

DRAFT Land Use Analysis

Columbia Area Transit Master Plan

September 14, 2022



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INTRODUCTION

This memorandum provided an initial analysis of land use issues and opportunities related to the “transit-oriented” or “transit-supportive” projects within Hood River County. This analysis is being conducted in partnership with Hood River County Transit, also known as Columbia Area Transit (CAT) in support of the update to the Transit Master Plan.

CAT’s Transit Master Plan process has organized Hood River County into Focus Areas, described in the next section. Accordingly, this memorandum is organized by Focus Area, and the following is discussed for each Focus Area:

- Relevant plans and policies references
- Existing land use conditions
- Transit-supportive development opportunities
- Challenges
- Recommendations

In addition, Model Comprehensive Plan language and Development Code provisions intended to support transit coordination and ridership are included as **Attachment A**.

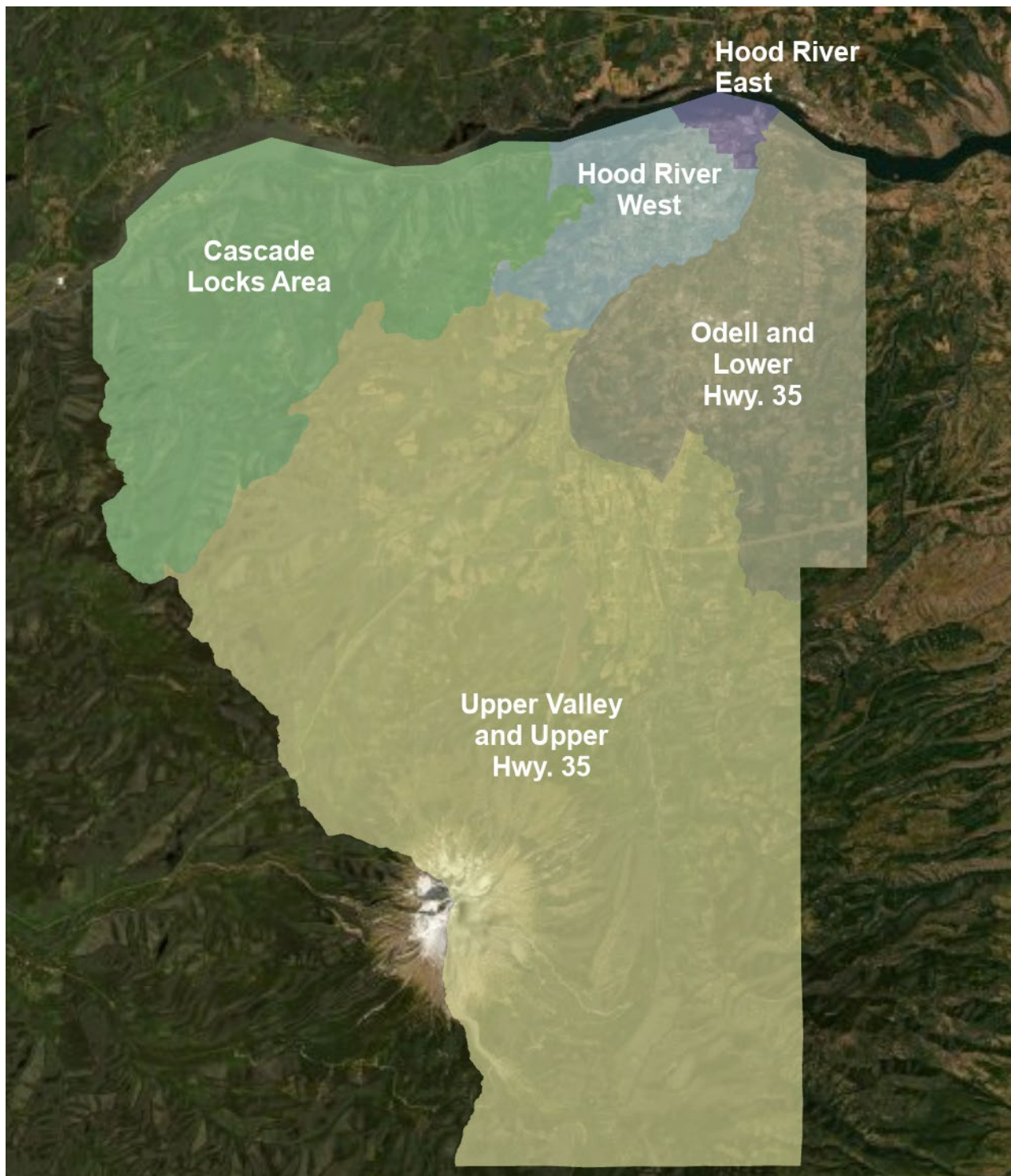
STUDY AREA AND FOCUS AREAS

The study area for this analysis is Hood River County, encompassing 533 square miles, two incorporated cities, and several rural communities. The study area is broken down into the following five Focus Areas, which were identified in the Transit Master Plan Existing Conditions Report.

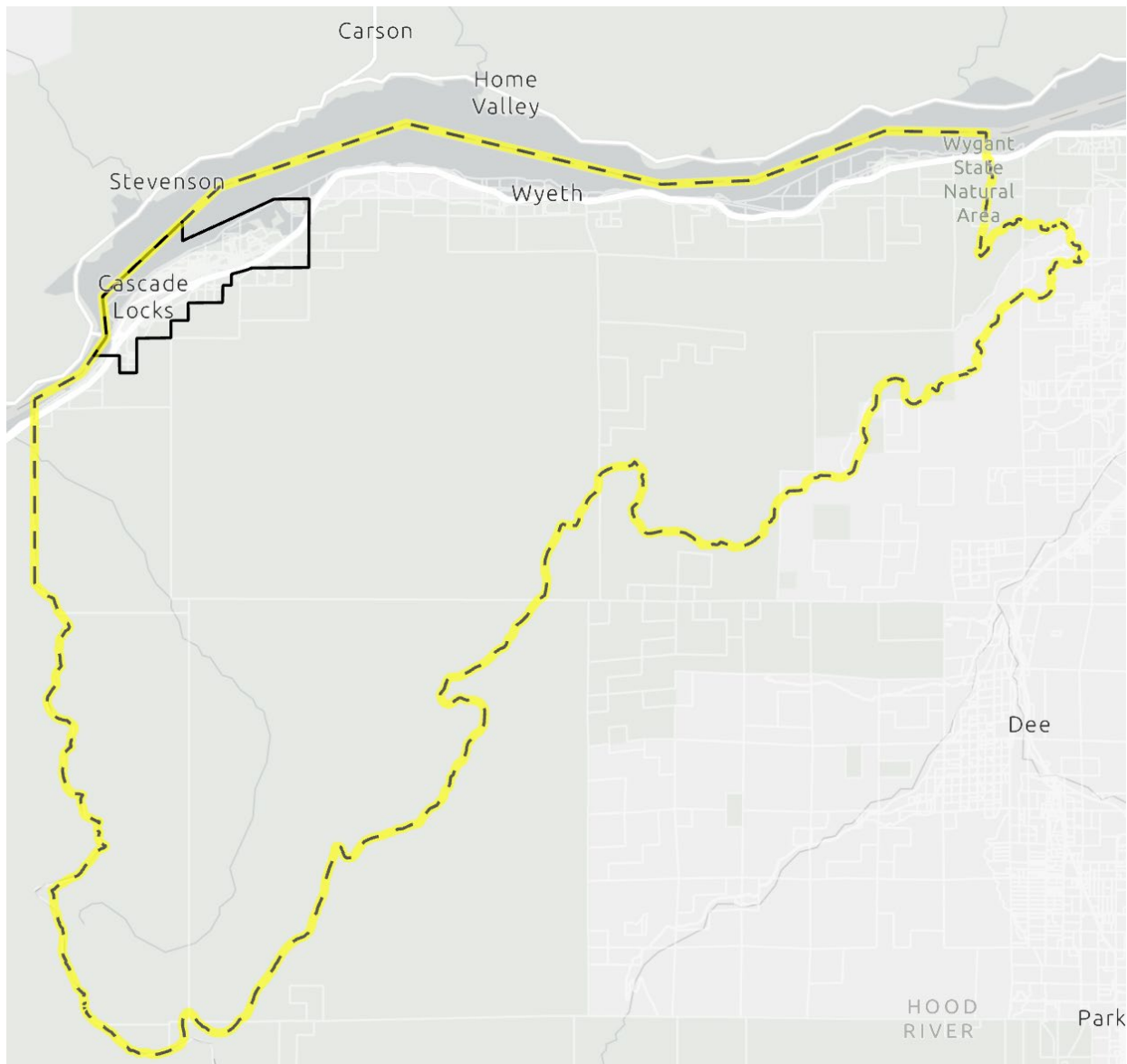
1. **Focus Area 1: Cascade Locks** – Cascade Locks is the one population center and focal point of this area.
2. **Focus Area 2: Hood River West** – This area includes land inside the western portion of the City of Hood River’s Urban Growth Boundary (UGB) and city limits as well as unincorporated county land to the west and south.
3. **Focus Area 3: Hood River East** – This area is focused on the central and eastern portions of the City of Hood River within the UGB and city limits.
4. **Focus Area 4: Odell and Lower Highway 35** – Odell, a census designated place (CDP), is the largest population center in this area.
5. **Focus Area 5: Upper Valley and Upper Highway 35** – This focus area includes three main population centers: the communities of Dee, Parkdale, and Mt. Hood.

The study area and Focus Areas are shown in Figure 1.

Figure 1. Study Area and Focus Areas



FOCUS AREA 1: CASCADE LOCKS



RELEVANT PLANS AND POLICIES

- City of Cascade Locks Comprehensive Plan (2001)
- Columbia River Gorge National Scenic Area
- Hood River County Comprehensive Plan (1984; 2011 last text amendment)
- Cascade Locks Downtown Development Plan and Strategy (2004)
- Cascade Locks Airport Project Final Report (2018)
- Port of Cascade Locks Final Adopted Revised Master Plan Map (2015)
- Connect Cascade Locks (2012)
- Historic Columbia River Highway (HCRH) Community Cycling Hubs – Cascade Locks (2015)

LAND USE CONDITIONS

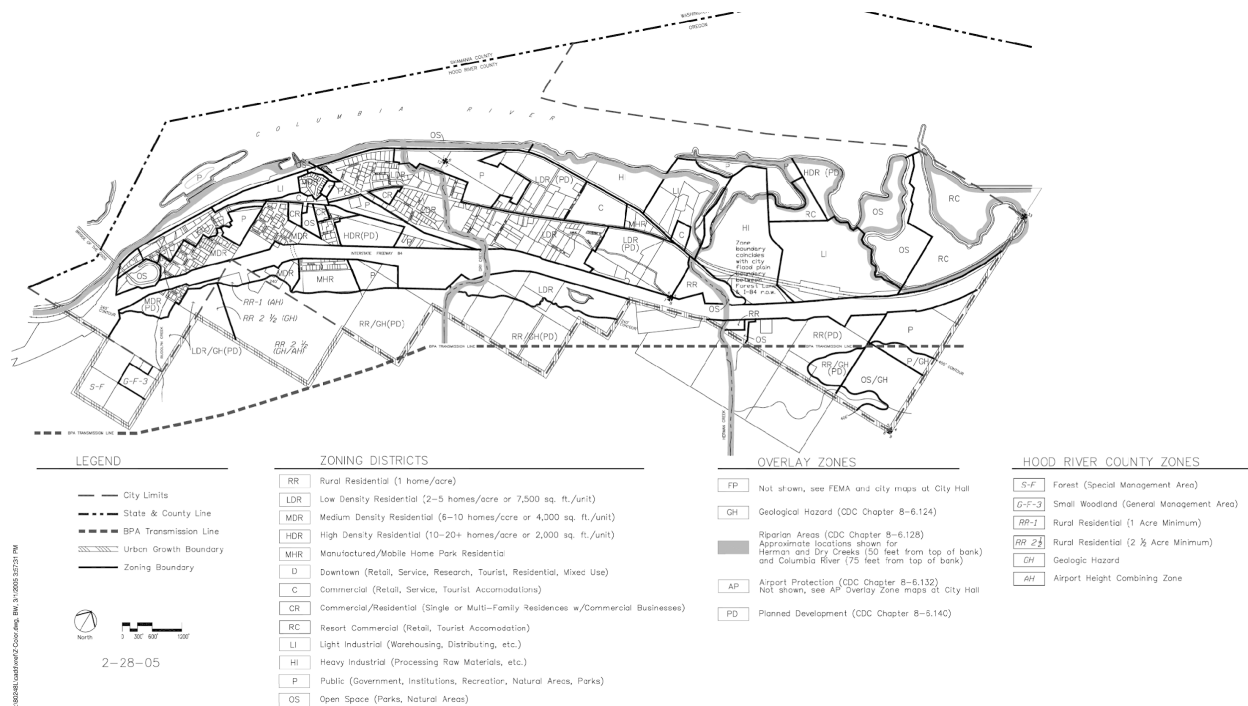
Overall Conditions

Focus Area 1 contains the City of Cascade Locks, population 1,509 (2020 Census) and roughly 24 miles of I-84 along the Columbia River. Nearly all land within Focus Area 1 outside of the Cascade Locks Urban Growth Boundary (UGB) is within federal or rail ownerships and is not expected to undergo future development. Much of this area is within the Columbia River Gorge National Scenic Area, in the Open Space, Forest, Small Woodland, Agriculture, and Public Recreation designations. Oregon Parks and Recreation owns and operates a campground at Wyeth State Park, which contains an "In Lieu" fishing site for the exclusive use of Indian fishers from the four Columbia River Inter-Tribal Fish Commission member tribes.¹ Another In Lieu site lies within the City of Cascade Locks.

Cascade Locks

Land within the Cascade Locks UGB is zoned a range of designations, from Downtown (D) and High Density Residential (HDR) to Rural Residential (RR) and base zones with resource (floodplain (FP) and geological hazard (GH)) overlays. (See Figure 2.) Portions of the City are developed, though there are areas of vacant land that have significant opportunity for future development.

