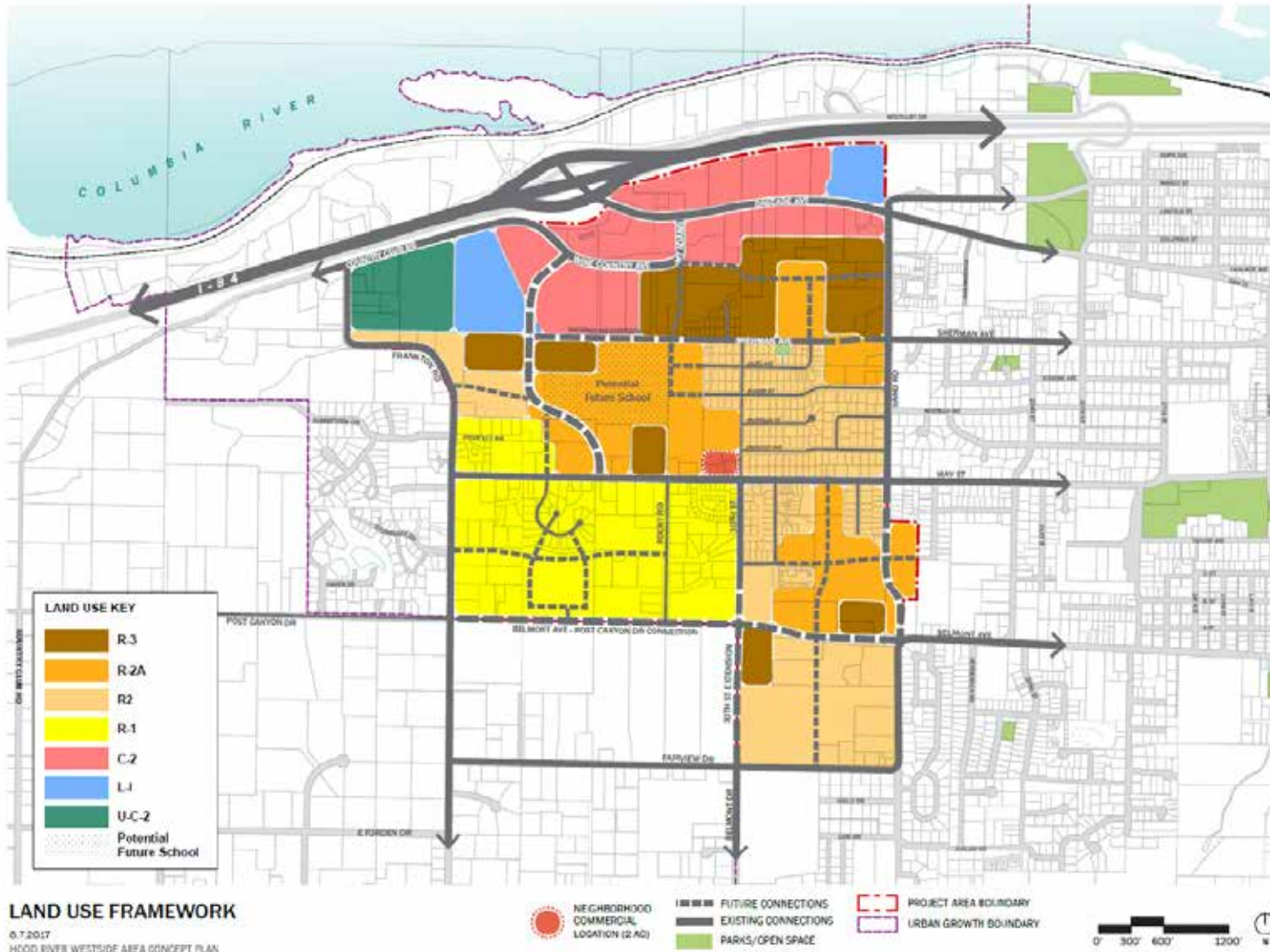


# Where we are in the process

- **Previous Meeting, June 28**
  - § Housing, land use refinements, Comprehensive Plan policies, code concepts
- **Today, August 16**
  - § Revised Land Use Framework, Transportation analysis, Infrastructure funding
- **September/October (date tbd)**
  - § Draft Concept Plan and supporting plan policies, code, etc.
- **After September**
  - § Planning Commission work sessions
- **After Planning Commission**
  - § City Council work sessions and adoption

