

The Cascade Locks Downtown Development Plan and Strategy

Adopted January 2004





THE CASCADE LOCKS DOWNTOWN DEVELOPMENT PLAN AND STRATEGY

ADOPTED JANUARY 2004

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HIGHLIGHTS OF THE DOWNTOWN PLAN *A CHECKLIST FOR SUCCESS*

MAJOR THEME:

- Much more intense downtown area with greater density of buildings fronting on sidewalk
- Increased retail, employment, and residential opportunity
- Historic design theme with period architecture
- Preservation of WaNaPa at historic dimensions

MAJOR CAPITAL PROJECTS:

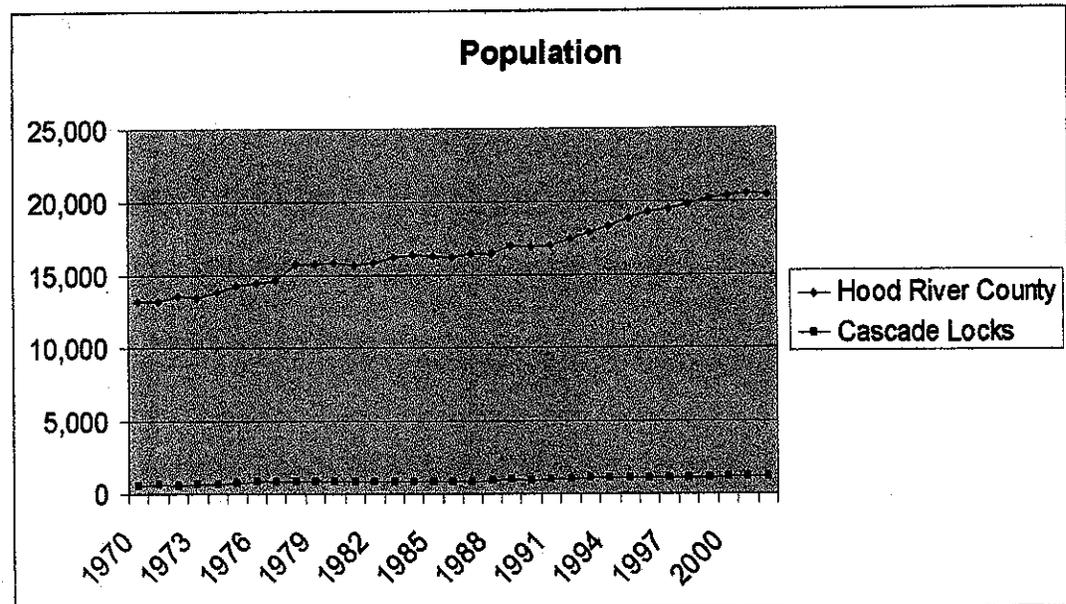
- Marked crosswalks with textured surface and painted or textured bulb-outs at curbs
- Extensive new street furniture with Cascadian design concepts
- Establishment of tree groves
- Establishment of public shelters in groves or other strategic locations
- Placement of "globe and pan" street lighting along WaNaPa
- Lighting of Bridge of the Gods to create more distinctive western gateway
- Creating Bridge of the Gods Arch across WaNaPa as eastern gateway
- Building Overlook Park pedestrian bridge to Marine Park
- Creating several municipal parking lots
- Establish shuttle service connecting Port Industrial Park and Downtown

MAJOR PUBLIC/PRIVATE PROJECTS:

- Retrofit awnings and shelters on existing buildings and sites
- Close and consolidate driveways
- Partnership in developing and operating parking lots
- Develop Crystal Springs project
- Redevelop Columbia Center Mall

ESTABLISH DESIGN POLICY AND IMPLEMENTING REGULATIONS:

- Create D (Downtown) zone requiring period architecture and strict siting standards





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- Map D zone from Wasco to School District's eastern property line
- Amend C and RC zones to require period architecture
- Amend Site Design Review chapter to include architectural design review

IMPLEMENT THE PLAN:

- Actively administrate the Plan
- Actively program and promote Downtown
- Aggressively seeking funding, including establishing an Urban Renewal District
- Create parking program
- Create specific plans and implementation program for Gateway projects
- Create specific plans and implementation program for Crosswalk, Lighting, Streetscape projects



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OVERVIEW OF THIS PLAN

This Downtown Development Plan and Strategy is divided into four major sections plus an appendix. These work logically from the issues to the plans to the implementation. The sections are:

- *The Planning Context – History and Framework*
- *Planning Work to Date – Selecting the Best and Bringing it Together*
- *The Downtown Plan – Refining and Building the Best Plan for the Future*
- *Implementation Strategy – Making the Plan Happen*

THE PLANNING CONTEXT – HISTORY AND FRAMEWORK

INTRODUCTION

Cascade Locks is a City standing at the crossroads, both literally in terms of its location, and figuratively in terms of the opportunities presenting themselves. The Community has shown signs of stagnation for several decades. Its unemployment rate is high, its industrial park has not attracted new investment or jobs, and its downtown is marked by a growing number of vacant storefronts and a lack of new development. The City's population growth has not matched the growth of the State or even Hood River County over the last decade.