Figure 2. Zoning Map of Cascade Locks



The City of Cascade Locks is part of a set of State-run Enterprise Zones in Hood River County. The City and Port sponsor the Cascade Locks Enterprise Zone, which was designated on July 2, 2021 and will end on June 30, 2025. Local property taxes are abated for new businesses in this zone for a specified number of years.

¹ <https://critfc.org/for-tribal-fishers/in-lieutreaty-fishing-access-sites/>

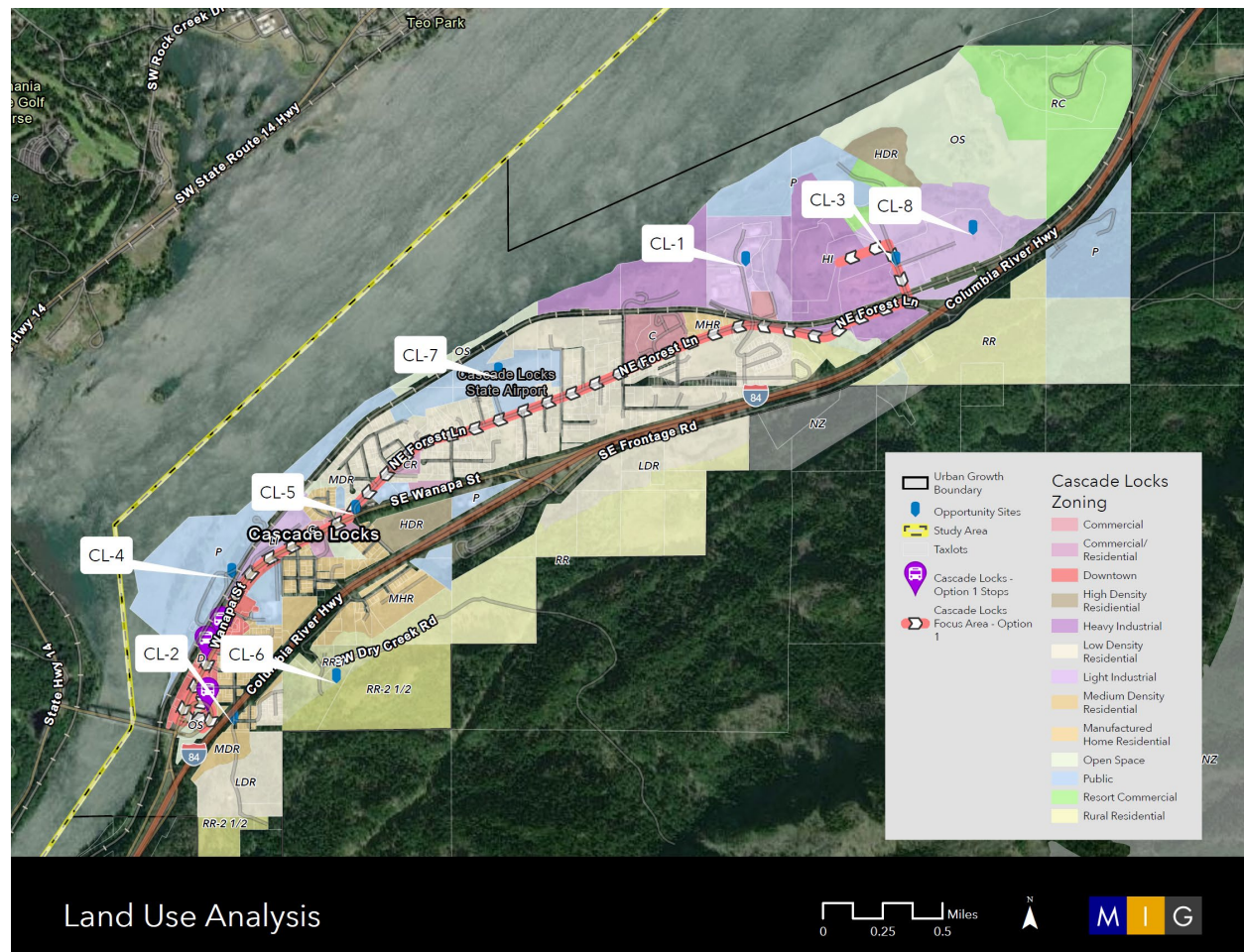
SITES OF HIGH OPPORTUNITY FOR TRANSIT-SUPPORTIVE DEVELOPMENT

City and Port of Cascade Locks staff identified potential service opportunities (i.e., stops and shuttles) for existing development in the short term. In the longer term, they recommended monitoring several areas for potential transit service needs – areas that may present opportunities for transit-supportive development. These current and future opportunities are listed below.

- **CL-1.** Grain Integrative Healthcare. Currently operating several days a week.
- **CL-2.** Bridge of the Gods Trailhead. Popular recreational destination, new parking area permitting underway.
- **CL-3.** Ongoing development of Bear Mountain Business Park, largely industrial users.
- **CL-4.** Marine Park entrance. Popular recreational destination.
- **CL-5.** WaNaPa Street/Forest Lane. Modest infill and development likely along Forest Lane, including new group homes. Existing subsidized units on Belle Street/Edgewood Avenue.
- **CL-6.** Dry Creek Road, where approximately 80 acres could potentially be developed for housing, roughly doubling the City's housing stock. These units are likely to be high value homes.
- **CL-7.** Airport area, where there are approximately 20 developable acres in the long term.²
- **CL-8.** Eastern portion of the Port's Bear Mountain Business Park, where approximately 62 acres are developable for mixed use (in the Resort Commercial zone) and industrial uses (e.g., data center)

² The 2018 Final Airport Report concluded that further study was needed regarding redevelopment at this site.

Figure 3. Opportunity Sites - Focus Area 1



FOCUS AREA 1 CHALLENGES

Parking availability is a challenge for the Cascade Locks area, particularly on non-winter weekends. This limits available space for bus pull-outs and turnarounds, and suggests that low-parking TOD strategies will need to be balanced with the need for plentiful visitor parking to support tourist-oriented businesses.

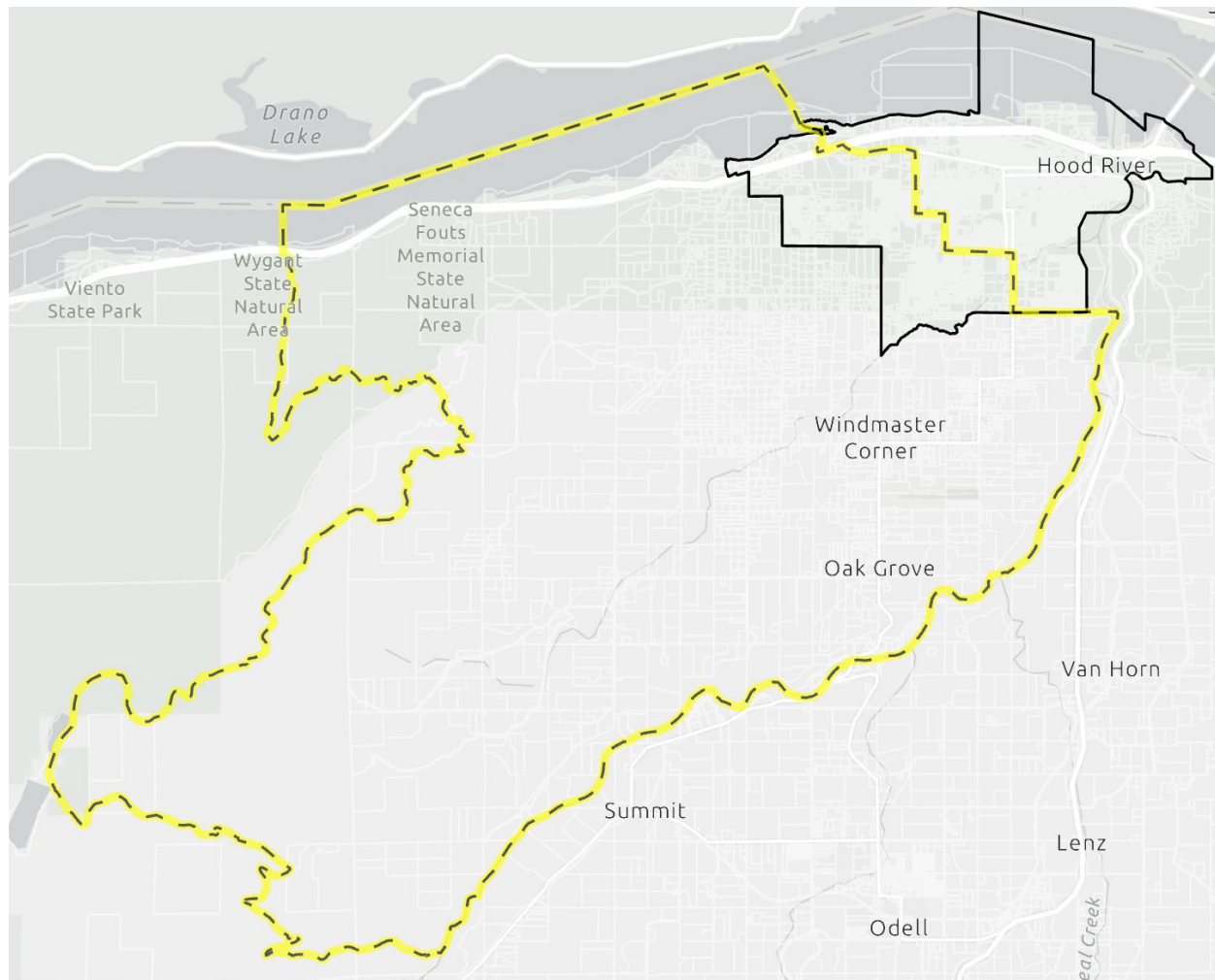
Another challenge is the lack of transit coordination within the City of Cascade Locks Comprehensive plan and Development Code. Policies and code language could formalize coordination as part of pre-application meetings, service provider letters, and other application requirements to ensure that new development or redevelopment provides the appropriate transit amenities as laid out in the adopted Transit Master Plan.

FOCUS AREA 1 RECOMMENDATIONS

1. Monitor continuing development of businesses and residences, particularly those intended for transit-dependent populations, in Cascade Locks.
2. Identify opportunities for public parking/park-and-ride sites (within Focus Area 1 and elsewhere) that could help circulate the visiting public without the need for automobile trips.

3. Support the coordination of development proposals with transit (CAT) through amendments to City Comprehensive Plan and development code language. Example code language will be provided as part of the TOD Toolkit in a later phase of this project.

FOCUS AREA 2: HOOD RIVER WEST



RELEVANT PLANS AND POLICIES

- City of Hood River Comprehensive Plan (2015)
- Hood River County Comprehensive Plan (1984; 2011 last text amendment)
- Hood River Westside Area Concept Plan (2017)
- Hood River Cascade Avenue Streetscape Plan (2021)
- HCRH State Trail Connection Report (2016)
- HCRH State Trail Reconnection Progress Report (2021)

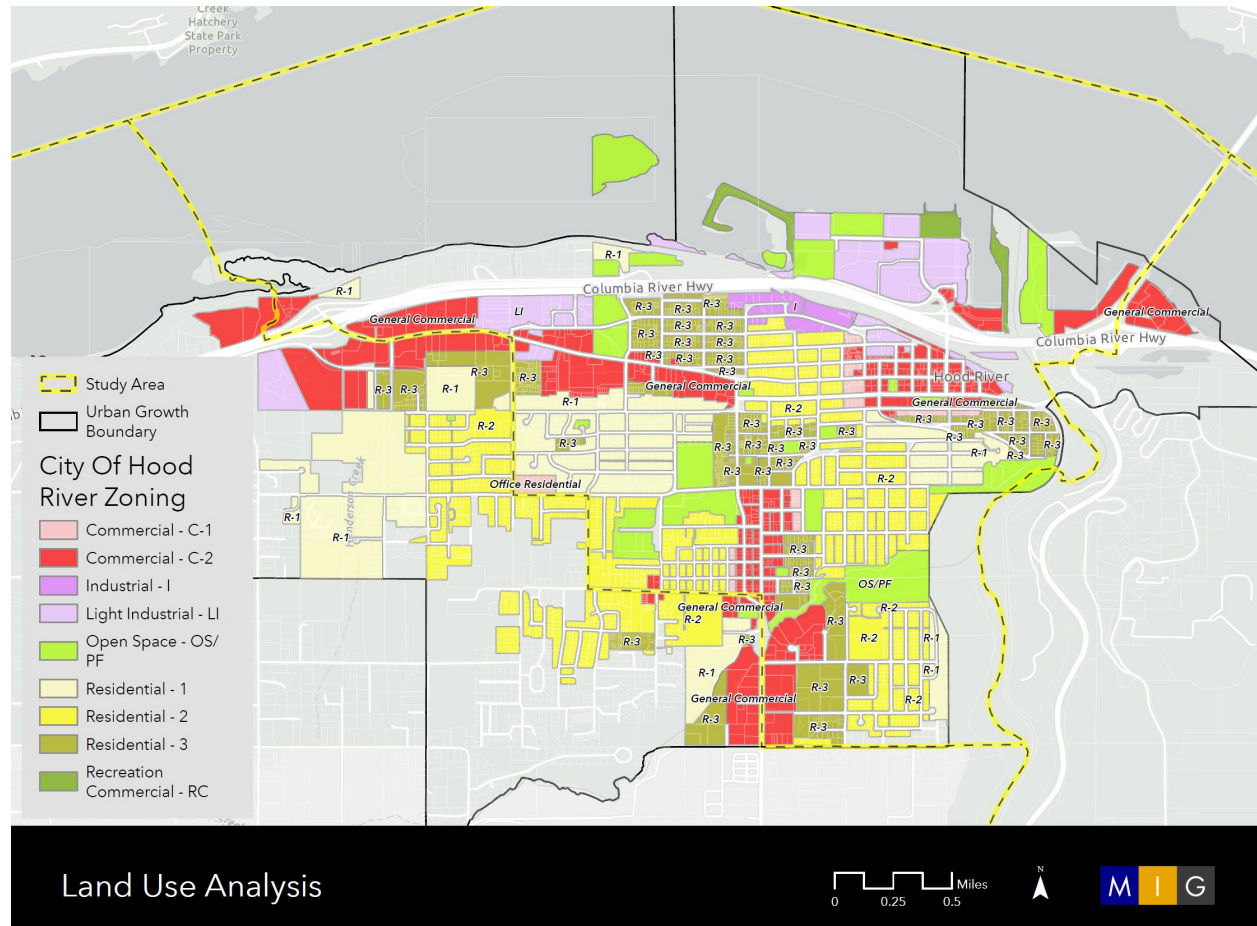
LAND USE CONDITIONS

Focus Area 3 contains about 17,500 acres. Most of the land in the focus area is unincorporated county land, much of which is within the Columbia River Gorge National Scenic Area, and does not currently have any significant development and is not expected to experience any significant growth during the Transit Master Plan time horizon. Thus, the focus on land use conditions in this area is targeted to the area within and adjacent to the Hood River UGB.