# Land Use Plan Refinements

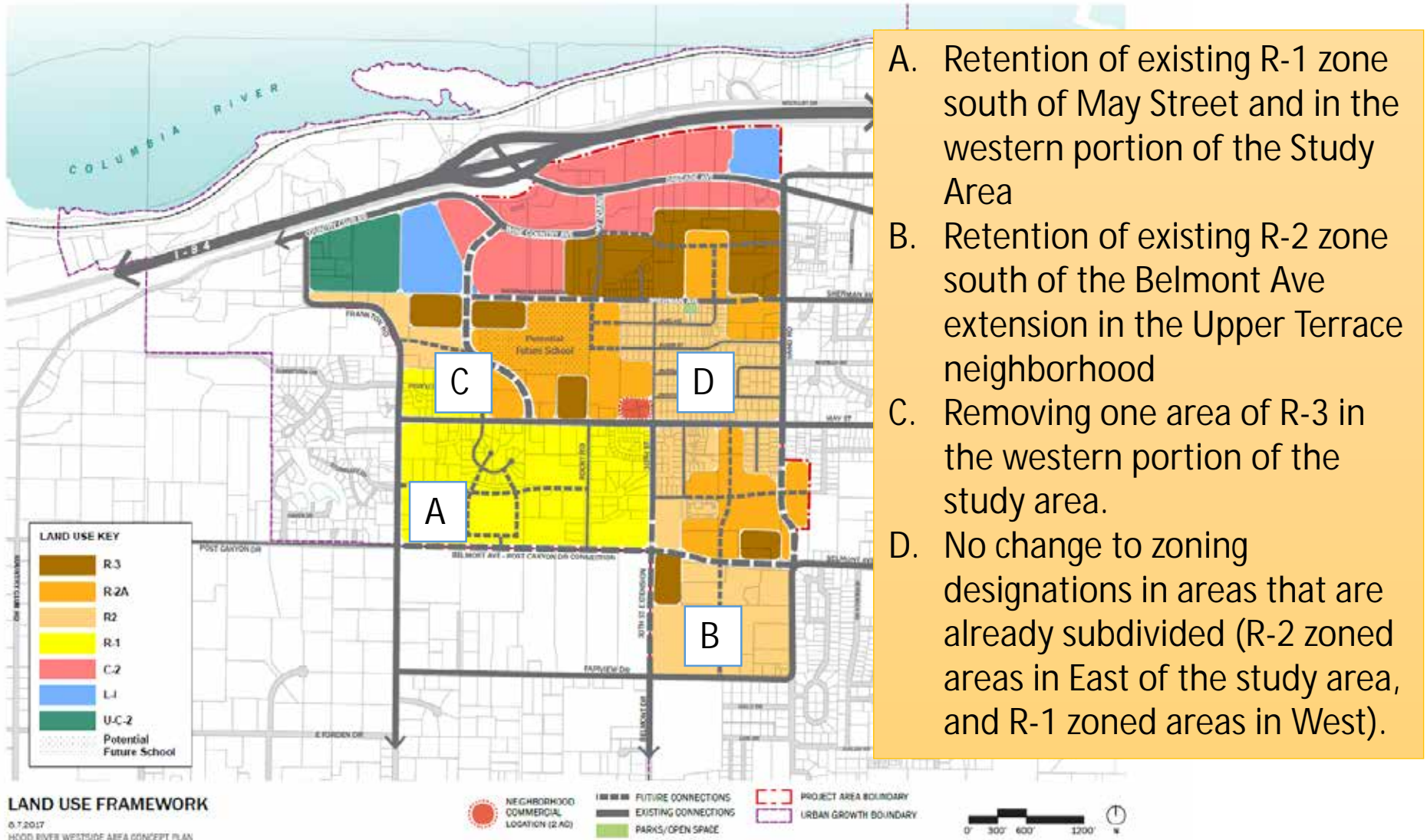
Figure 1. Revised Land Use Framework – August 7, 2017





# Land Use Plan Refinements

Figure 1. Revised Land Use Framework – August 7, 2017



- A. Retention of existing R-1 zone south of May Street and in the western portion of the Study Area
- B. Retention of existing R-2 zone south of the Belmont Ave extension in the Upper Terrace neighborhood
- C. Removing one area of R-3 in the western portion of the study area.
- D. No change to zoning designations in areas that are already subdivided (R-2 zoned areas in East of the study area, and R-1 zoned areas in West).