This Downtown Plan is an opportunity for the Community to grasp both new and old opportunities in a cohesive strategy designed to invigorate the local economy and restore pride and excitement in Cascade Locks. The Community has followed two tracts for economic development over the last few decades. First is the development of the Port Industrial Park, done in conjunction with the Port of Cascade Locks. As of yet, however, no major new investment has taken place at the Park.

The second effort is to revitalize downtown. The Community has long recognized that its downtown is a special place but that it needs renewal if it is to survive and prosper. In the late 1970's, the City became one of the smallest cities in the United States to undertake an urban renewal project. This effort cleared several properties on the south side of WaNaPa which became the site of the Columbia Gorge Center, a unified business complex anchored by a grocery store and including a significant public plaza.

Since 1990, the City has undertaken four planning efforts for downtown, which are described below. As a result of those plans, citizen committees have been formed, funds allocated, and several projects completed. However, these efforts, while significant and noteworthy, have not led to an influx of private investment and a resurgence of downtown as a viable commercial and cultural center.

The purpose of this plan is to bring the good work of the prior four plans together, extract the best parts, update and add on to the recommendations, and create a comprehensive master plan and strategy for the redevelopment of downtown



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Cascade Locks. As important, the Plan will include a recommended multi-faceted strategy for implementation. The intent is to have this effort create a comprehensive framework of public policy and community energy to accomplish a remarkable transformation of downtown Cascade Locks into a viable, vibrant commercial and cultural center.

PROJECT OBJECTIVES

The overall objectives of the City's Downtown Development Plan and Strategy were established prior to the Plan being developed. These speak to the issues identified as important in revitalizing downtown.

1. Develop a downtown refinement plan based largely on the previous planning work noted above with input from citizens, businesses, and agencies.
2. Establish design guidelines and standards for property development and redevelopment that will implement the refinement plan.
3. Establish specific street design and streetscape standards for the downtown, including sidewalks, bike lanes, and amenities (these have been developed in several of the previously mentioned plans, but have not been officially adopted by the City or ODOT) that are consistent with the Oregon Highway Plan and the designation of the Historic Columbia River Highway (ORE 30) as an historic highway.
4. Identify improved pedestrian connections to destinations outside of the downtown, such as Marine

Park (separated from downtown by railroad tracks).

5. Adopt necessary amendments to the City's comprehensive plan, zoning code, and TSP to implement the Downtown Refinement Plan developed in this project.
6. Encourage walking and bicycling.
7. Reduce reliance on automobile trips.
8. Encourage more mixed-use and efficient use of land in the downtown, consistent with the City's Comprehensive Plan.



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REPORT ON EXISTING CONDITIONS AND RECOMMENDING PROJECT GOALS AND CRITERIA

The first product of this planning effort was the publication in December 2002 of the Report on Existing Conditions and Recommending Project Goals and Criteria. This document summarizes each of the four prior plans, inventories existing conditions, and recommends a body of goals for this project. The document was created with the assistance of a Citizens Advisory Committee, which approved the goals. The report is incorporated as an appendix of this Plan.

PROJECT GOALS:

- Strengthen the downtown core as the economic and cultural center of the City.
- Make the downtown an extraordinary place, such that travelers will be drawn to the downtown as a destination, not just a stop-over spot.
- Provide the design standards, regulations, and capital projects necessary to guide new development in a manner consistent with and supportive of these goals.
- Create a stronger presence of the natural environment in the downtown area.
- Create and/or enhance views of the surrounding area from downtown for motorists and pedestrians.
- Establish a more "friendly" pedestrian/bicycling environment that will reduce the necessity for and

impact of automobiles.