Land to the west and south of the UGB is within the Columbia River Gorge National Scenic Area, in Residential and Large Scale Agriculture designations. Land outside of the Scenic Area has EFU and RR-2/12 designations. This area is generally characterized by large lot rural residences.

Land within the Hood River UGB but outside the City Limits is predominantly zoned U-R-1 and U-R-2. Along I-84, there is land zoned U-C-2 to accommodate commercial uses. This area has been the subject of ongoing planning efforts by the City of Hood River, including the 2017 Westside Area Concept Plan and the 2021 Cascade Avenue Streetscape Plan.

Figure 4. Hood River Zoning Designations

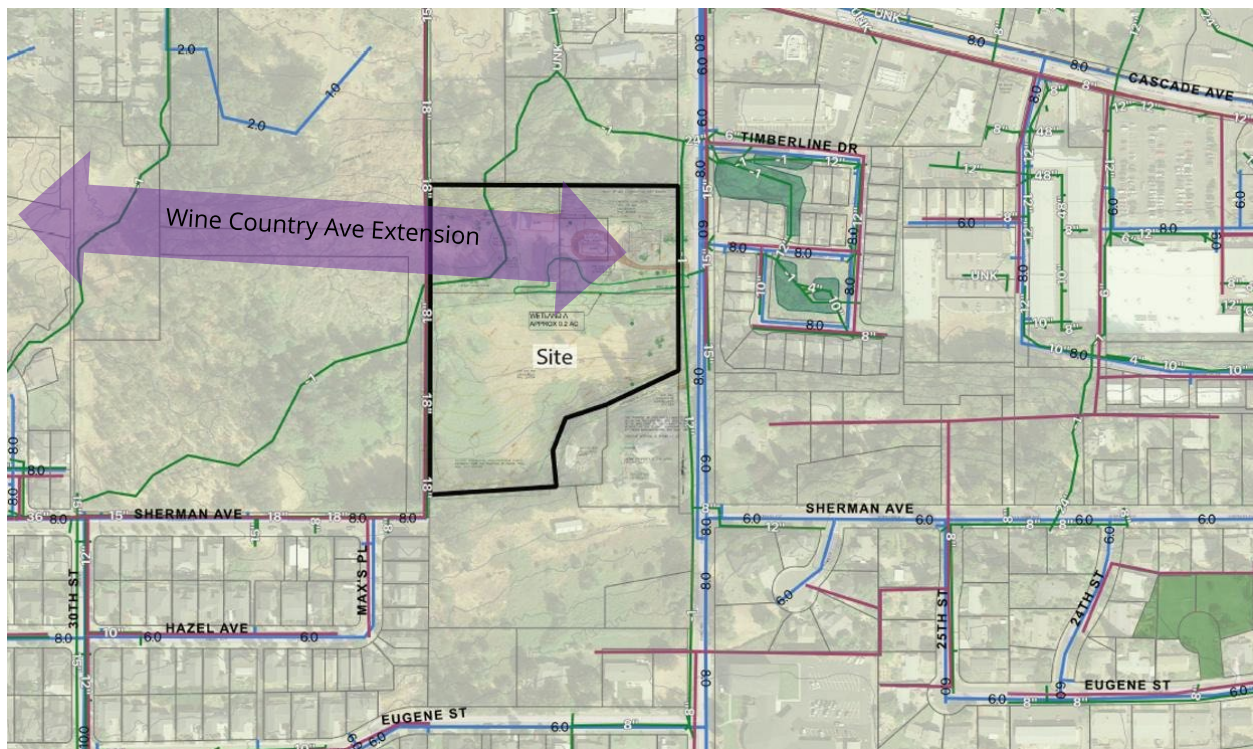


SITES OF HIGH OPPORTUNITY FOR TRANSIT-SUPPORTIVE DEVELOPMENT

HRW-1. Westside Area Concept Plan area, where comprehensive planning (land use, transportation, parks and recreation, etc.) was undertaken in 2016-2017. The plan called out two potential transit routes – one in the Belmont Avenue (extension) corridor and one west of 30th and then between May Street and Sherman Avenue; the plan noted that the conceptual routes were subject to change, that the routing and deviation zones would be updated as the street network and land uses within the Westside Area are built out. These potential transit corridors present transit-supportive development opportunities.

HRW-2. The Mid-Columbia Housing Authority (MCHA) is planning a significant affordable housing development – roughly 140 units – on Rand Road in Hood River West, for which transit service will be particularly important. Wine Country Road will be extended as part of the development, where a mobility hub could be considered instead of on the very narrow and constrained Rand Road right-of-way. MCHA Executive Director Joel Madsen expressed support for transit amenities onsite, even if transit-supportive development requirements are not yet in Hood River’s zoning code.

Figure 5. Rand Road Site (Source: City of Hood River Website, edits by MIG)



HRW-3. Hood River West also includes the Cascade Avenue Streetscape Plan area, a corridor from I-84 Exit 62 to 13th Street that serves as the western gateway to Hood River and as the main street for nearby neighborhoods. The plan recommended implementation measures such as one lane in each direction for most of the corridor, continuous sidewalks, separated bicycle facilities, raised medians to provide protected crossings for pedestrians and bicyclists, and transit/bus stop design specifications. Project staff have reported that most of the mixed-use and transit-oriented development opportunities are anticipated in the west end of this corridor.

HRW-4. Ken Jernstedt Airfield. The airfield was identified as a potential site for modest employment growth that may be appropriate for a potential bus stop on the Upper Valley service. The site also includes the Western Antique Aeroplane and Automobile Museum (WAAM). When events bring a large number of people to the airfield in summer and fall, that is a time when service to the airfield could serve both staff and visitors.

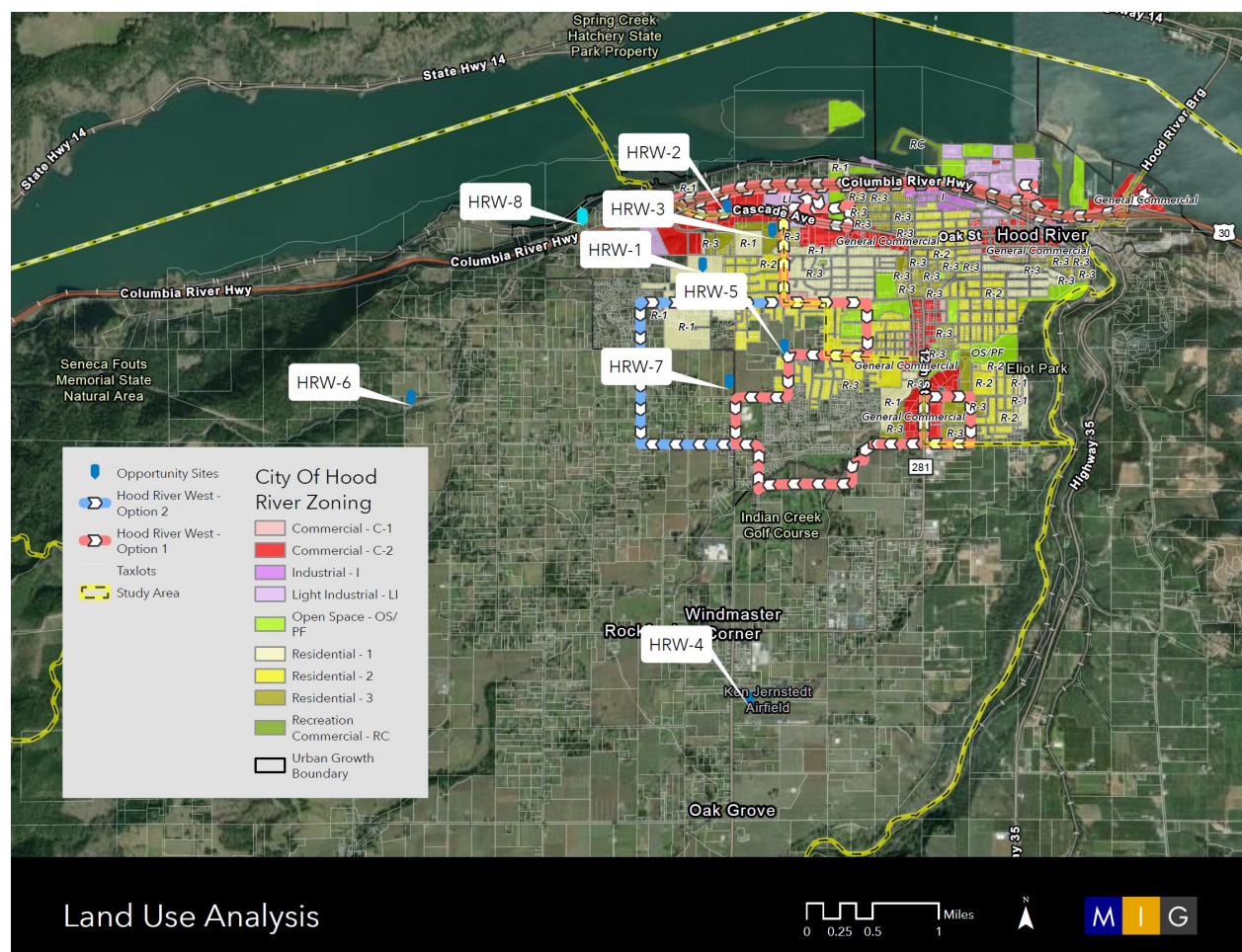
HRW-5. Belmont Extension. Street extension to Post Canyon Drive. Plans detailed in the City's Transportation System Plan. This extension may have implications for future routing/stop locations.

HRW-6. Post Canyon Seven Streams Trailhead. Post Canyon is a recreational amenity that faces parking challenges at times of peak demand. The site may be appropriate for transit service focused on moving hikers and mountain bikers (and their equipment).

HRW-7. Westside Park. The Hood River Parks & Recreation District has acquired 20 acres of land on the west side of Hood River for future park use.³

HRW-8. Ruthton Park and Ruthton Point. Just west of the City of Hood River, north of I-85, a section of the Historic Columbia River Highway is planned to connect to the Historic Highway State Trail. This trail segment would extent eastward from Mitchell Point, cross underneath I-84, and proceed east to Hood River. Ruthton Park may be an opportunity for transit connections to the Historic Highway State Trail.

Figure 6. Focus Area 2 Land Use Opportunities



³ <https://hoodriverparksandrec.org/westside-park>

FOCUS AREA 2 CHALLENGES

Much of the land in Focus Area 2 – particularly land outside city limits – has yet to be annexed and served with urban infrastructure, which is typically a relatively slow and costly process. Other than MCHA's Rand Road affordable housing development, development envisioned in this area that is needed to support and warrant transit service may be somewhat far in the future.

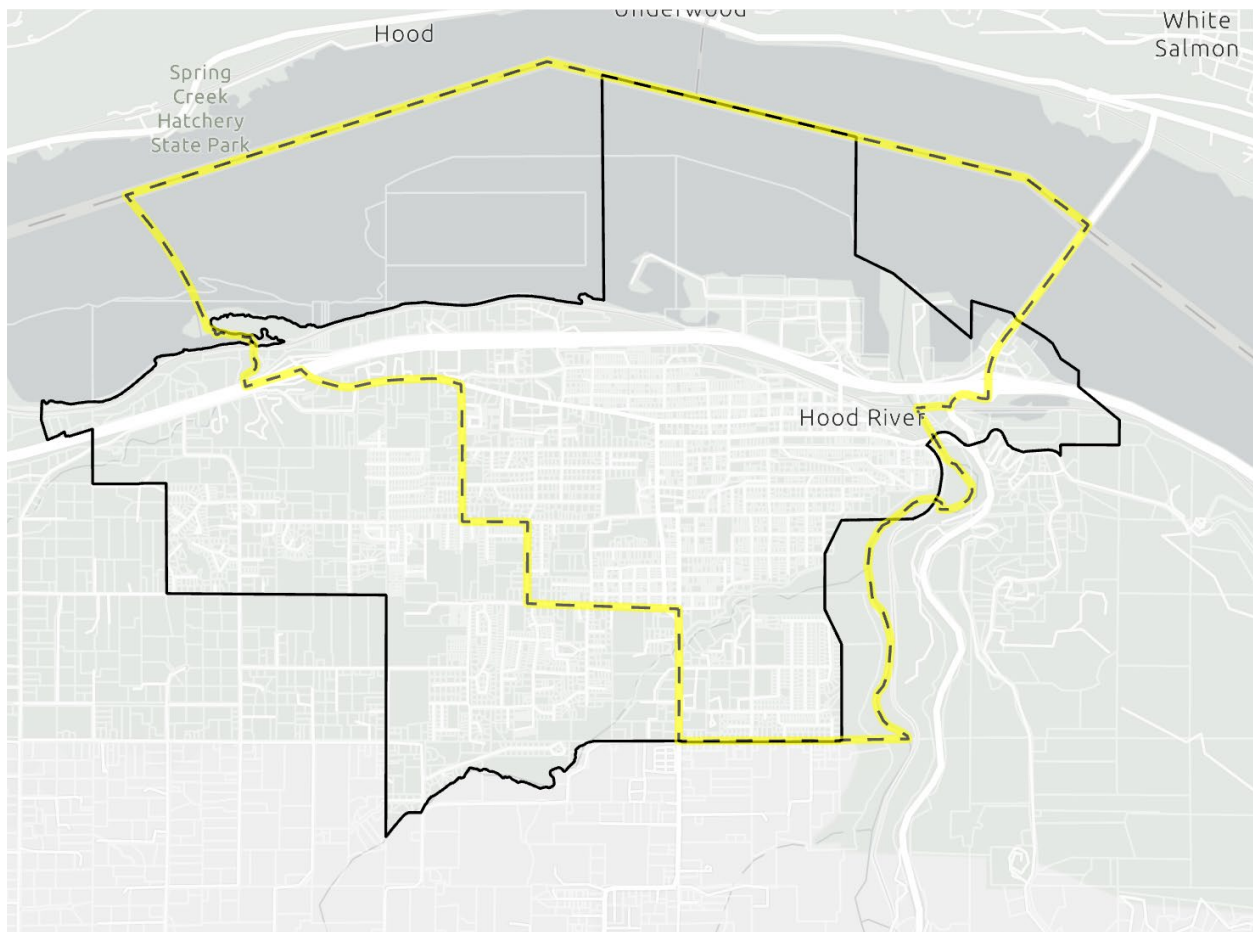
In the short and long term, opportunities to support the long-term vision for parts of Hood River West include the buildout of certain planned infrastructure, including the following: the extension of Wine Country Road as part of the MCHA Rand Road development; and the extension of Belmont Avenue to the west, connecting to Post Canyon Drive.