# Land Use Plan Refinements

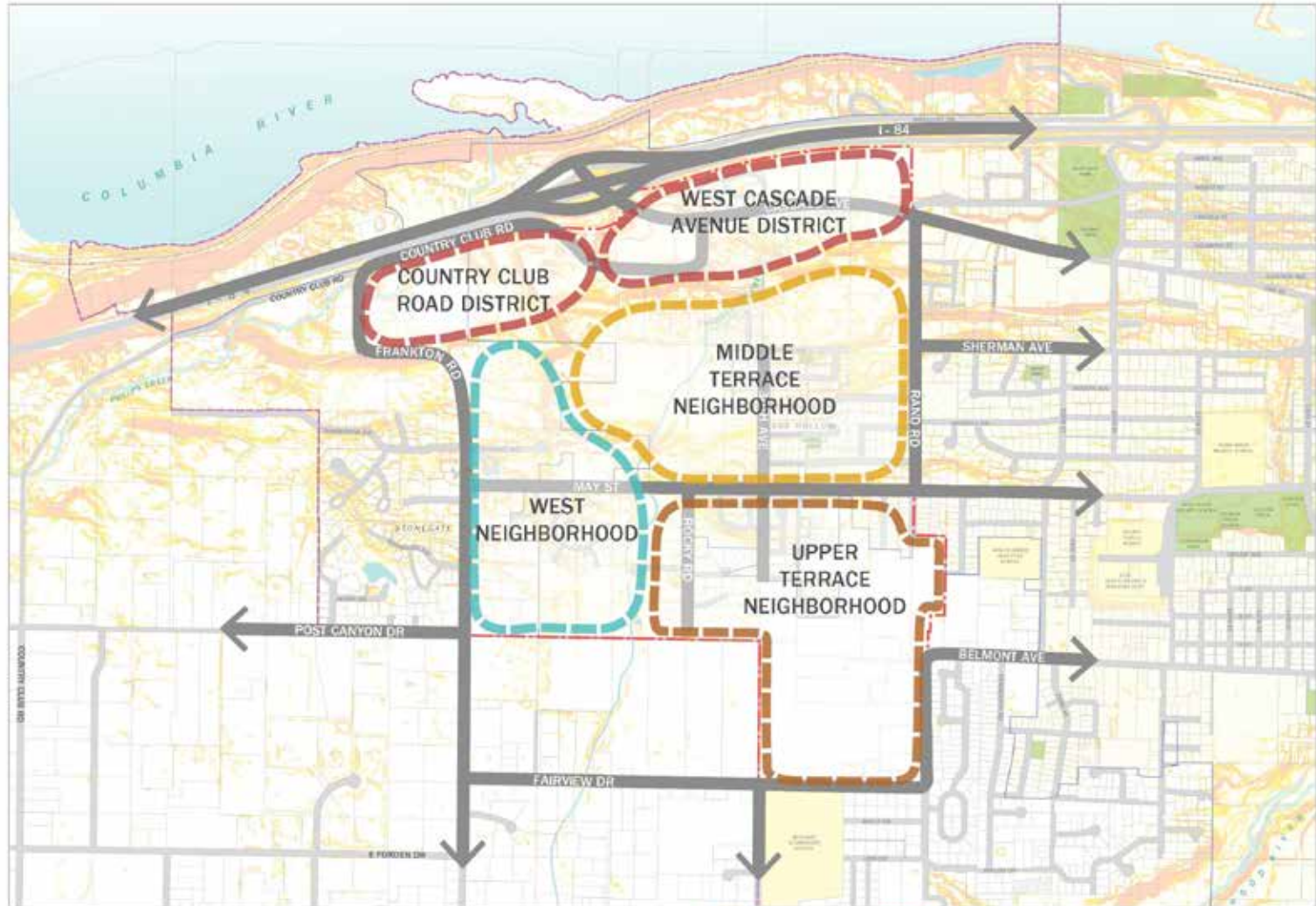
Table 1. Housing metrics of the Revised Land Use Framework – August 7, 2017.

Land Use Designation	Gross Density	Developable Acres	Total Units (Including approved developments)	Housing Mix and Types*		
				SFD	SFA	MF
R1	5.3	41.8	206	206	0	0
R2	7.7	37.0	288	158	75	55
R2A	8.4	51.05	429	227	116	86
R3	20.3	38.93	790	0	158	632
<b>TOTAL</b>	-	168.78	<b>1,713</b>	<b>591</b>	<b>349</b>	<b>773</b>
				<b>35%</b>	<b>20%</b>	<b>45%</b>

\* SFD – Single Family Detached; SFA – Single Family Attached; MF - Multifamily



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**NEIGHBORHOODS AND DISTRICTS**