- Manage traffic flows for safety and convenience of both the vehicle passengers and pedestrians.
- Accommodate parking needs for autos, trucks, recreational vehicles, and busses in a manner that is consistent with the adopted design theme.
- Create stronger visual, vehicular, and pedestrian links between Downtown and Marine Park working to blend the two activity areas into one experience.
- Develop architectural standards for all new construction and remodeling relating to the history of Cascade Locks.
- Develop a downtown plan that identifies and plans for common physical elements throughout the area such as landscaping, signage, pedestrian facilities, and parking lots.
- Create pedestrian/bicycle linkages to all major points in community.
- Create attractive and inviting entry features.
- Increase the presence of street trees in a manner consistent with the Design Plan.

PRIOR DOWNTOWN PLANNING PROJECTS

The City of Cascade Locks has gone through four planning processes over the last decade, all focused on downtown redevelopment. The mutual goal of each of these efforts was to rehabilitate and revitalize downtown as an attractive and



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viable commercial and community core.

The four projects were:

Cascade Locks Design Handbook – 1992

This project was the most detailed and intensive, and has yielded several tangible results. The most prominent result is the use of the design handbook by the Planning Commission and City Council in evaluating new development.

Economic Development Plan – 1996

The Economic Development Plan provided a framework for bringing together the resources necessary to work toward implementation of downtown planning efforts. This Plan resulted in formation of the Action Team, a group with great responsibility for downtown redevelopment efforts.

ODDA Resource Team Report – 1998

In October 1998 the Oregon Downtown Development Association, at the City's request, held a three day planning workshop in Cascade Locks. The purpose of the workshop was to help refine the Design Handbook. The effort resulted in re-affirmation of the 1992 planning work, and development of specific projects and strategies to help implement the plan.

Cascade Locks – Potential Downtown Projects - 2000

This effort created conceptual plans and cost estimates for specific projects in downtown, based on the earlier planning effort.

This 2003 project is intended to bring together and update the four prior plans creating one comprehensive downtown plan. This project also focuses on specific implementation strategies identifying a capital improvement program, estimating costs, identifying funding sources, and recommending amendments to the Development Code.

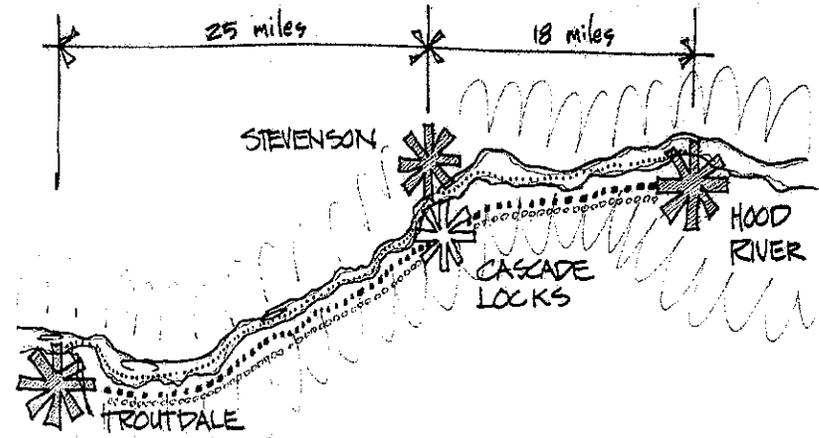
Two major factors influence the 2003 planning effort that did not come into play in the prior work. First, the Oregon Department of Transportation's administration of the Historic Columbia River Highway Master Plan and the listing of WaNaPa Street, as part of Highway 30, as a National Historic District creates new constraints and opportunities for planning and implementation. Second, the potential siting of a major casino in the Port Industrial Park just east of downtown creates a totally new dimension of impacts and economic opportunity. While this planning effort is based on the four prior plans, it will also bring these two new factors strongly into the planning focus.



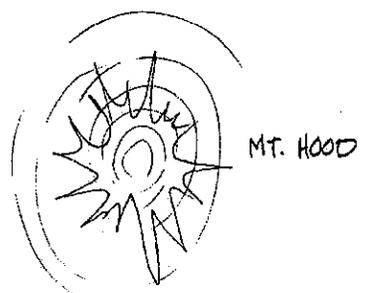
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PLANNING WORK TO DATE – SELECTING THE BEST AND BRINGING IT TOGETHER

Each of the four prior downtown planning efforts made specific recommendations. These fall into the categories of physical changes, public policy, regulations, and public initiatives. These have all been evaluated for their relevance and appropriateness to be incorporated into this comprehensive planning project. The selected plan elements, coupled with new material developed as part of this planning process, are unified into the Downtown Plan presented in the next chapter of this document. The **Prior Planning** matrix at the end of the **Appendix** lists all the recommendations from the prior plans and indicates this Plan's recommendation on the desirability to continue its pursuit.