Another challenge is the lack of transit coordination within the City of Hood River Comprehensive plan and Development Code. Policies and code language could formalize coordination as part of pre-application meetings, service provider letters, and other application requirements to ensure that new development or redevelopment provides the appropriate transit amenities as laid out in the adopted Transit Master Plan.

FOCUS AREA 2 RECOMMENDATIONS

1. Monitor planning and development in the Westside Area, which holds most of the remaining greenfield sites for the City.
2. Consider the role of transit facilities in meeting recreational needs (particularly along the Historic Columbia River Highway and Post Canyon) and tourism in the Columbia River Gorge.
3. Support the coordination of development proposals with transit (CAT) through amendments to City Comprehensive Plan and development code language. Example code language will be provided as part of the TOD Toolkit in a later phase of this project.

FOCUS AREA 3: HOOD RIVER EAST



RELEVANT PLANS AND POLICIES

- City of Hood River Comprehensive Plan (2015)
- Hood River Heights Streetscape Plan (in progress)

LAND USE CONDITIONS

Focus Area 3 contains the central and eastern portions of the City of Hood River, and is roughly coterminous with the City's eastern and southern UGB. The focus area is approximately 2,500 acres in size. Zoning in the focus area is shown in Figure 4, and land uses are summarized as follows:

- Commercial, recreational, light industrial, and open space land in the Waterfront area
- Commercial, light industrial, and open space land in the Downtown area (roughly north of Sherman Avenue and east of 8th Street)
- Industrial properties between Wasco Street and I-84, from about 13th Street to 2nd Street
- Hood River Heights district (12th Street/13th Street south of May Street), including commercial and residential uses
- Significant commercial developments (e.g., pharmacy and grocery) on the east side of 12th Street on the south end of the city

SITES OF HIGH OPPORTUNITY FOR TRANSIT-SUPPORTIVE DEVELOPMENT

HRE-1. HRE 1 – An MCHA affordable housing development (Rio Bella) on Hope Avenue at Wasco Street is more than a half mile from the nearest existing stops. A stop near this location could improve transit access.

HRE-2-4. Hood River Waterfront, home to many large employers and vacant port-owned land slated for additional employment/hospitality growth. “Lot 1” is perhaps the most significant development opportunity in this area and a mobility hub is envisioned there. Also on the Hood River Waterfront, the west end of Portway features warehousing and recreation. Particularly for the westernmost reaches of Portway used for recreation, Port staff suggested considering extending weekend service to this area. Given the large amount of recreation on the Waterfront – especially at the Event Site, where there is limited parking – the question arose about whether new or modified transit vehicles could accommodate more gear (e.g., bikes, water and wind sport gear).

HRE-5-7. The Heights Streetscape Plan area, 12th and 13th Streets from May Street to Belmont Avenue – The plan addresses potential future bus stops and crossing alignments (Figure 8)⁴; this planning area should be tracked for transit-supportive development and redevelopment opportunities. The Heights district and nearby commercial land to the south is designated as an Enterprise Zone and is the subject of current planning using City urban renewal funds, which could be a boon to potential transit-supportive development in the area.

⁴ The Streetscape Plan Design Alternative 3 shown in Figure 8 is currently the preferred alternative on which the Final Streetscape Plan will be based.

Figure 7. Opportunities in Focus Area 3

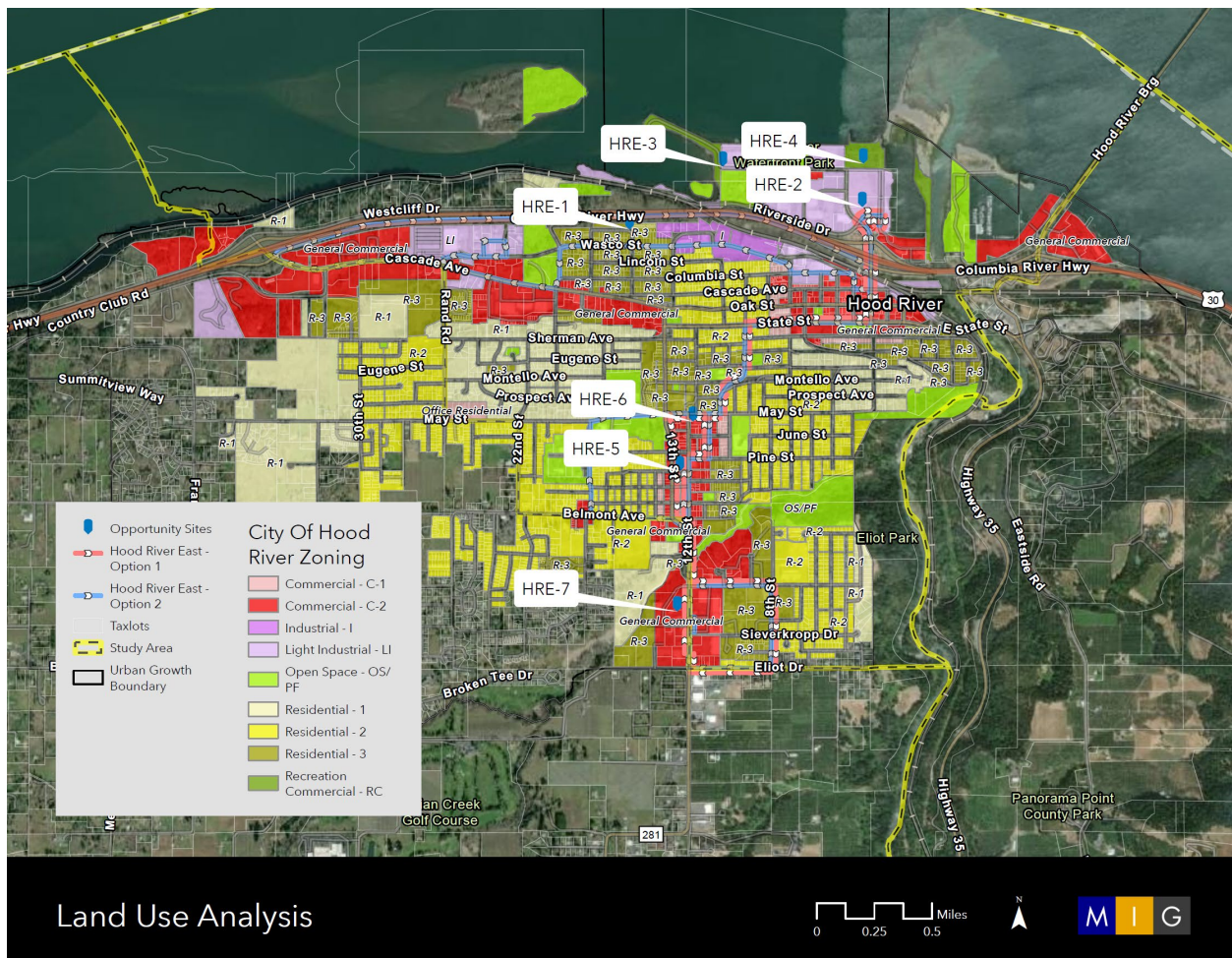
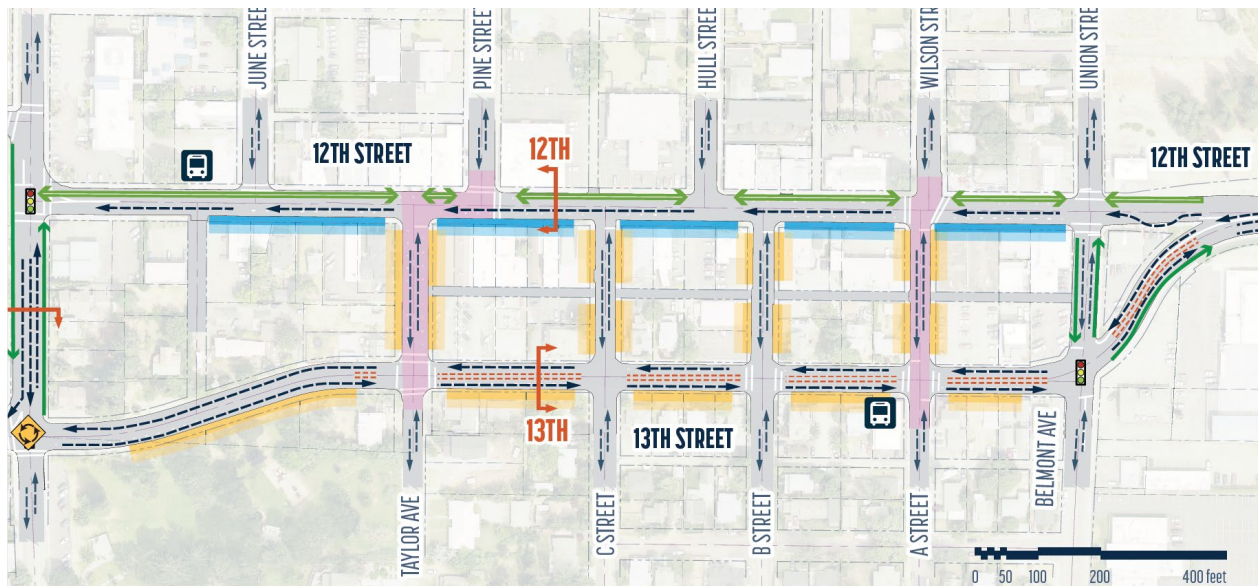


Figure 8. The Heights Streetscape Plan - Design Concept 3 (Hybrid Circulation), April 2022 Open House



CHALLENGES

The Heights district and vicinity is fairly parcelized and built out, potentially limiting larger transit-oriented development projects.

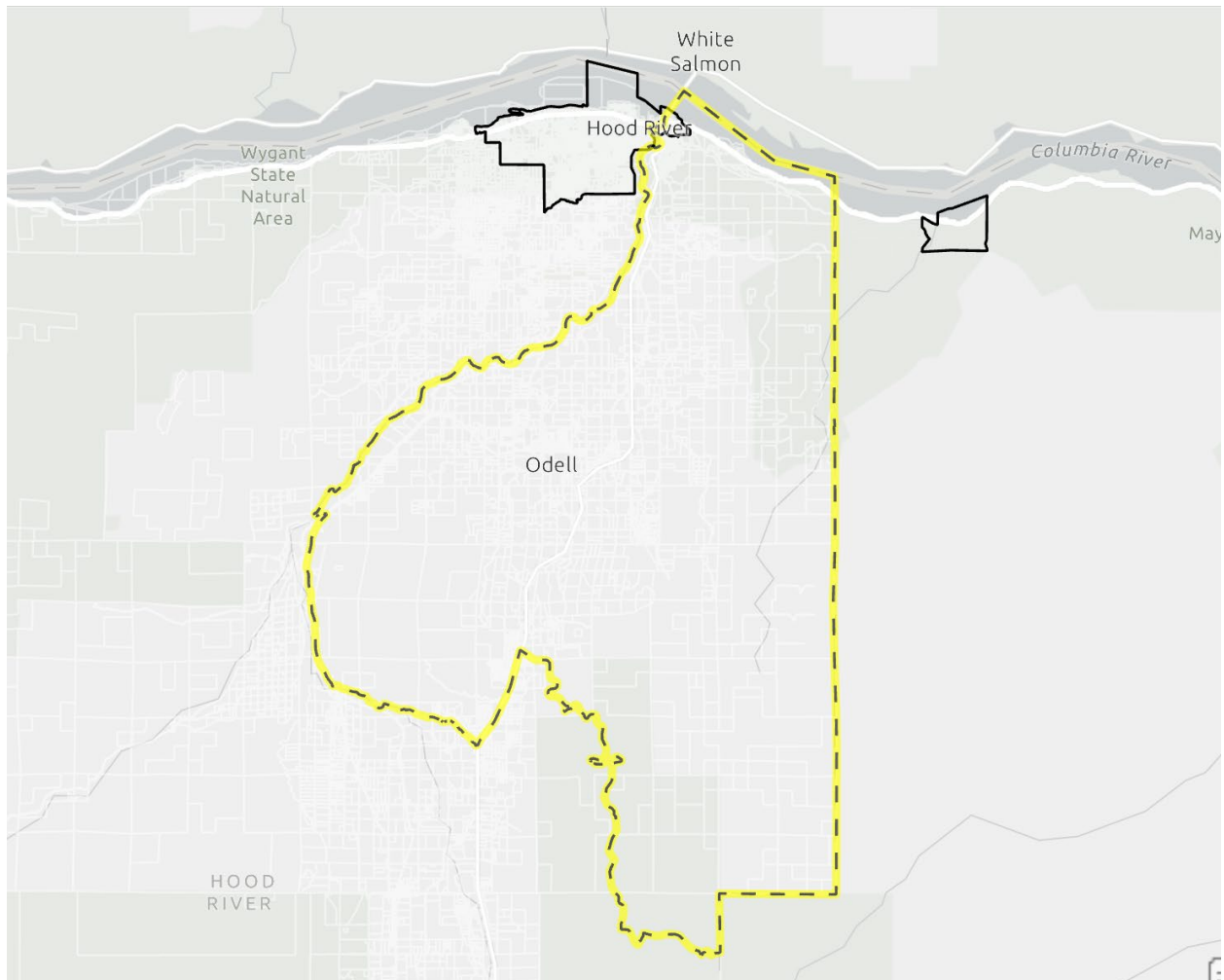
There are some challenges to “retrofitting” an area with updated streetscapes, including transit features. In the case of The Heights, attention will need to be given to weaving in the “possible bus stops.” The potential location for a stop on 13th Street will need to work with one travel lane southbound and on-street parking (e.g., remove on-street parking for a bus pull-out). Then thoughtful treatments will also be needed to accommodate a potential stop adjacent to a two-way cycle track for bikes on 12th Street.