HOOD RIVER WESTSIDE AREA CONCEPT PLAN

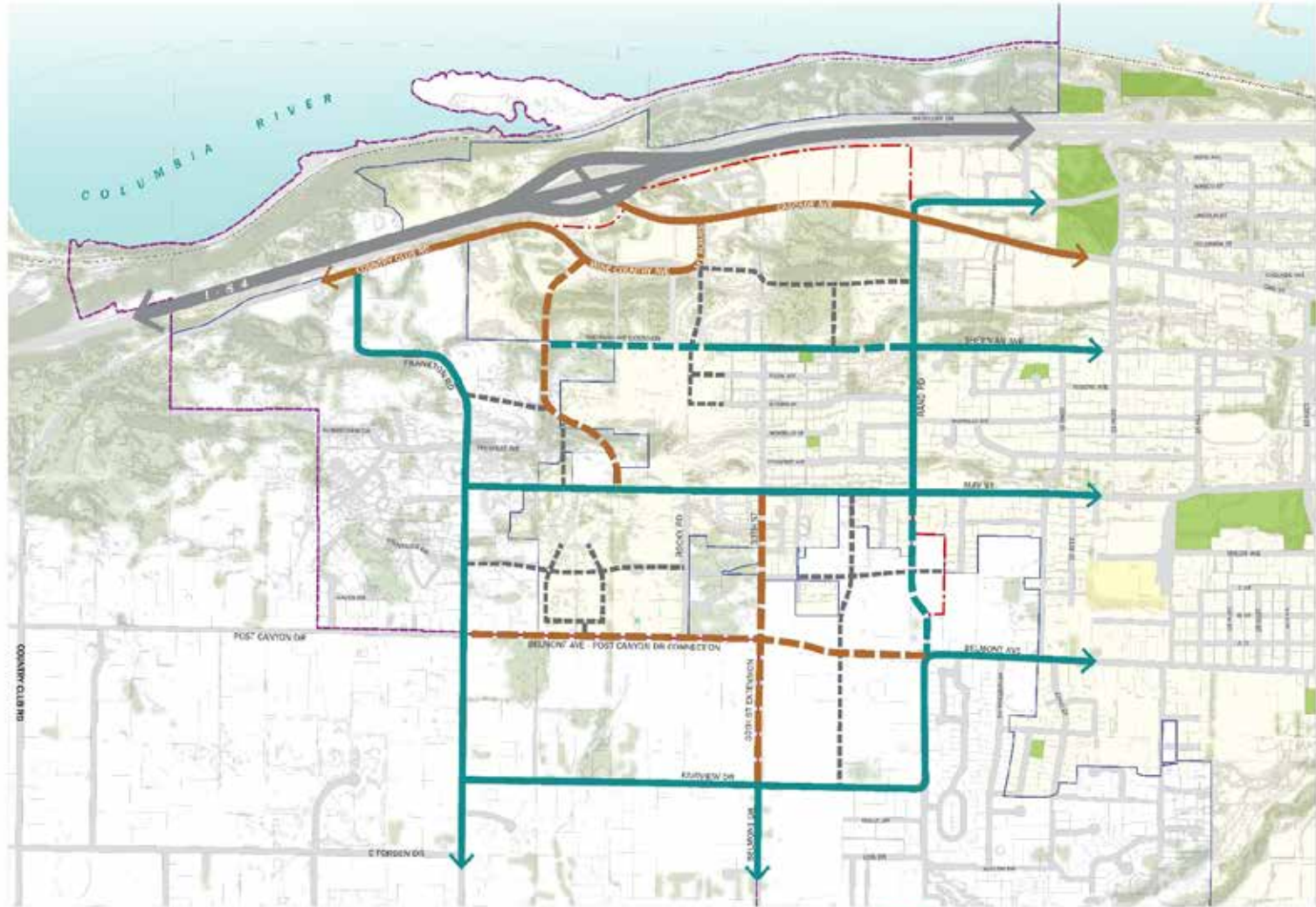
- >20% SLOPES
- >15% SLOPES
- STUDY AREA BOUNDARY
- CITY BOUNDARY
- URBAN GROWTH BOUNDARY







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**STREETS FRAMEWORK**

DRAFT 5.5.2017  
HOOD RIVER WESTSIDE AREA CONCEPT PLAN

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





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**PARK AND OPEN SPACE FRAMEWORK**

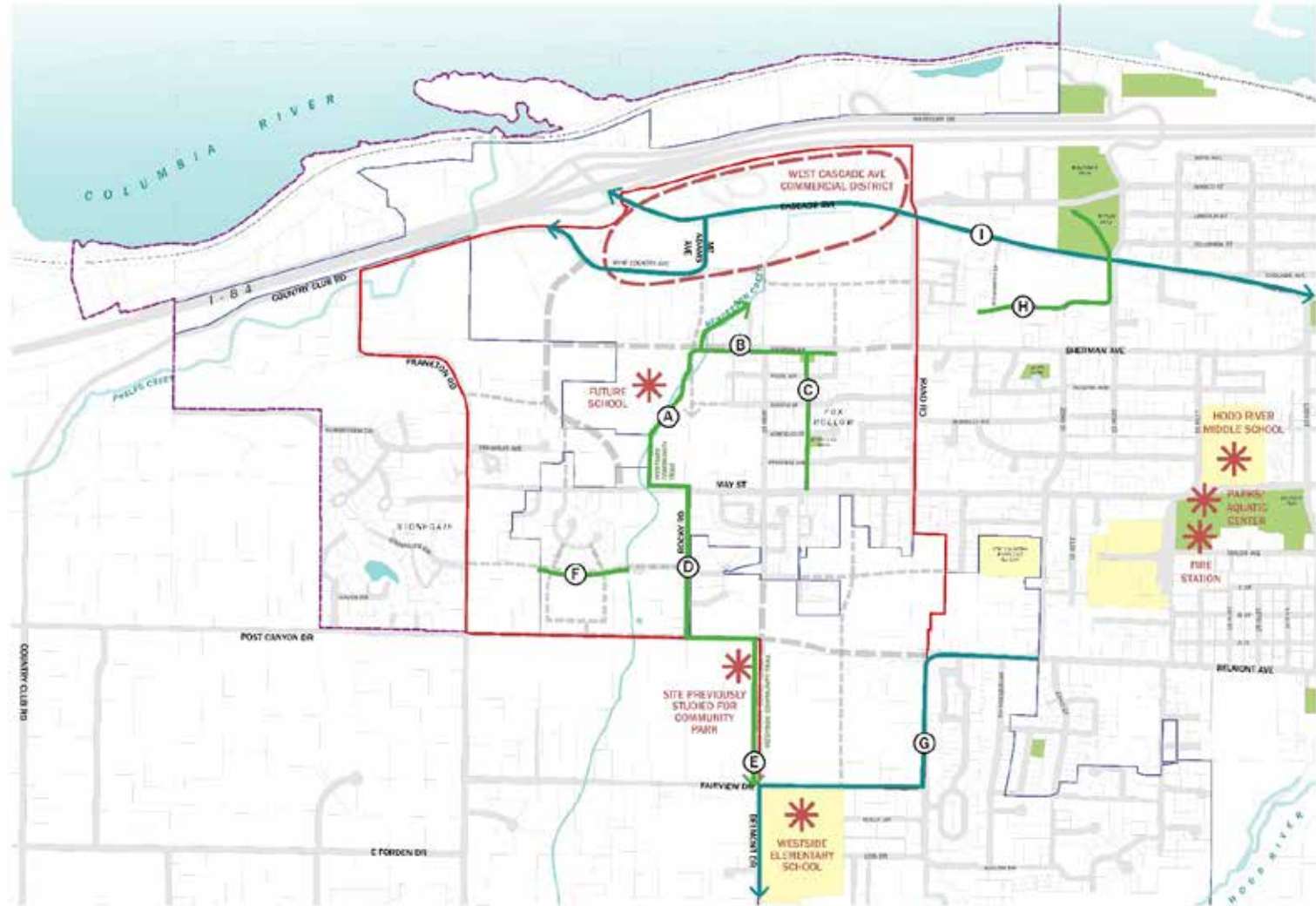
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 HOOD RIVER WESTSIDE AREA CONCEPT PLAN