- o CARS/BOATS/HISTORIC HWY
- o TRAINS/STAGE COACH/TRAILS
- o RIVER/GORGE/MOUNTAINS
- o CROSSROADS/BRIDGE
- o VIEWS/NATURAL SPLENDOR



- o LINKAGE EAST WEST
- o STOPPING POINT/TOURIST INTEREST/LOCKS
- o EMPLOYMENT/HOUSING/RECREATION





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THE DOWNTOWN PLAN – REFINING AND BUILDING THE BEST PLAN FOR THE FUTURE

This portion of the Plan will discuss the context and principals guiding this Plan, the plan for improvements to WaNaPa, and the land use and development plan for the Downtown.

Cascade Locks, and its downtown, has many things going for it. The “Report on Existing Conditions” inventories the current physical and economic situations in the Community. That information will not be repeated here.

However, this Plan will identify two areas of opportunity, both critical to planning for the future of Downtown. These are the macro scale of how Cascade Locks relates to the region and the micro scale of opportunities for economic stimulation within Downtown.

THE REGIONAL CONTEXT

Cascade Locks is at a focal point for many modes of transportation. Cascade Locks is an important point where Interstate 84 is connected with State Route 14 in Washington. Tens of thousands of vehicles pass through Cascade Locks every day either east/west on the freeway, or making connections north into Washington. The east/west mainline of the Union Pacific Railroad passes through the Community. The City fronts on the Columbia River where boating for both commerce and pleasure are a regular occurrence. The City plays host to a civil aviation airport owned and operated by

the State or Oregon Aeronautics Department. The Port of Portland Troutdale Airport for civil aviation is 30 miles to the west and Portland International Airport for commercial aviation is less than 10 miles farther.

Cascade Locks is also strategically located relative to its position in the center of the Columbia Gorge. It is only 15 miles west of Hood River and 28 miles east of the Portland Metro area. Stevenson, Washington is directly across the river. Other gorge cities are short distances away. Yet, despite its central location between these many cities, Cascade Locks is situated in one of the most beautiful settings in the world. The Community is blessed with three spectacular views, the Columbia River as the northern border of the City, the backdrop of the Cascade Mountains to the immediate south, and the vista of the Cascade Mountains to the north across the river.

Recreation opportunities abound in and around the City. The river provides the venue for many water sports. The Columbia Gorge Sailing Club is headquartered in Cascade Locks and is planning a new sailing facility in the near future. The City is at the crossroads of the north/south Pacific Crest Trail and the east/west Columbia Gorge Trail. The Columbia Gorge Trail is also a major bicycle facility. Hiking and camping facilities abound in the surrounding mountains.

Cascade Locks has historically been economically reliant on the timber industry. But, as with many northwest cities, those jobs have greatly reduced over the last two decades. Now the economy is primarily based on tourism which is generally involved with traveler services for those passing on the



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highways. Cascade Locks has also seen an upsurge in residents who choose to live in the heart of the Gorge, but who work in either Hood River or the Portland Metro area.

The **Strategic Linkage** Figure illustrates the strategic location of Cascade Locks.