Similar challenges exist in other areas of Focus Area 3, where coordination of development and redevelopment across individual properties is difficult without consistent transit policy coordination between the City and CAT.

FOCUS AREA RECOMMENDATIONS

1. Monitor planning and development in the Waterfront Area, particularly the proposed transit hub of Site 1, and elsewhere in Hood River for opportunities to enhance transit amenities.
2. Consider the role of transit facilities in meeting recreational needs, particularly waterfront uses.
3. Participate in the Heights Streetscape Planning efforts to the extent possible to coordinate streetscape updates with transit needs along the corridor, particularly the subsidized affordable housing units and assisted living spaces. Supportive nearby services include the Department of Human Services, the Mid-Columbia Center for Living (mental health services), One Community Health, and others.
4. Support the coordination of development proposals with transit (CAT) through amendments to City Comprehensive Plan and development code language. Example code language will be provided as part of the TOD Toolkit in a later phase of this project.

FOCUS AREA 4: ODELL AND LOWER HIGHWAY 35



RELEVANT PLANS AND POLICIES

- Hood River County Comprehensive Plan (1984; 2011 last text amendment)
- Odell Unincorporated Community Plan (2004; update planned)

LAND USE CONDITIONS

Focus Area 4 features the Census Designated Place (CDP) and unincorporated community of Odell, which has a population of roughly 2,400. Pine Grove, an unincorporated community with a small commercial area, is also found in this focus area. Land in the area is otherwise mostly farmland – zoned Exclusive Farm Use (EFU) and largely in fruit production.

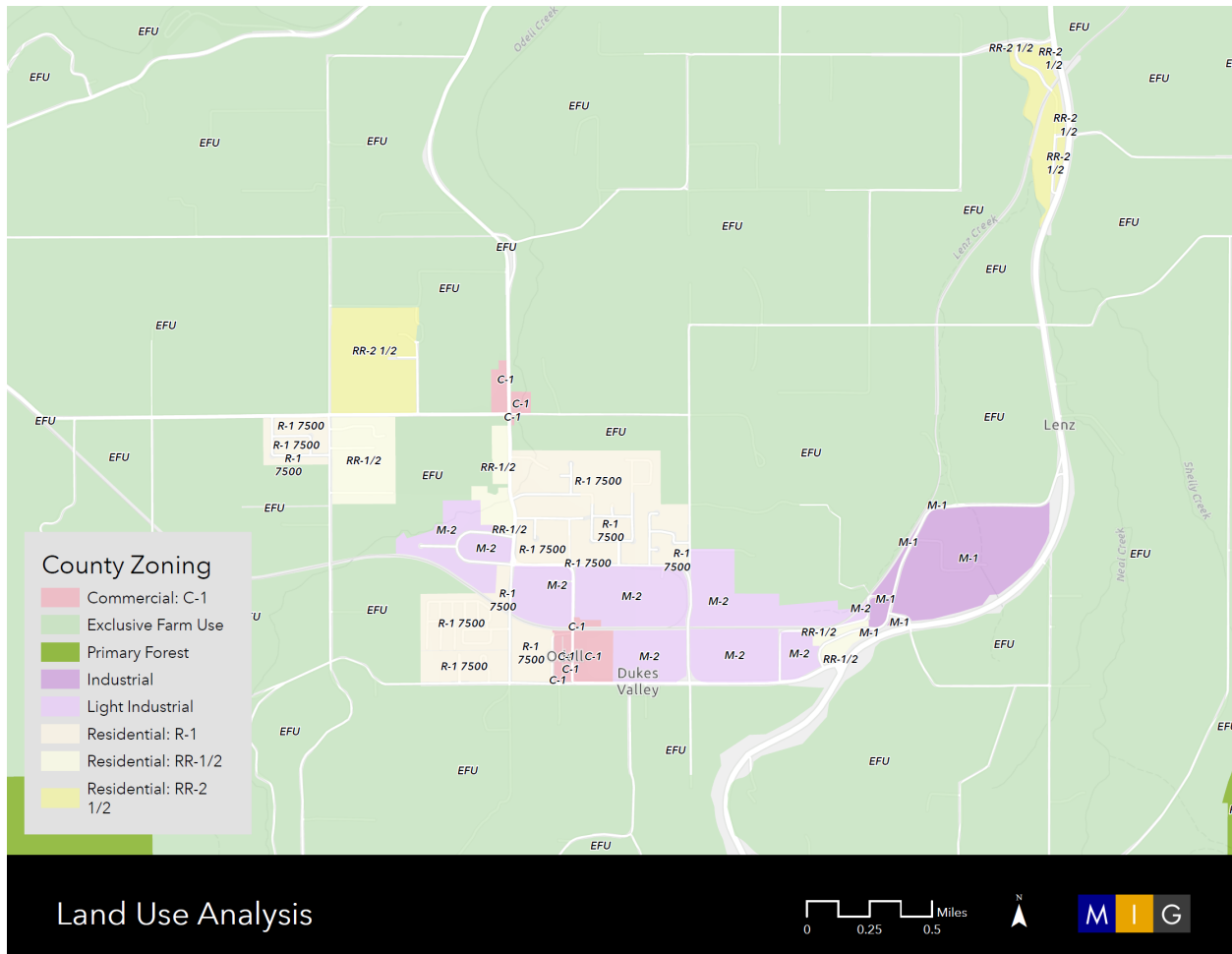
Odell

The community of Odell consists primarily of the following uses and zones (Figure 9):

- Industrially zoned land (M-1 and M-2 designations);

- Commercial (C-1) areas in the vicinity of Odell Highway/Davis Drive and Odell Highway/Summit Drive;
- Residential (RR-1, RR-1/2, and RR 2-1/2) land; and
- Agricultural (EFU) land.

Figure 9. Odell Zoning Designations

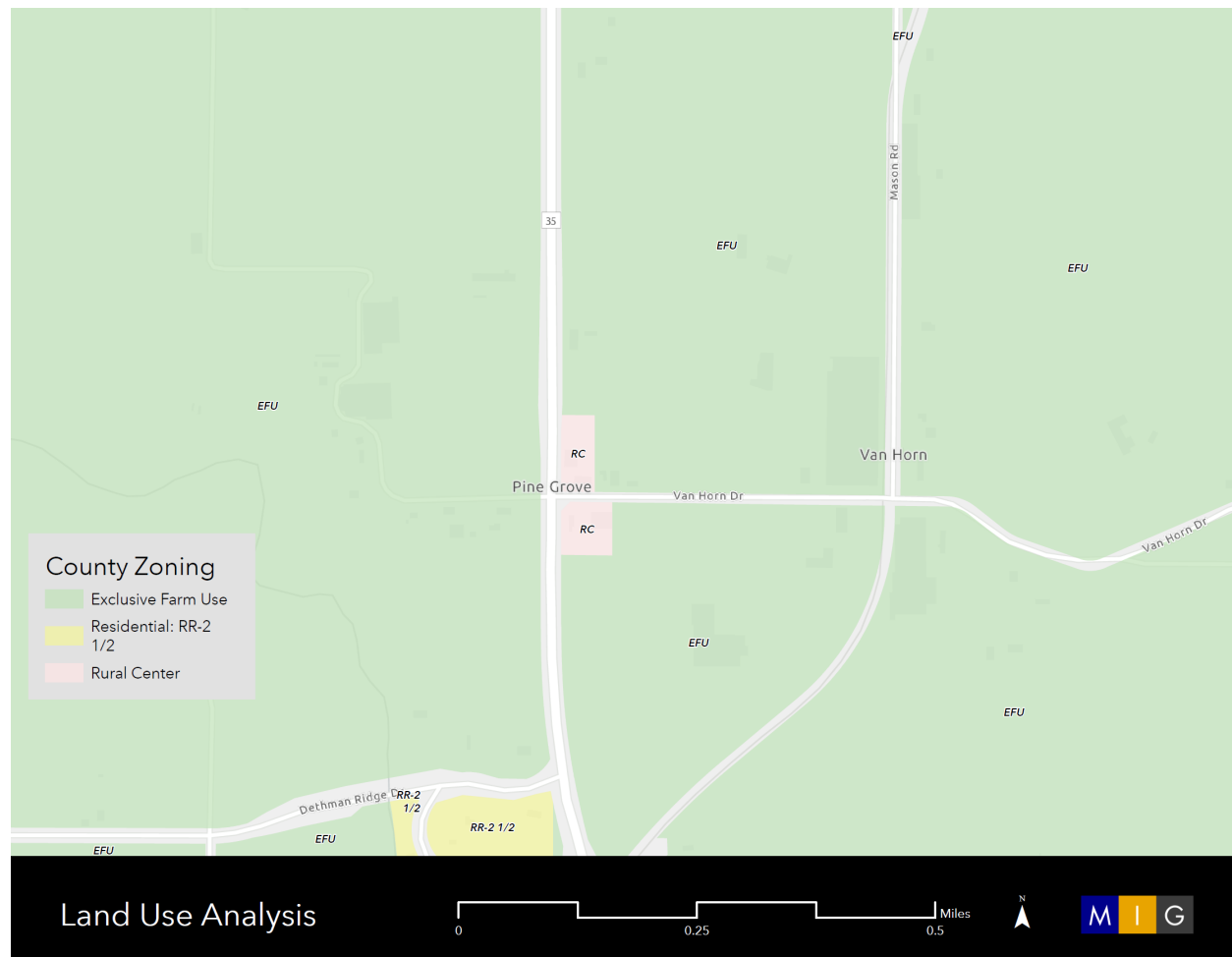


Two significant land uses are located on EFU land at Summit Drive/Wyeast Road: Wyeast Middle School and the Hood River County Fairgrounds. Existing industrial uses include distribution services, food/fruit processing and packing, manufacturing, automotive repair, and similar employers.

Pine Grove

Pine Grove is generally zoned EFU and developed with agricultural uses. The northeast and southeast corners of Highway 35 and Van Horn Drive have Rural Center zoning (Figure 10), which is generally limited to pre-existing commercial and residential uses or new small-scale uses per the County's zoning ordinance.

Figure 10. Pine Grove Zoning Designations



SITES OF HIGH OPPORTUNITY FOR TRANSIT-SUPPORTIVE DEVELOPMENT

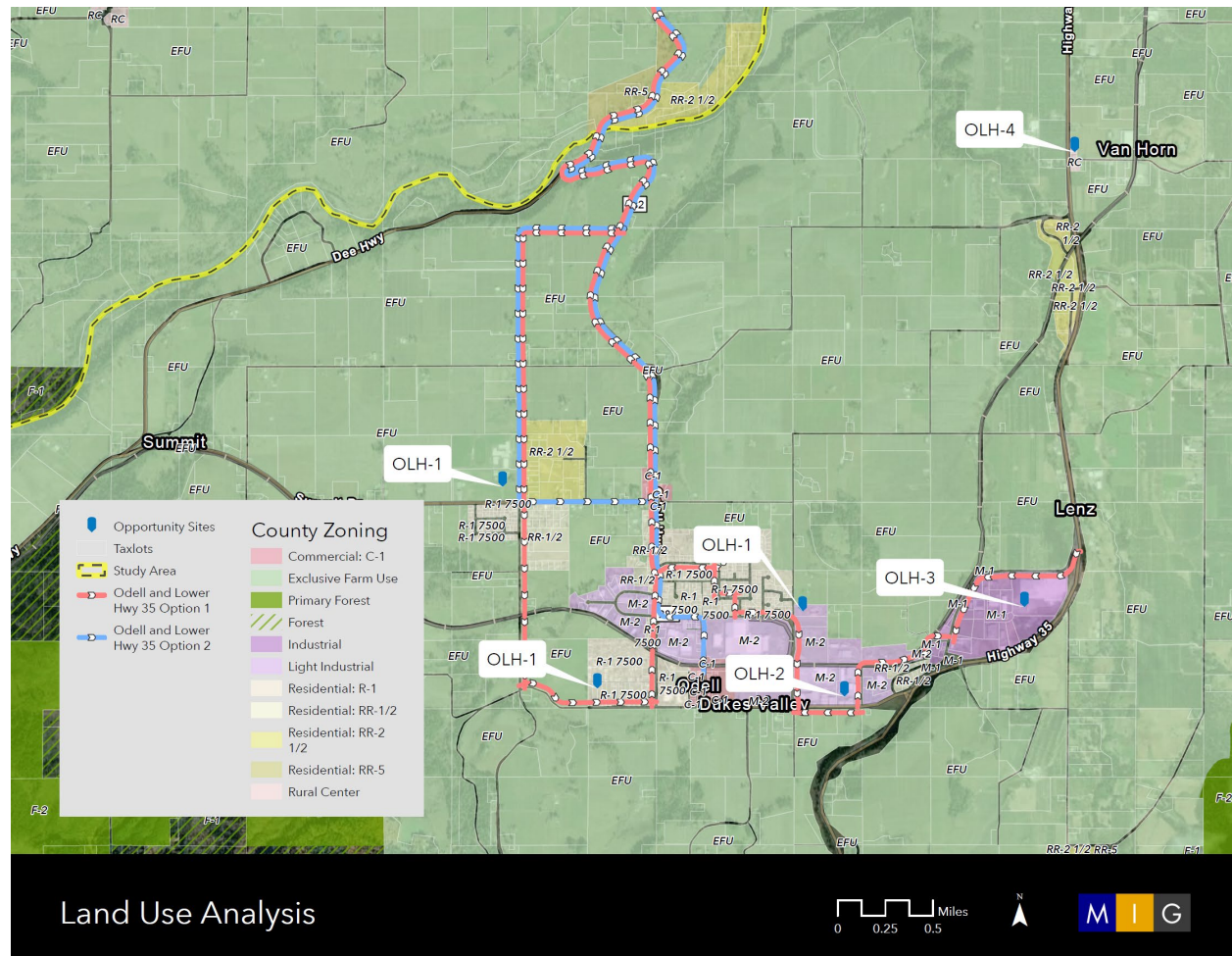
OLH-1. Depending on the types of employers that locate in Odell, new development could present an opportunity for new transit service as well as an opportunity to provide transit amenities that serve Odell more broadly. A circulator loop has been suggested by stakeholders. There are also several residential parcels that remain unplatted on the east side of Odell Highway, and near Wy'east Middle School. These sites represent the possibility for a modest increase in housing and population in Odell. The MCHA Executive Director also indicated interest in ongoing coordination with the County regarding affordable housing development in Odell, which would benefit from being transit-supportive development served by transit.