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**EXISTING BICYCLE AND PEDESTRIAN FACILITIES**

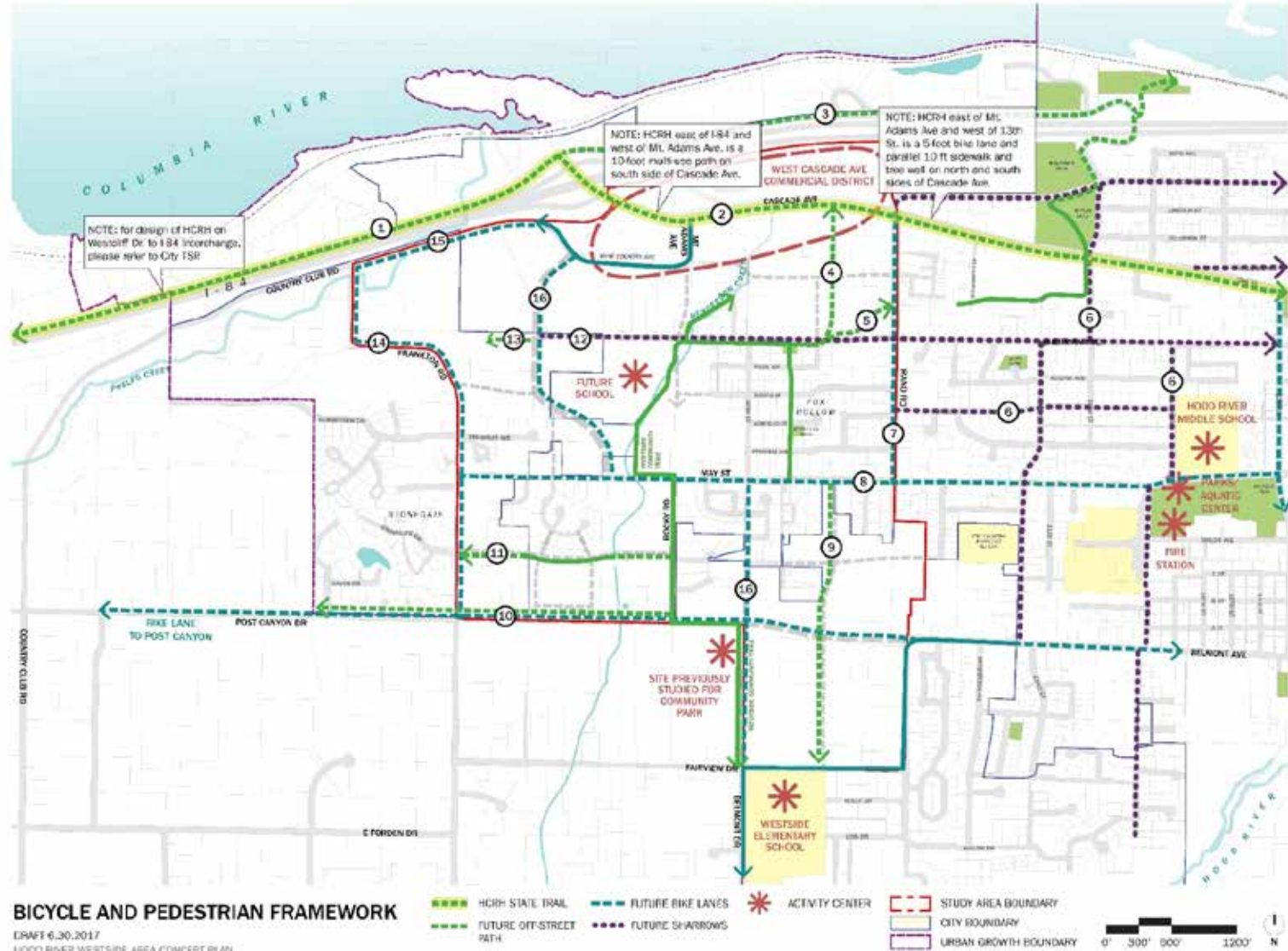
DRAFT 6.30.2017  
 HOOD RIVER WESTSIDE AREA CONCEPT PLAN