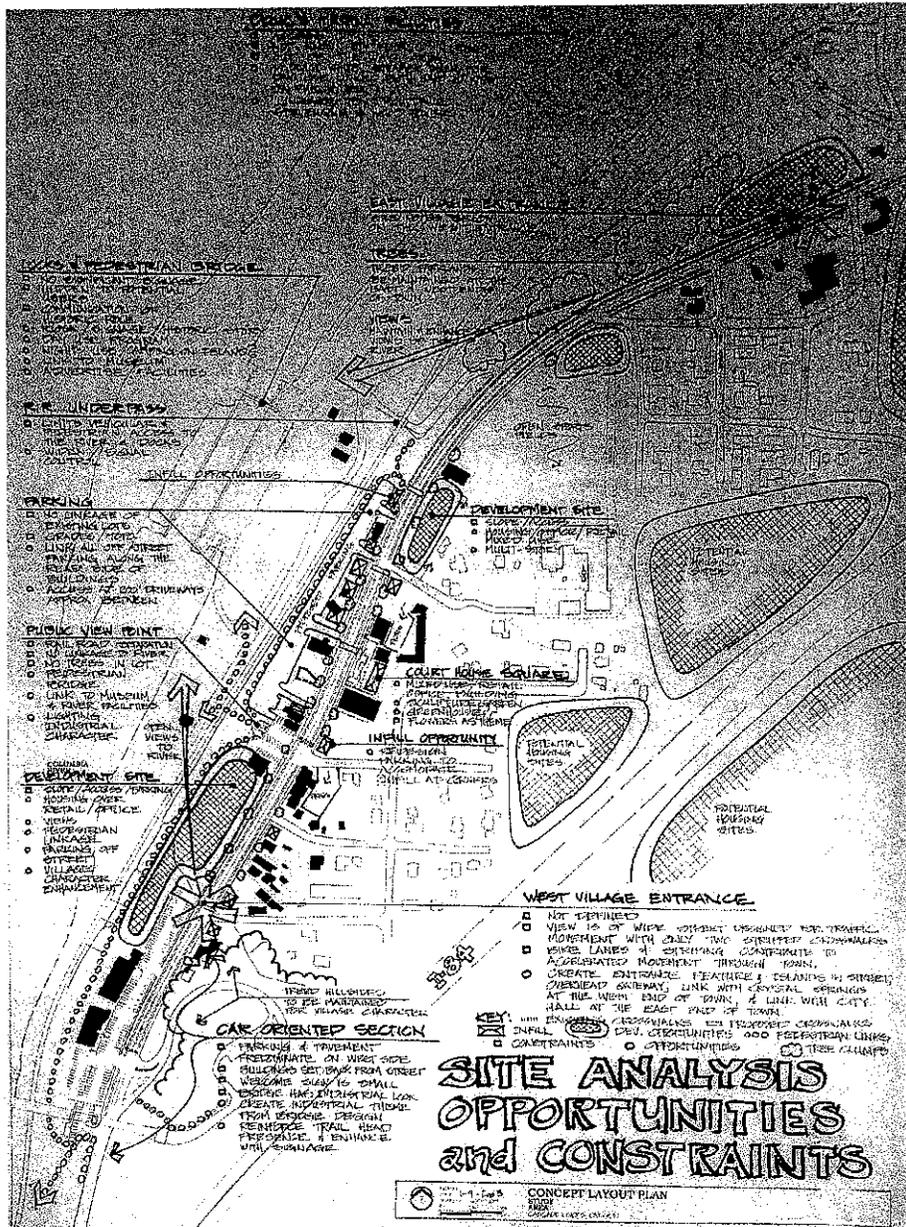
THE LOCAL CONTEXT

Downtown Cascade Locks has tremendous opportunity for redevelopment. There are several well placed areas of vacant land that can serve for larger new projects. Most of the existing buildings are in good shape. Many businesses have long and successful histories such as the grocery store and the East Wind Drive In. Several businesses, such as the drive-in and the Charburger, are known to regular travelers and are successful in getting people off the highway.

The **Site Analysis Opportunities & Constraints** Figure gives an overview of important opportunities and constraints affecting Downtown Cascade Locks.

The Port Industrial Park has the potential for development bringing significant new employment to the City. These new employees will find a small inventory of available housing at a variety of price points. These new employees, and hopefully new residents, will also find a lack of commercial and professional services. Cascade Locks will lose these new families to other communities if housing and necessary services are not or can not be provided.

This potential development at the Port also creates some





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urgency for the Community to create a framework for Downtown redevelopment sooner rather than later. Being prepared with the appropriate Plans and Codes will allow the City to channel future development in the most positive manner.