OLH-2 and OLH-3. There are potentially several sites in Odell that could be developed or redeveloped with significant employment uses. This includes the Neal Creek industrial area on the east end of Odell, which currently features large employers such as Cardinal Glass. Additionally, the Port of Hood River owns and has remediated a former mill site adjacent to rail and is expected to be redeveloped in the future.

OLH-4. A rail line extends from Downtown Hood River to Pine Grove, mostly as a tourist/visitor service and periodically as a commercial service. Depending on the scale and popularity of the

visitor service, some measure of transit-oriented development – a stop, supportive development, and amenities – may be warranted.

Figure 11. Opportunities in Focus Area 4



CHALLENGES

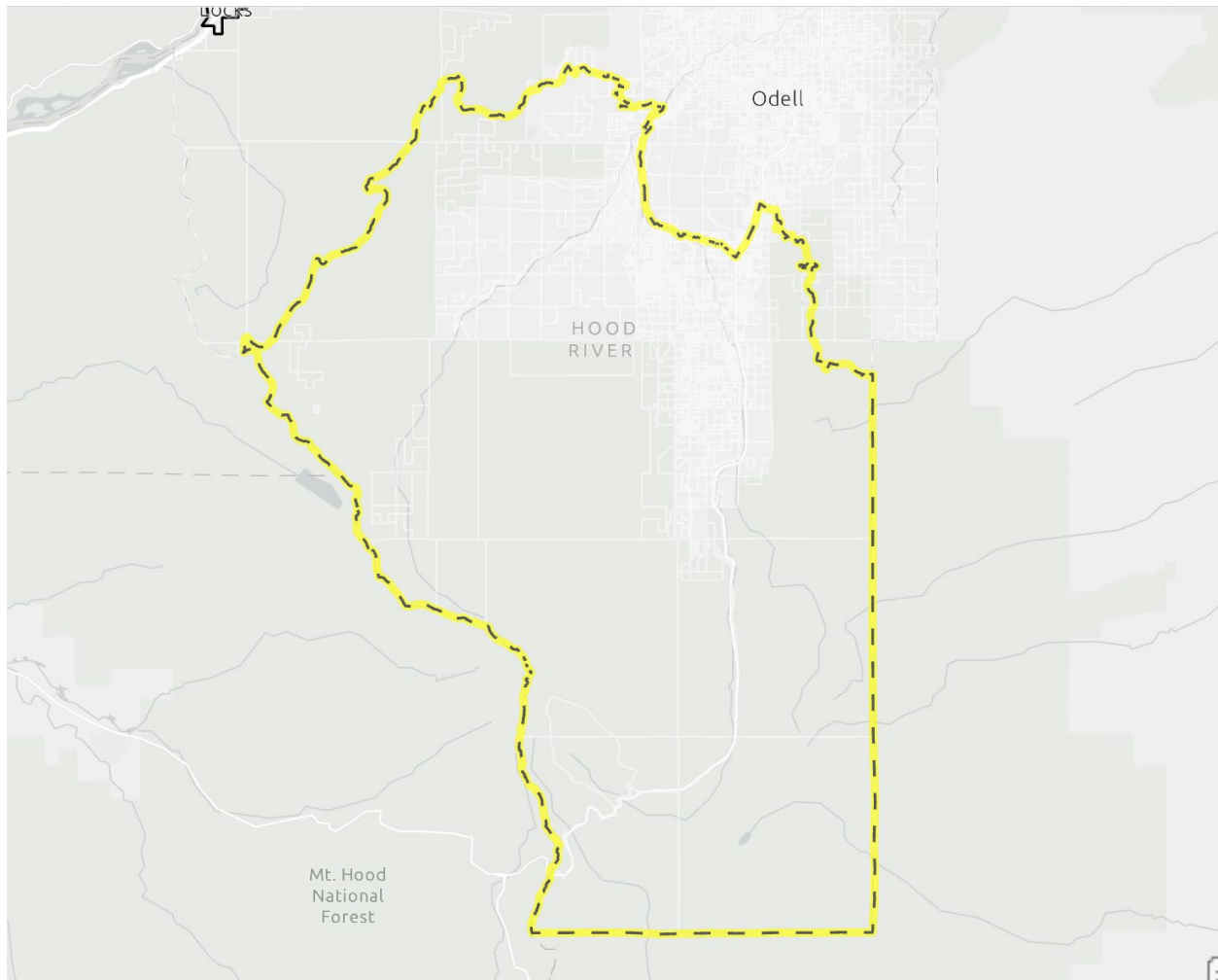
Low population densities overall in Focus Area 4 are a feasibility challenge for transit. Development outside of urban growth boundaries is generally limited to farm and forest uses, except in adopted exception areas. Significant development and expansion is not expected in these areas.

FOCUS AREA 4 RECOMMENDATIONS

1. Concentrations of employment uses in Odell, particularly in agriculture-related industries, may be an opportunity to partner with employers and industrial land users to provide transit services and amenities. The population size in Odell (roughly 2,400 people) in general should offer opportunities for service that even incorporated parts of Hood River County (e.g., Cascade Locks at roughly 1,500 people) cannot.
2. Participate in the Hood River County community planning efforts for Odell to identify opportunities for public transportation.

3. Identify opportunities to coordinate Transit Master Plan requirements with Hood River County Comprehensive Plan policies and County Development Code requirements to ensure development/redevelopment accommodates transit amenities.

FOCUS AREA 5: UPPER VALLEY AND UPPER HIGHWAY 35



RELEVANT PLANS AND POLICIES

- Hood River County Comprehensive Plan (1984; 2011 last text amendment)
- Parkdale Unincorporated Community Plan (2004; update in progress)

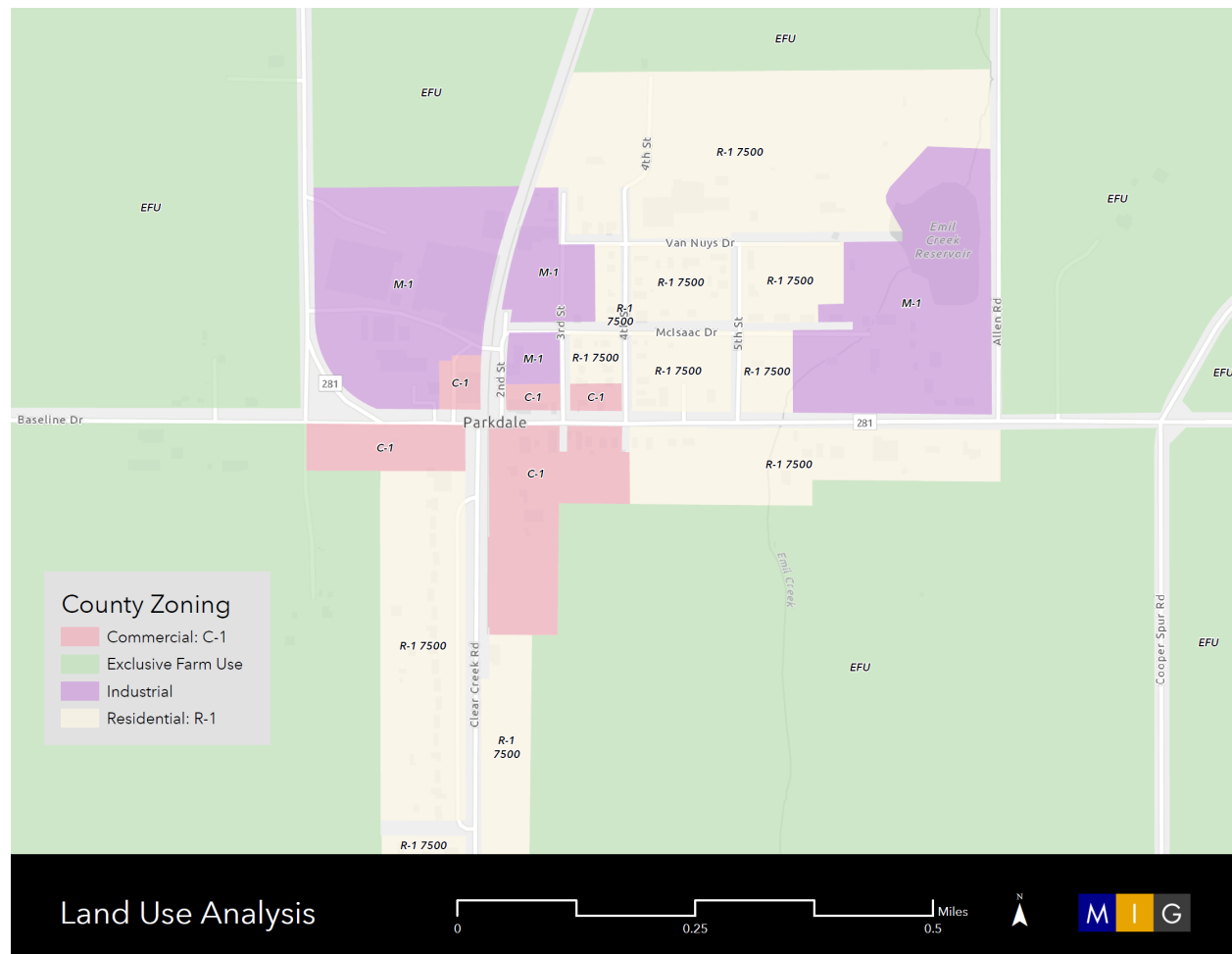
LAND USE CONDITIONS

Focus Area 5 contains the southernmost portion of Hood River County, including the unincorporated communities of Parkdale and Mt. Hood, and several ski destinations in the vicinity of Mt. Hood. Parkdale has a population of roughly 300 people, as does the community of Mt. Hood.

Zoning designations in Parkdale (Figure 12) include Residential (R-1, 7,500 sq. ft. minimum lot sizes), Commercial (C-1), and Industrial (M-1).

The east end of town features the US Forest Service Parkdale Work Center and Parkdale Rural Fire Protection District. A cluster of businesses and services are found in the heart of town – near the intersection of Baseline Drive and the Dee Highway (Highway 281) – including a creamery, brewery, home goods store, fruit and vegetable store, grocery store, coffee roaster, barbecue restaurant, farm supply, museum, library, and post office. Other than some fruit packing businesses in the west end of town, relatively low-density housing primarily makes up the rest of the land uses in the community.

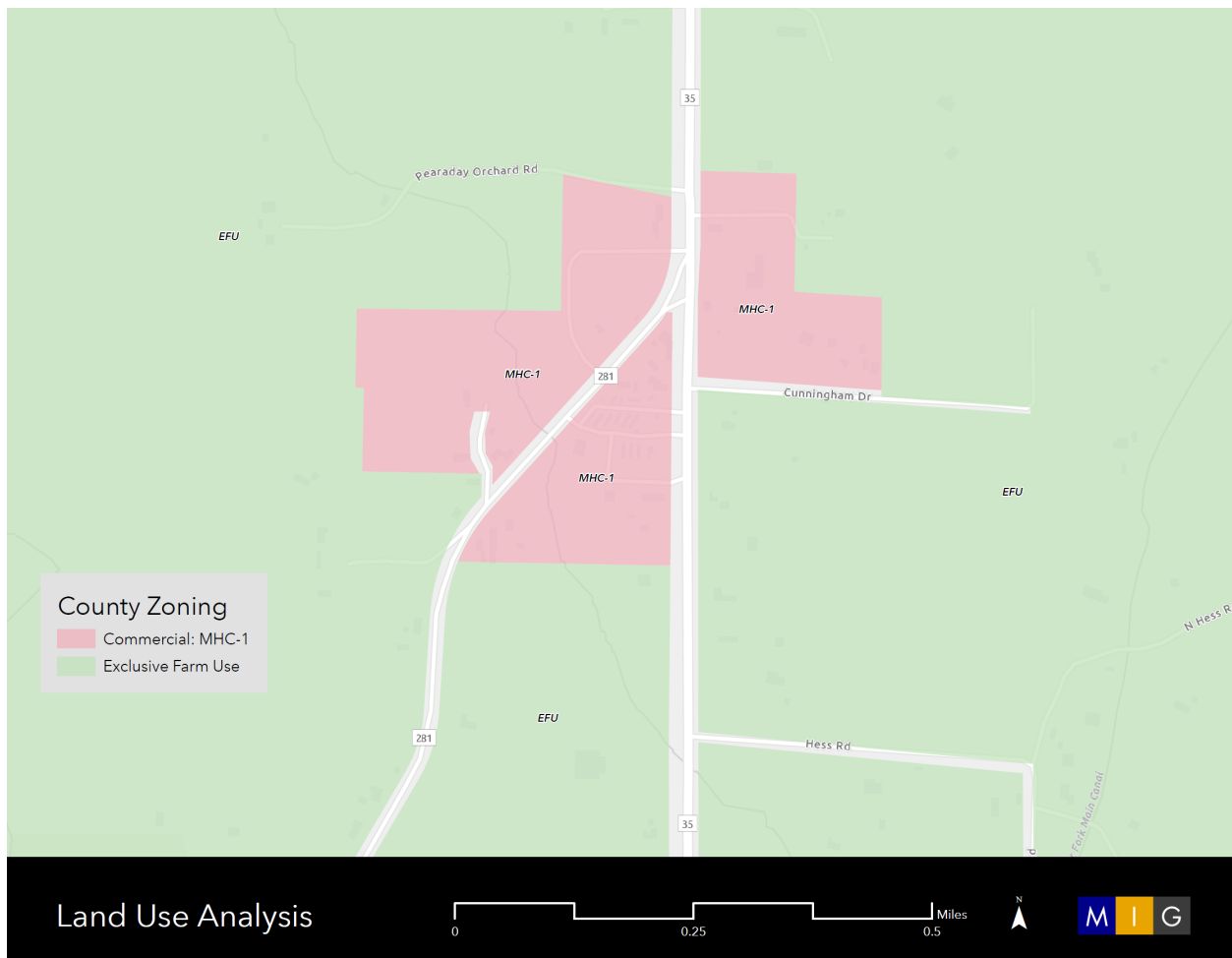
Figure 12. Parkdale Zoning Designations



Parcels in Mt. Hood are generally zoned Mt. Hood Unincorporated Community Commercial (MHC-1) (Figure 13). The zone allows for a broad range of uses while protecting the historic character of rural centers and preserving the agricultural character of nearby lands. Lot sizes are generally one acre minimum, except where approved septic or sewer is provided.