- EXISTING OFF-STREET PATH
- EXISTING BIKE LANES
- \* ACTIVITY CENTER
- STUDY AREA BOUNDARY
- CITY BOUNDARY
- URBAN GROWTH BOUNDARY





HOOD RIVER  
**WESTSIDE AREA**  
 Concept Plan



NOTE: for design of HCRH on Westcliff Dr to I-84 interchange, please refer to City TSP

NOTE: HCRH east of I-84 and west of Mt. Adams Ave. is a 10-foot multi-use path on south side of Cascade Ave.

WEST CASCADE AVE COMMERCIAL DISTRICT

NOTE: HCRH east of Mt. Adams Ave and west of 330th St. is a 5-foot bike lane and parallel 10-ft sidewalk and tree well on north and south sides of Cascade Ave

SITE PREVIOUSLY STUDIED FOR COMMUNITY PARK

WESTSIDE ELEMENTARY SCHOOL

FUTURE SCHOOL

HOOD RIVER MIDDLE SCHOOL

PARKS AQUATIC CENTER

FIRE STATION

FRONT AVE

FAIRVIEW DR

MAY ST

FOX HOLLOW

FRANKTON DR

CAVANAUGH DR

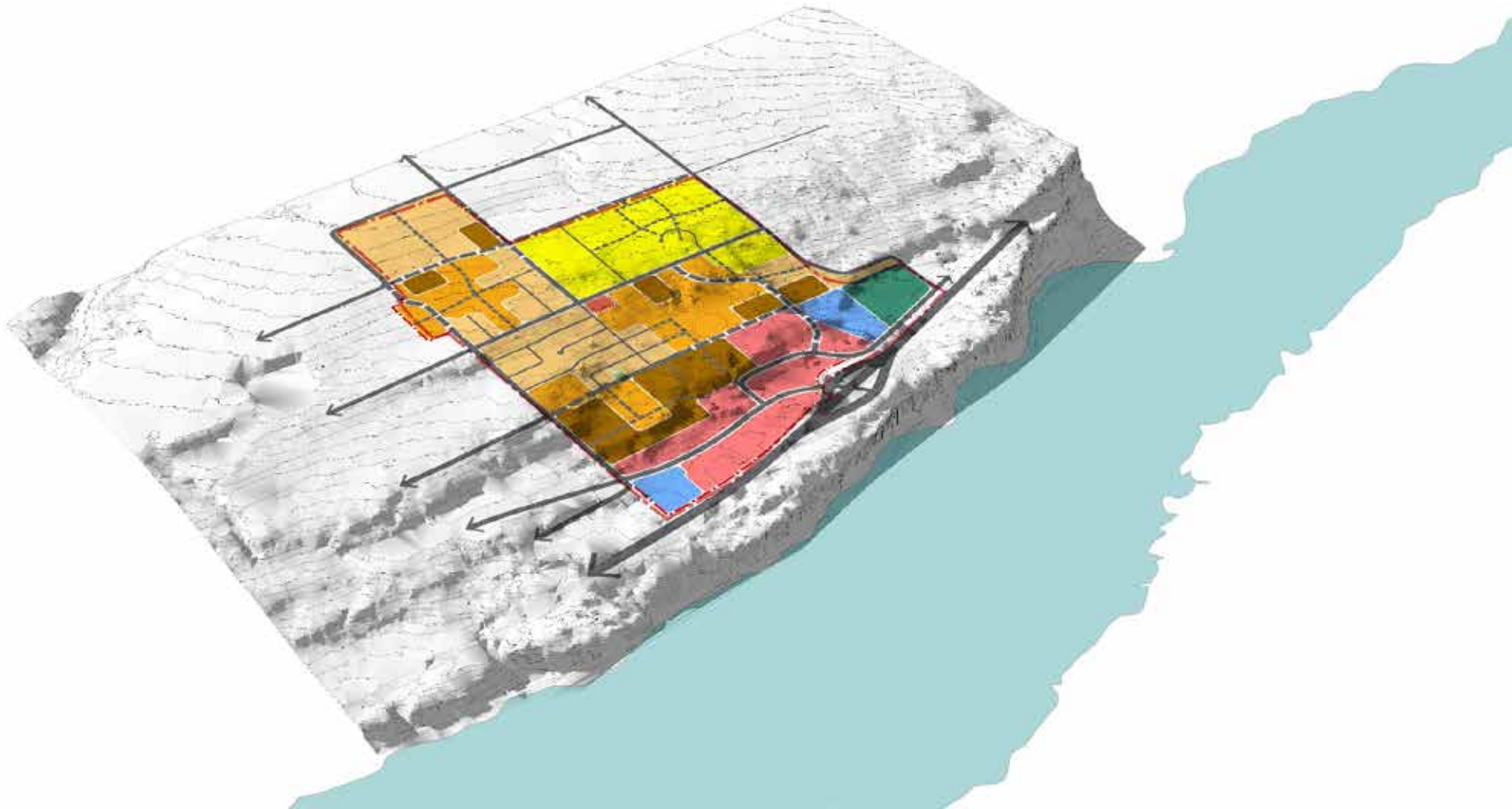
I-84

COLUMBIA RIVER

HOOD RIVER



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# Transportation

## Key reasons for updated analysis:

- New population growth estimates for Hood River
- Align with current land use plan (Revised Land Use Framework July, 2017)
- Account for increased transit service by 2040