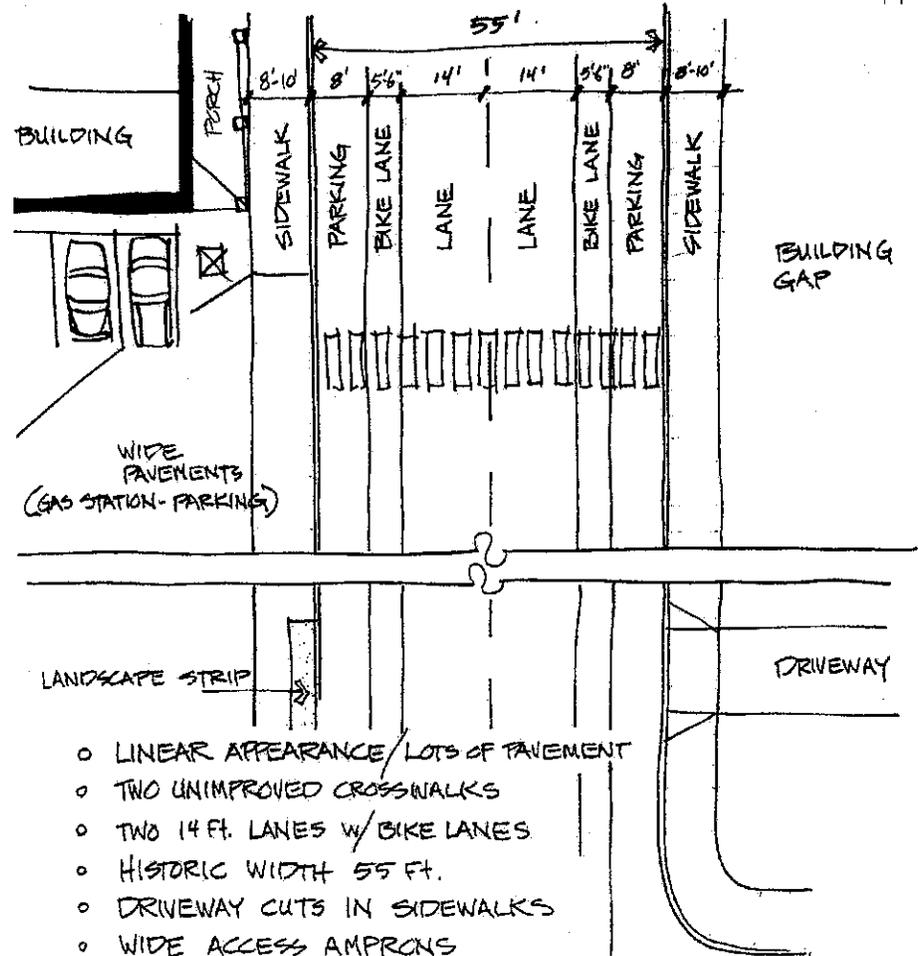
The City already has two important plaza areas, the Overlook, and the Columbia Gorge Center Plan. These pedestrian oriented facilities attract tourist and, especially in the case of the Columbia Gorge Center, help to support the surrounding businesses.

The City's main street, WaNaPa, is also US Highway 30, which is the Historic Columbia River Highway (HCRH). The HCRH is a federally designated historic landmark. It is also recognized in Oregon legislation as historically significant. These designations present an opportunity to capitalize on the historic nature of the street as the foundation for a renaissance of Downtown based on the architecture and environment of the early part of the 20th Century.

PLANNING PRINCIPALS

This Downtown Plan is based on several principals, all of which are consistent with the goals for the project. These principals drive the decisions and recommendations for the Plan and its implementing strategies. The principals are:

1. A primary economic principal is to get people to shop in downtown Cascade Locks by attracting them off the freeway, by providing adequate commercial services for a growing local population, by creating downtown



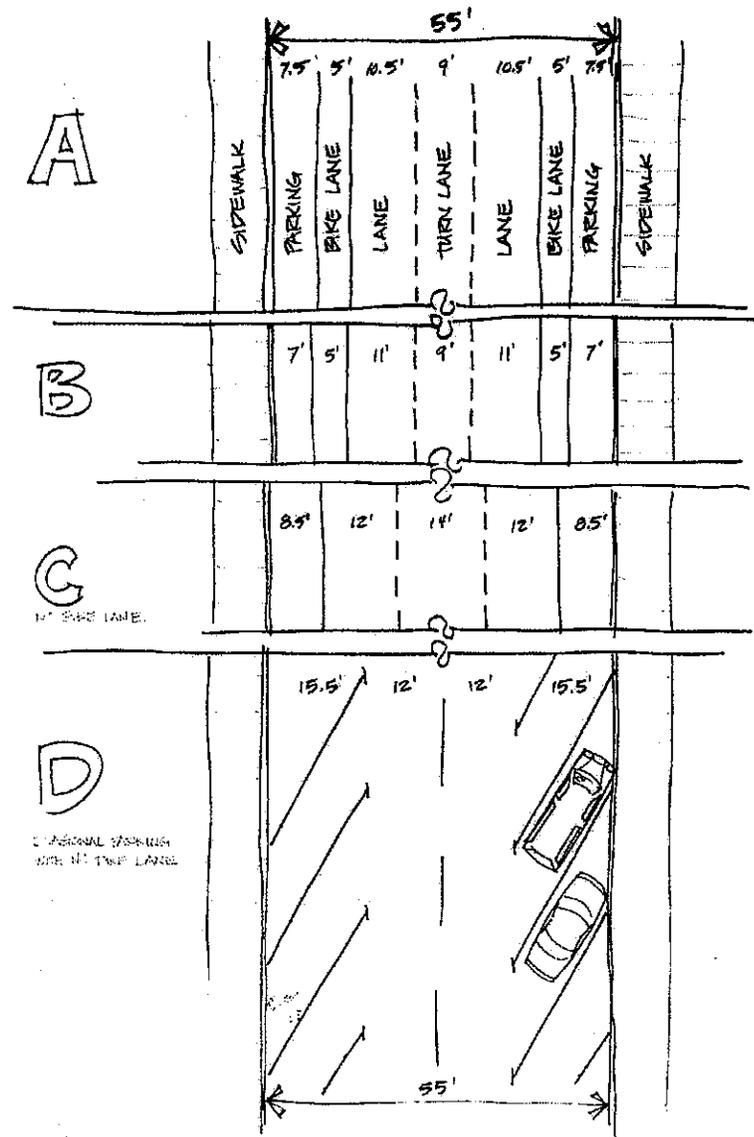
- LINEAR APPEARANCE/ LOTS OF PAVEMENT
- TWO UNIMPROVED CROSSWALKS
- TWO 14 FT. LANES W/ BIKE LANES
- HISTORIC WIDTH 55 FT.
- DRIVEWAY CUTS IN SIDEWALKS
- WIDE ACCESS AMPRONS
- PARKING LOTS TO BACK
- LARGE GAPS IN BUILDING FRONTAGES
- PAVEMENTS EXTEND TO BLDGS. W/NO LANDSCAPE BETWEEN PARKING