Uses in the community include grocery, woodworking, and sporting goods businesses to the west of Highway 35. On the east side of the highway are Town Hall and an alternative school. Otherwise, the community is comprised mostly of housing.

Figure 13. Mt. Hood Zoning Designations



SITES OF HIGH OPPORTUNITY FOR TRANSIT-SUPPORTIVE DEVELOPMENT

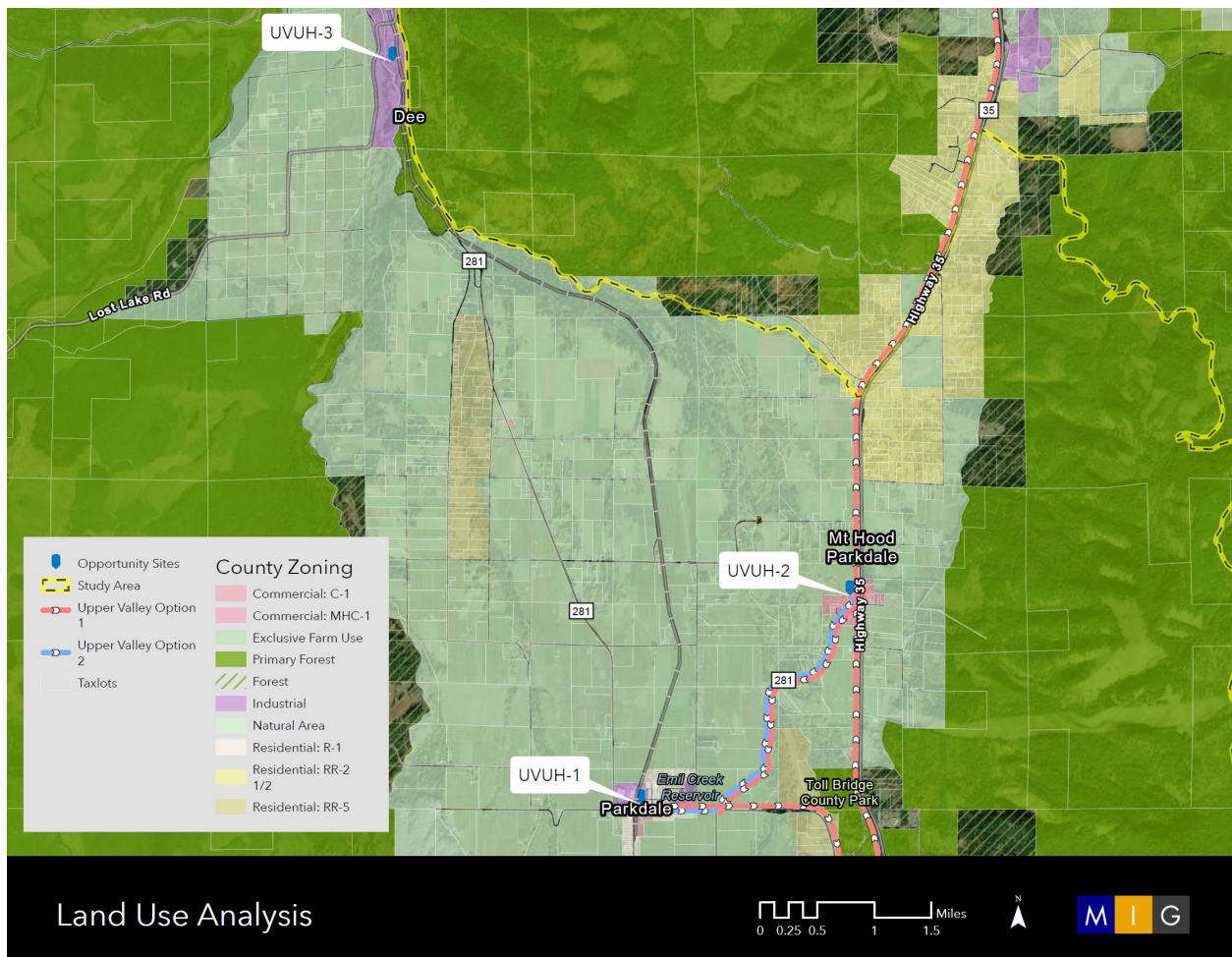
UVUH-1. Due to the rural nature of Focus Area 5, significant new development is unlikely. In the Parkdale area, modest redevelopment of employment uses and small-scale residential development may occur over time. In Parkdale, there are several large residential parcels that could be subdivided under their current zoning designation; however, infrastructure constraints and other factors may limit this development.

Land in the vicinity of Baseline Drive and Clear Creek Road/2nd Street in Parkdale has commercial C-1 zoning, though parcels south of Baseline Drive have agricultural or residential uses today. Some additional commercial development in this area, which could be transit-oriented in a small community manner, is possible.

UVUH-2. Consider a stop for the community of Mt. Hood, at its junction with Highway 35.

UVUH-3. In the very long term, County staff suggested monitoring the small community of Dee for potential transit service and stop (for employees) if the mill site there is redeveloped.

Figure 14. Focus Area 5 Opportunities



CHALLENGES

Even more than Focus Area 4, low population densities overall in Focus Area 5 are a challenge for transit feasibility. Lot size minimums and building square footage maximums in Mt. Hood will likely prevent significant future development, though modest residential and commercial infill is possible over time.

FOCUS AREA RECOMMENDATIONS

1. Participate in the Hood River County community planning efforts for Parkdale to identify opportunities for public transportation.
2. Popular recreational destinations in the vicinity of Mt. Hood may represent an opportunity for service. Long distances and roadway conditions may make present feasibility challenges, but service warrants consideration.
3. Parkdale Elementary School is a significant use in Parkdale. Hood River County School District has a bussing program for students, which may benefit from coordination with CAT.

4. Large employers related to agriculture, food/fruit processing, and food/fruit packing are located in Parkdale and may benefit from commute-oriented transit and amenities.
5. Identify opportunities to coordinate Transit Master Plan requirements with Hood River County Comprehensive Plan policies and County Development Code requirements to ensure development/redevelopment accommodates transit amenities.

ATTACHMENT A: MODEL TRANSIT SUPPORTIVE POLICIES AND CODE LANGUAGE.

COMPREHENSIVE PLAN POLICY LANGUAGE

These model comprehensive plan policies are provided to guide CAT's future discussions with Deschutes County and the Cities of Cascade Locks and Hood River. Comprehensive Plan policy language can help ensure transit amenities and sufficient right of way are provided through the development process.

A. General

A1. The [City/County] will facilitate access to transit service to all community members, with particular attention related to serving community members who may be "transit-dependent" due to age, abilities, and/or income.

A2. The [City/County] will work to improve safety for transit riders through measures such as providing, requiring development to provide, or coordinating with the roadway authority to provide enhanced roadway crossings, and to coordinate the location of transit stops and driveways near transit stops with the transit service provider.

A3. The [City/County] will support transit services to promote economic development, recreation, and tourism, enhancing access to employment and [local/regional] attractions.

B. Accessibility and Connectivity

B1. The [City/County] will provide, will require development to provide, or will coordinate with the roadway authority to provide transportation system-related improvements such as pedestrian and bicycle connections to transit stops, including ADA-accessible improvements.

B2. The [City/County] will support first- and last-mile connections to transit stops, such as collaborating with and facilitating permitting for shared mobility (e.g. ride hailing, bike sharing, and e-scooter sharing) facilities and services.

B3. The [City/County] will collaborate with the transit service provider to improve access to housing, employment, education, human and health services, and recreation.

B4. The [City/County] will coordinate with the transit service provider on potential park-and-ride and transit hubs, where multiple modes could connect.

C. Coordination

C1. The [City/County] will invite transit service providers to participate in the review of land use proposals that may impact transit service or existing or planned transit facilities.

C2. The [City/County] will require development or will facilitate coordination between development and the transit service provider to provide transit-related improvements such as shelters and lighting to complement transit service and encourage higher levels of transit use. Transit stop improvements will be coordinated with the transit service provider and must be consistent with adopted transportation and transit plans.

C3. The [City/County] will help facilitate connections between transit and other transportation services and technologies.

C4. The [City/County] will promote transportation demand management measures including increasing opportunities for active transportation (walking and rolling), transit, and transportation services such as employer vanpools, medical service transportation, cab and rideshare companies, and volunteer driver programs.

D. Health

D1. The [City/County] will support improved access to active transportation options and health-supporting destinations such as grocery stores, parks and open spaces, community spaces, health care, and social services.

E. Sustainability

E1. The [City/County] will support strategies to reduce single-occupancy vehicle trips and greenhouse gas emissions.

E2. The [City/County] will support strategies and projects that promote fuel efficiency.

MODEL TRANSIT-SUPPORTIVE DEVELOPMENT REQUIREMENTS

Transit-supportive code or ordinance concepts and model language is provided in this appendix for consideration by Hood River County and the cities of Cascade Locks and Hood River. Prior plan review and stakeholder interviews indicated that the County and its cities do not currently have development code requirements that specifically address transit. Model language is provided below for review and refinement in coordination with local jurisdictions.

Coordination with Transit Agencies

1. Pre-Application Conference and/or Application Review

Pre-application requirements:

The [City/County Community Development/Planning Director/City Manager or designee] [shall/must] invite [City/County] staff from other departments to provide technical expertise applicable to the proposal, as necessary, as well as other public agency staff such as transportation and transit agency staff.

For applications that involve administrative review with notice (e.g., Type II procedures) and quasi-judicial review (e.g., Type III procedures):

Referrals [requests to review and comment on the application] [shall/must] be sent to interested and affected agencies. Interested agencies include but are not limited to [City/County] departments, police department, fire district, school district, utility companies, and applicable City, County, and State agencies. Affected agencies include but are not limited to the Oregon Department of Transportation and Wasco County transit service providers.

2. Hearing Notice

The [City/County Community Development/Planning Department] must give notice of a pending quasi-judicial public hearing in the following manner:

At least [twenty] days prior to the scheduled hearing date, notice [shall/must] be sent by mail to:

Any governmental agency or utility whose property, services, or facilities may be affected by the decision. Agencies include and are not limited to: [list of agencies appropriate to jurisdiction, e.g., counterpart County or City Planning/Community Development, ODOT, ODOT Rail, ODOT Transit, railroad, Port, school district, other transit/transportation service providers] and Wasco County transit service providers.

Access to Transit and Supportive Facilities

SITE ACCESS

3. Access Between the Site and the Street

Pedestrian and Bicycle Access. Proposed development [shall/must] conform to the following standards for pedestrian and bicycle access:

A. Continuous Pathway System. A pathway system [shall/must] extend throughout the development site and connect to adjacent streets, sidewalks, existing and planned transit stops, adjacent properties, and to all future phases of the development, as applicable.

4. Access to the Transit Stop and Supportive Improvements

Proposed uses should be required to address planned transit stops and improvements. The following suggested requirements can be modified so that the space and/or easements for the improvements and connection(s) to transit stops must be part of the development. However, the physical improvements themselves would not be required if the transit agency is providing them. Transit Access and Supportive Improvements

Development that is proposed adjacent to an existing or planned transit stop, as designated in an adopted transportation or transit plan, [shall/must] provide the following transit access and supportive improvements in coordination with the transit service provider:

A. Reasonably direct connection. Connections between the transit stop and primary entrances of the buildings on site [shall/must] be “reasonably direct,” meaning a route that does not deviate unnecessarily from a straight line or that does not involve a significant amount of out-of-direction travel for users.

1. For commercial, mixed use, public, and institutional buildings, the “primary entrance” is the main public entrance to the building. In the case where no public entrance exists, street connections [shall/must] be provided to the main employee entrance.

2. For residential buildings, the “primary entrance” is the front door (i.e., facing the street).

3. For multifamily buildings in which each unit does not have its own exterior entrance, the “primary entrance” may be a lobby, courtyard or breezeway which serves as a common entrance for more than one dwelling.

B. Safe and convenient connection. Bicycle and pedestrian routes [shall/must] be free from hazards and provide a reasonably direct route of travel between destinations.

C. Pathways [shall/must] be concrete, asphalt, brick/masonry pavers, or another [City/County]-approved durable surface meeting ADA requirements.

D. The primary entrance of the building closest to the street where the transit stop is located is oriented to that street.