# Transportation

## Changes in Population and Household Growth Resulting from Updated Analysis Assumptions

Category	Scenario C - Strong increase in Workforce and Affordable Housing <sup>2</sup>	Revised Land Use Framework – July, 2017	Difference (Revised – Scenario C)
City of Hood River Total Population Estimate	15,583	13,352	-2,231
City of Hood River Total Household Estimate	6,520	5,586	-934
Number of New Households within the Westside Area (2017 to 2040)	2,271	1,703	-568

# Transportation

## Key Findings:

- Transportation improvements already included in the City's Transportation System Plan (TSP) can address nearly all impacts from the Revised Land Use Framework
- Exception – new improvements needed at May St./Rand Rd. intersection





# Transportation

## TPR Compliance (OAR 660-012-0060)

- Coordinated planning for land use and transportation
- Must have a reasonable plan for having transportation improvements in place to serve land use



# Transportation

## TPR Compliance (OAR 660-012-0060)

- Some projects already had funding identified in TSP
- ODOT has agreed to accept and fund interim improvements for the Exit 62 interchange
- Development will fund a portion of many improvements
- City must commit to a policy to fund remaining projects



# Transportation

## Bicycle and Pedestrian Improvements

- Not subject to same funding requirements, but City will still want to adopt a funding strategy







# Infrastructure Funding

## Purpose of Funding Analysis:

- Provide high-level estimates of:
  - Infrastructure costs
  - Systems Development Charges (SDC) revenues
  - Funding gap relative to SDCs
- Suggest potential funding strategies



# Infrastructure Funding

- Hood River is not alone in this challenge!
  - SDC revenues alone are rarely sufficient
  - Transportation is always the biggest hurdle
  - Example: South Hillsboro -- Initial local-revenue funding gap<sup>1</sup>:
    - Transportation: \$155M shortage
    - Open Space: \$75M shortage

<sup>1</sup> South Hillsboro Community Plan 2014 pg. 103



# Infrastructure Funding

Estimated SDC Revenues: How City Pays for Infrastructure Now:

- System Development Charges revenue
- Developer contributions
- Grants





# Infrastructure Funding

Estimated SDC Revenues for the Westside. The Base Case estimate for SDC revenues is \$9.56M.

<b>City SDCs</b>	
Water	\$3,182,629
Wastewater	\$1,431,486
Stormwater	\$941,112
Transportation	\$3,408,317
<b>Total</b>	<b>\$8,963,544</b>
<b>Parks and Recreation SDC</b>	<b>\$3,901,134</b>
<b>Total SDC Revenue</b>	<b>\$12,864,678</b>

Source: Angelo Planning Group, City of Hood River, Hood River Parks and Recreation. Calculated by ECONorthwest.



# Infrastructure Funding

## Estimated Funding Gap (assuming current SDCs)

	<b>A. Total Cost</b>	<b>B. Cost attributable to Westside</b>	<b>C. Portion of (B) that are SDC-funded</b>	<b>D. Westside SDC Revenue</b>	<b>E. SDC funding gap (C minus D)</b>
Water	\$6.1M	\$1.6M	\$1.6M	\$3.2M	\$0
Stormwater	\$9M	\$2.3M	\$2.3M	\$0.9M	\$1.4M
Sewer	\$7M	\$0.5M	\$0.5M	\$1.4M	\$0
Parks	\$5.6M to \$7.5M**	\$5.6M to \$7.5M**	\$5.6M to \$7.5M**	\$3.9M	\$1.7M to \$3.6M
Transportation	\$64M	\$12.4M	\$5.2M to \$6.7M*	\$3.4M	\$1.8M to \$3.3M
<b>Total</b>	<b>\$92M - \$93.8M</b>	<b>\$24.1M to \$26M</b>	<b>\$15.2M to \$18.7M</b>	<b>\$12.9M</b>	<b>\$4.9M to \$8.3M</b>

\*\*Scenarios described in detail in Tech Memo 6

Sources: APG, DEA, DKS, City of Hood River, Hood River Parks and Recreation. Calculated by ECONorthwest.