EXISTING CONDITIONS

TWO LANE TRAFFIC CONFIGURATION

employment, and by channeling Industrial Park employees and visitors to the downtown for shopping and services.

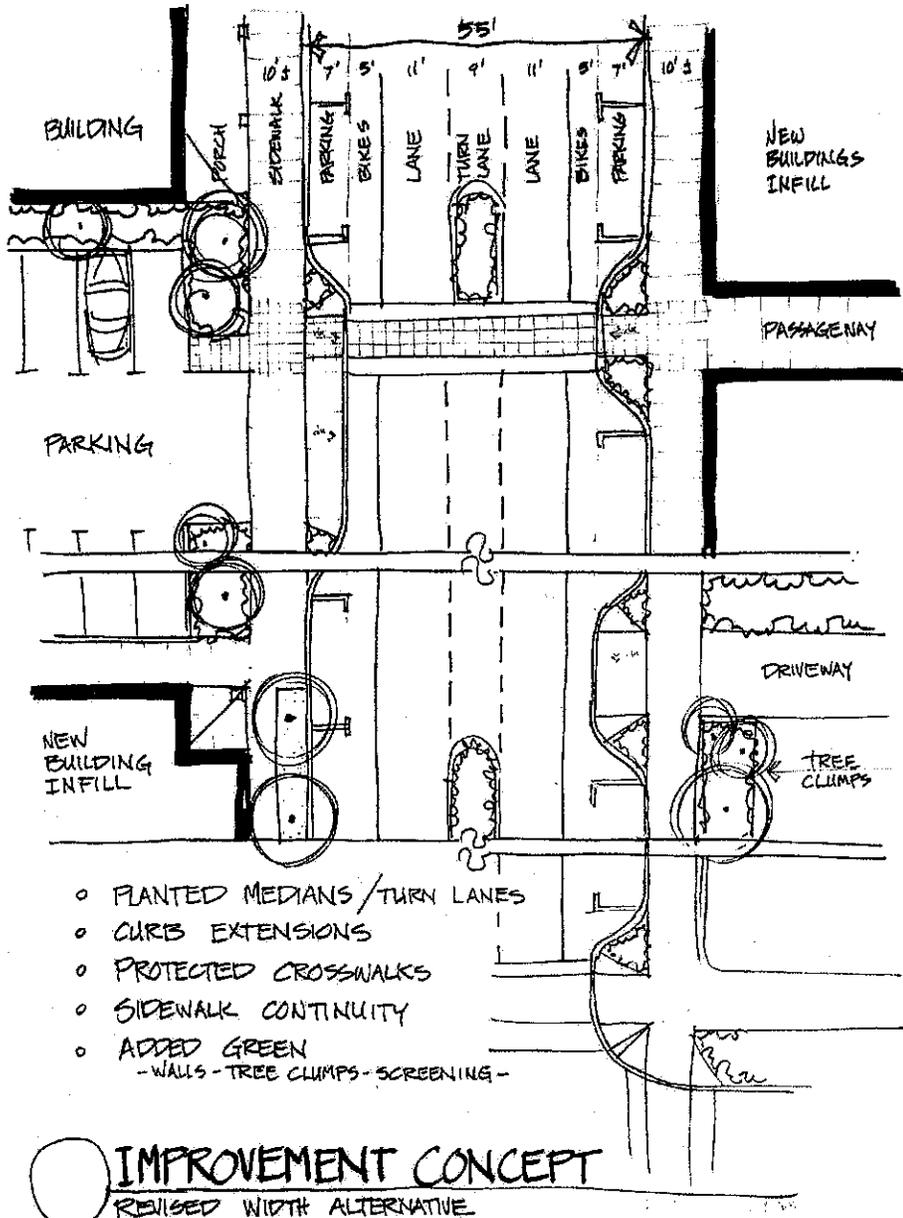
2. Another primary economic principal is that the City will expand its presence as a tourist destination by actively developing facilities and programs oriented to the river, the mountains, the Gorge experience, recreation, and an extraordinary downtown.
3. The Downtown Plan is based on preserving and re-creating the historical character of the Community as it was in the 1920's and 1930's, the time the Columbia River Highway was built and first opened.
4. A principal of diversity within a framework of design standards rather than conformity will guide design decisions.
5. The Downtown Plan is based on creating a pedestrian friendly environment where citizens and visitors can enjoy a variety of shopping, cultural, and recreational experiences as pedestrians in a safe, inviting, and comfortable place.
6. Administration of the Historic Columbia River Highway: historic designation calls for preserving the historic width and centerline of the street and to make improvements only when then are consistent with the design of the street in the early part of the 20th century. A principal of this Plan will be to respect that position where ever possible.