D. Easements and/or transit stop improvements (e.g., seating, shelters, and/or lighting) in coordination with the transit service provider and consistent with an adopted plan,

AREA ACCESS

5. Access to Transit Stops from Beyond the Site

Access ways:

Pedestrian and Bicycle Access Ways

The [decision body] in approving a land use application with conditions may require a developer to provide an access way where the creation of a street is infeasible and the creation of a cul-de-sac or dead-end street is unavoidable. A proposed access way [shall/must] connect the end of the street to another right-of-way or a public access easement. The access way [shall/must] be contained within a public right-of-way or public access easement, as required by the [City/County]. An access way [shall/must] be a minimum of [10]-feet-wide and [shall/must] provide a minimum [6]-foot-wide paved surface or other all-weather surface approved by the [City/County decision body]. Design features should be considered that allow access to emergency vehicles but that restrict access to non-emergency motorized vehicles.

Block length:

Street Connectivity and Formation of Blocks. In order to promote efficient vehicular and pedestrian circulation throughout [the city/unincorporated communities in the county], subdivisions and site developments [shall/must] be served by an interconnected street network, pursuant with the standards in subsections (a) through (d) below (distances are measured from the edge of street rights-of-way).

Where a street connection cannot be made due to physical site constraints, approach spacing/access management requirements, or similar restrictions, where practicable, a pedestrian access way connection [shall/must] be provided pursuant to [].

A. Residential zones: Minimum of [200] foot block length and maximum of [600] length; maximum [1,400] feet block perimeter

B. [Downtown/Central Commercial] zone: Minimum of [200] foot length and maximum of [400] foot length; maximum [1,200] foot perimeter²

C. [General Commercial zone and Light Industrial zone]: Minimum of [100] foot length and maximum of [600] foot length; maximum [1,400] foot perimeter

D. Not applicable in General Industrial zone

OTHER TRANSIT-RELATED DEVELOPMENT CODE PROVISIONS

VEHICLE PARKING

6. Transit Facilities and Uses in Parking Areas

Parking spaces and parking areas may be used for transit-related uses such as transit stops and park- and-ride/rideshare areas, provided minimum parking space requirements can still be met.

Development required to provide park-and-rides [shall/must] be consistent with the location and design specifications and guidelines in the Wasco County Transportation Development Plan.

7. Carpool/Vanpool Parking

Parking areas that have designated employee parking and more than 20 automobile parking spaces [shall/must] provide at least 10% of the employee parking spaces (minimum two spaces) as preferential carpool and vanpool parking spaces. Preferential carpool and vanpool parking spaces [shall/must] be closer to the employee entrance of the building than other parking spaces, with the exception of ADA accessible parking spaces.

8. Maximum Parking Requirements

Maximum Number of Off-Street Automobile Parking Spaces. The maximum number of off-street automobile parking spaces allowed per site equals the minimum number of required spaces, pursuant to Table [], multiplied by a factor of:

- A. [1.2] spaces for uses fronting a street with adjacent on-street parking spaces; or
- B. [1.5] spaces, for uses fronting no street with adjacent on-street parking; or
- C. A factor determined according to a parking analysis.

9. Reduced Parking Requirements

Modification of Off-Street Parking Requirements

The applicant may propose a parking space standard that is different than the standard in Section [], for review and action by the [Community Development Director] through a [variance procedure], pursuant to []. The applicant's proposal [shall/must] consist of a written request, and a parking analysis prepared by a qualified professional. The parking analysis, at a minimum, [shall/must] assess the average parking demand and available supply for existing and proposed uses on the subject site; opportunities for shared parking with other uses in the vicinity; existing public parking in the vicinity; transportation options existing or planned near the site, such as frequent transit service, carpools, or private shuttles; and other relevant factors. The [Community Development Director] may reduce the off- street parking standards for sites with one or more of the following features:

- A. Site has a transit stop with existing or planned frequent transit service (30-minute headway or less) located adjacent to it, and the site's frontage is improved with a transit stop shelter, consistent with the standards of the applicable transit service provider: Allow up to a 20 percent reduction to the standard number of automobile parking spaces;
- B. Site has dedicated parking spaces for carpool/vanpool vehicles: Allow up to a 10 percent reduction to the standard number of automobile parking spaces;
- C. Site has dedicated parking spaces for motorcycle and/or scooter or electric carts: Allow reductions to the standard dimensions for parking spaces and the ratio of standard to compact parking spaces;
- D. Available on-street parking spaces adjacent to the subject site in amounts equal to the proposed reductions to the standard number of parking spaces.

E. Site has more than the minimum number of required bicycle parking spaces: Allow up to a 10 percent reduction to the number of automobile parking spaces.

10. Shared Parking

Shared parking. Required parking facilities for two or more uses, structures, or parcels of land may be satisfied by the same parking facilities used jointly, to the extent that the owners or operators show that the need for parking facilities does not materially overlap (e.g., uses primarily of a daytime versus nighttime nature; weekday uses versus weekend uses), and provided that the right of joint use is evidenced by a recorded deed, lease, contract, or similar written instrument establishing the joint use. Shared parking requests [shall/must] be subject to review and approval through Site Plan Review.

11. Parking Area Landscaping

Parking Lot Landscaping. All of the following standards [shall/must] be met for each parking lot or each parking bay where a development contains multiple parking areas:

A. A minimum of [10] percent of the total surface area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, [shall/must] be landscaped. Such landscaping [shall/must] consist of canopy trees distributed throughout the parking area. A combination of deciduous and evergreen trees, shrubs, and ground cover plants is required. The trees [shall/must] be planned so that they provide [a partial / # percent] canopy cover over the parking lot within [#] years. At a minimum, one tree per [12] parking spaces on average [shall/must] be planted over and around the parking area.

B. All parking areas with more than [20] spaces [shall/must] provide landscape islands with trees that break up the parking area into rows of not more than [10-12] contiguous parking spaces. Landscape islands and planters [shall/must] have dimensions of not less than [48] square feet of area and no dimension of less than [6] feet, to ensure adequate soil, water, and space for healthy plant growth;

C. All required parking lot landscape areas not otherwise planted with trees must contain a combination of shrubs and groundcover plants so that, within [2] years of planting, not less than [50- 75] percent of that area is covered with living plants; and

D. Wheel stops, curbs, bollards or other physical barriers are required along the edges of all vehicle- maneuvering areas to protect landscaping from being damaged by vehicles. Trees [shall/must] be planted not less than [2] feet from any such barrier.

E. Trees planted in tree wells within sidewalks or other paved areas [shall/must] be installed with root barriers, consistent with applicable nursery standards.

Screening Requirements. Screening is required for outdoor storage areas, unenclosed uses, and parking lots, and may be required in other situations as determined by the [City/County decision body].

Landscaping [shall/must] be provided pursuant with the standards of subsections _-_, below:

A. Parking Lots. The edges of parking lots [shall/must] be screened to minimize vehicle headlights shining into adjacent rights-of-way and residential yards. Parking lots abutting sidewalk or walkway [shall/must] be screened using a low-growing hedge or low garden wall to a height of between [3] feet and [4] feet.

Maintenance. All landscaping [shall/must] be maintained in good condition, or otherwise replaced by the property owner.

12. Parking Area Walkway

In parking areas that have more than 20 parking spaces, a walkway [shall/must] be provided through a parking area, connecting building entrances to adjacent sidewalks and streets.

Where a walkway crosses a parking area or driveway, it [shall/must] be clearly marked with contrasting paving materials (e.g., pavers, light-color concrete inlay between asphalt, or similar contrast). The crossing may be part of a speed table to improve driver-visibility of pedestrians. If crossings involve grade changes, the crossing [shall/must] include ADA accessible ramps. Painted striping, thermoplastic striping, and similar types of non-permanent applications are discouraged, but may be approved for lower-volume crossings of 24 feet or less.

BICYCLE PARKING

13. Minimum Bicycle Parking Requirements

The recommended language below is a comprehensive set of provisions that establishes not just requirements for the minimum number of bicycle parking spaces but direction for location and design. There is also the option to establish standards specific to short-term parking (where design and location are oriented more towards visitors) and long-term parking (intended for residents and employees).

Bicycle Parking

A. Standards. Bicycle parking spaces [shall/must] be provided with new development and where a change of use occurs, at a minimum, based on the standards in Table _____. Where an application is subject to Conditional Use Permit approval or the applicant has requested a reduction to an automobile-parking standard, pursuant with Subsection [____], the [City/County decision body] may require bicycle parking spaces in addition to those in Table _____.

Long-term bicycle parking is intended for building and site occupants, and others who need bicycle parking for several hours or longer and is provided in secure, weather-protected facilities. Short-term bicycle parking is intended for building and site visitors and is located in publicly accessible, highly visible locations that serve the main entrance of a building. Short-term bicycle parking is visible to pedestrians and bicyclists on the street.

Table ____		Long- and Short-Term Bicycle Parking
Minimum Required Bicycle Parking Spaces		
Use	Minimum Number of Spaces	(As % of Minimum Required Bicycle Parking Spaces)

Multi-Family Residential (required for 4 or more dwelling units)	2 spaces per 4 dwelling units	75% long-term 25% short-term
Commercial	2 spaces per primary use or 1 per 5 vehicle spaces, whichever is greater	25% long-term 75% short-term
Industrial	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	25% long-term 75% short-term
Schools (all types)	2 spaces per classroom	50% long-term 50% short-term
Institutional Uses and Places of Worship	2 spaces per primary use or 1 per 10 vehicle spaces, whichever is greater	50% long-term 50% short-term
Parks (active recreation areas only)	4 spaces	100% short-term
Transit Stops	2 spaces	100% short-term

B. Design and Location.

1. All bicycle parking [shall/must] be securely anchored to the ground or to a structure.
2. All bicycle parking [shall/must] be well lighted [to specified lighting level].
3. All bicycle parking [shall/must] be designed so that bicycles may be secured to them without undue inconvenience, including being accessible without removing another bicycle. [Bicycle parking spaces [shall/must] be at least six (6) feet long and two-and-one-half (2 ½) feet wide, and overhead clearance in covered spaces should be a minimum of seven (7) feet. A five (5) foot aisle for bicycle maneuvering should be provided and maintained beside or between each row/ rack of bicycle parking.]
4. Bicycle parking racks [shall/must] accommodate locking the frame and both wheels using either a cable or U-shaped lock.
5. Direct access from the bicycle parking area to the public right-of-way [shall/must] be provided at-grade or by ramp access, and pedestrian access [shall/must] be provided from the bicycle parking area to the building entrance.
6. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] not conflict with the vision clearance standards of Section [].
7. All bicycle parking should be integrated with other elements in the planter strip when in the public right-of-way.

8. Short-term bicycle parking.

- a. Short-term bicycle parking [shall/must] consist of a stationary rack or other approved structure to which the bicycle can be locked securely.
- b. If more than 10 short-term bicycle parking spaces are required, at least 50% of the spaces must be sheltered. Sheltered short-term parking consists of a minimum 7-foot overhead clearance and sufficient area to completely cover all bicycle parking and bicycles that are parked correctly.
- c. Short-term bicycle parking [shall/must] be located within 50 feet of the main building entrance or one of several main entrances, and no further from an entrance than the closest automobile parking space.

9. Long-term bicycle parking. Long-term bicycle parking [shall/must] consist of a lockable enclosure, a secure room in a building on-site, monitored parking, or another form of sheltered and secure parking.

C. Exemptions. This Section does not apply to single-family and duplex housing, home occupations, and agricultural uses. The [City/County decision-making body] may exempt other uses upon finding that, due to the nature of the use or its location, it is unlikely to have any patrons or employees arriving by bicycle.

D. Hazards. Bicycle parking [shall/must] not impede or create a hazard to pedestrians or vehicles, and [shall/must] be located so as to not conflict with the vision clearance standards of Section [].

URBAN FORM

The following development provisions will be more applicable to and appropriate in: more populous communities and in central downtown or commercial zones within those communities; where there is denser development; and where a mixture of commercial, employment, institutional, and multi-family residential uses are permitted.

14. Maximum Building Setbacks Development Standards. Setback Requirements.

- 1. Minimum front yard setback: none
- 2. Maximum front yard setback: [0-10] feet

15. Pedestrian Amenities in Front Yard Setbacks

The [decision body] may allow a greater front yard setback when the applicant proposes extending an adjacent sidewalk or plaza for public use, or some other pedestrian amenity is proposed between the building and public right-of-way, subject to [Site Design/Development Review] approval.

16. Parking Between the Building and the Street

Parking and Loading Area Development Requirements. All parking and loading areas required under this ordinance, except those for a detached single-family dwelling on an individual lot or unless otherwise noted, [shall/must] be developed and maintained as follows:

- A. Location on site. Required yards adjacent to a street [shall/must] not be used for parking and loading areas unless otherwise specifically permitted in this ordinance. Side and rear yards that are not adjacent to a street may be used for such areas when developed and maintained as required in this ordinance.

DEFINITIONS

Access Way. A walkway or multi-use path connecting two rights-of-way to one another where no vehicle connection is made. OR Access way. Pedestrian and/or bicycle connections between streets, rights-of-way, or a street or right-of-way and a building, school, park, transit stop, or other destination.

Park-and-ride. A parking area at, adjacent, or near (within 500 feet of) a transit stop where automobiles, bicycles, and other vehicles and mobility devices can be parked by transit and rideshare users. Location and design are guided by the currently adopted transit master plan.

Rideshare. A formal or informal arrangement in which a passenger travels in a private vehicle driven by its owner. The arrangement may be made by means of a website or online app.

Mobility Hub. A type of transit stop where multiple transit lines and other transportation modes meet in order to facilitate transfers. A transit center may be developed with amenities including information boards, food and drink vendors, water fountains, and restrooms.

Transit improvements [or Transit amenities]. Transit stop-related improvements including, but not limited to, bus pullouts, shelters, waiting areas, information and directional signs, benches, and lighting. Improvements at transit stops [shall/must] be consistent with an adopted transit plan.

Transit-related uses or transit uses. Uses and development including, but not limited to, transit stop improvements and other uses that support transit, such as transit park-and-rides.

Transit stops. An area posted where transit vehicles stop and where transit passengers board or exit. The stop location and improvements at the transit stop [shall/must] be consistent with an adopted transit plan.