# Infrastructure Funding

- Water and Wastewater:
  - No gap
- Stormwater
  - No base case to understand how Concept Plan varies from existing conditions
  - City currently updating Stormwater Management Plan
  - Likely need for SDC increase over time





# Infrastructure Funding

## Parks

- Initial look at potential costs
- Appears that there is a gap
- Options:
  - SDC amount and structure (increase and / or apply to employment uses)
  - Land donations / exactions
  - Reduce cost



# Infrastructure Funding

## Transportation

- Base Case (pre Concept Plan)
  - Funding gap already existed: “financially constrained list”
  - Lower SDC revenues from Westside development
  - \$27M interchange improvement identified as needed
- Draft Concept Plan
  - Confirmation of financially constrained list, in scenarios
  - One new project: Signal or mini-roundabout at Rand – 27<sup>th</sup> – May intersection
  - Interim solution to interchange project identified and ODOT has agreed to pay for it (\$5M)
  - Gap is now well-characterized for solutions: \$1.8 to \$3.3M



# Infrastructure Funding

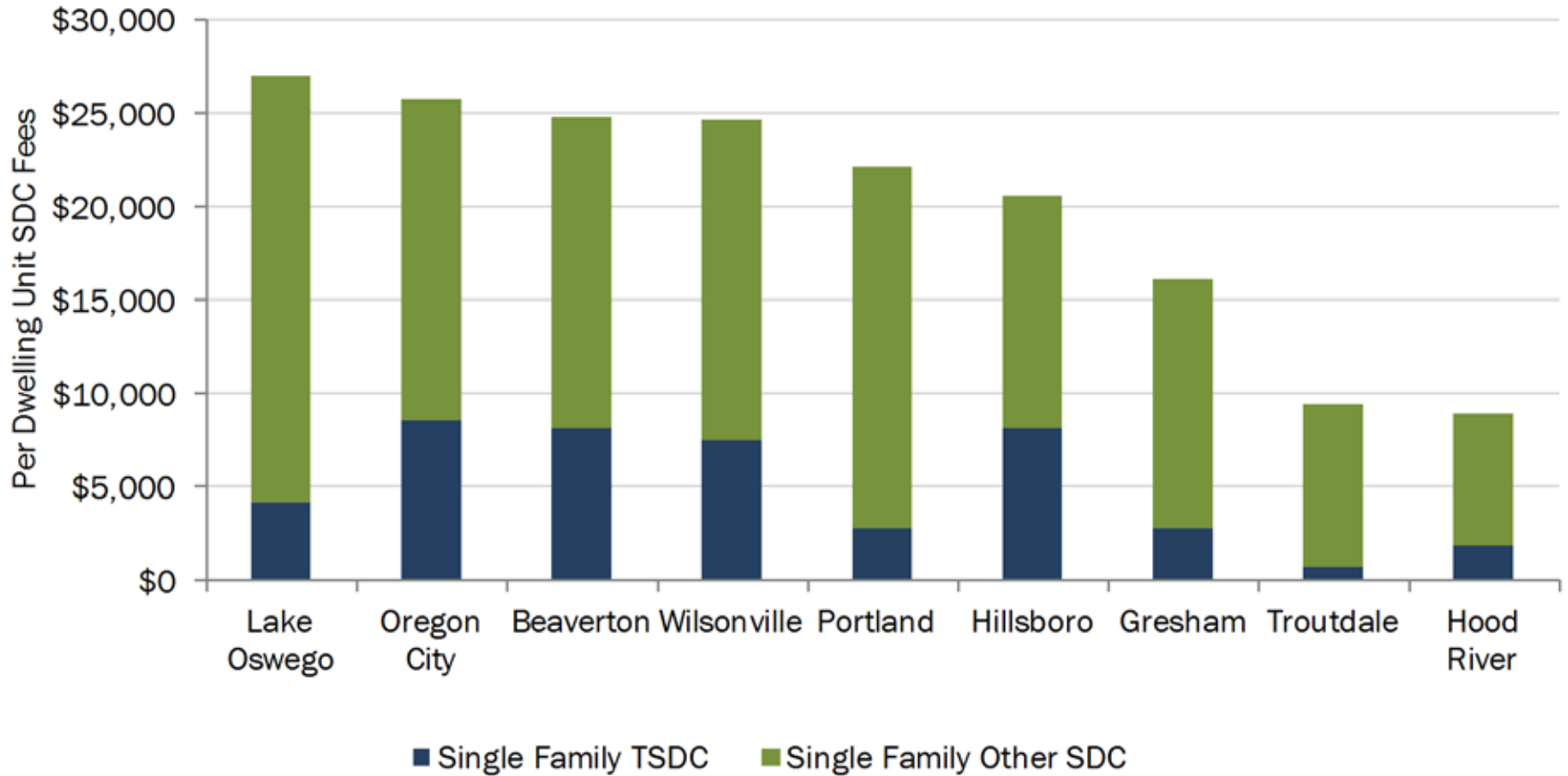
## Transportation Funding Options

- Increase City-wide SDCs; can be graduated over time
- Sole-source SDC
- Developer contributions
- Reduce costs
- General fund
- State or grant funding



# Infrastructure Funding

## Comparison of SDCs Across Jurisdictions



Source: League of Oregon Cities 2016 Survey; City of Beaverton, Building Development, September 2016; Hood River SDCs 2016





# Infrastructure Funding Plan

## Impact of fees on housing affordability

- SDCs add developer cost and, on the margin, can affect development feasibility
- SDCs and fees are just one among many variables affecting housing affordability
- Spreading the same infrastructure costs over more units helps
- Comprehensive housing affordability solutions are needed