IMPROVEMENT CONCEPTS
HISTORIC WIDTH ALTERNATIVE (55')



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PLANNING FOR WANAPA IMPROVEMENTS

The City is faced with a significant dilemma concerning the future of WaNaPa Street. WaNaPa is the City and Downtown's "Main Street." All the commercial activity fronts on WaNaPa. It and Forest Lane form the only street connection that moves through the entire City. All streets and neighborhoods feed into WaNaPa or Forest Lane exclusively. WaNaPa is critical to the physical nature and operation of the City.

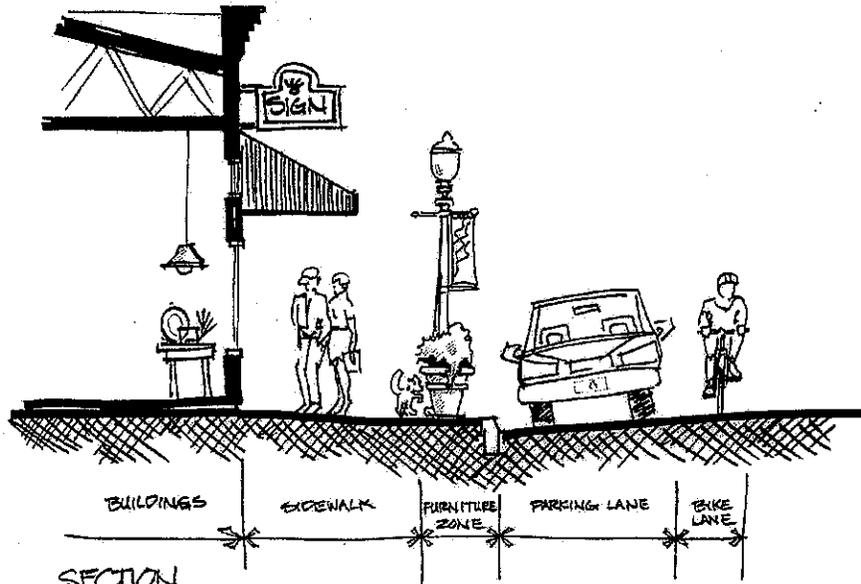
WaNaPa is physically very wide, with a typical width of 55 feet. It has two wide travel lanes, two bike lanes, and two parking lanes. The existing configuration is shown on the **Existing Conditions** Figure. The street is generally straight and therefore has the appearance of a high-speed boulevard.

The street is very good at carrying traffic. However, its configuration creates some problems, especially with any significant increase of traffic in the future. Without a left-turn lane, congestion and safety issues will be compounded with an increase in left turning movements both to and from the street. Pedestrians find it difficult to cross the street because of its width. With any increase in pedestrian or vehicle traffic, pedestrian crossings will become even more difficult.

The travel lanes are adequate to handle both car and truck traffic. The bike lanes are continuous from one end of Cascade Locks to the other and tie into the Historic Columbia River Highway State Trail at the west end of town. The parking lanes provide a significant resource to the merchants



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SECTION

- SITE BUILDINGS TO BACK OF SIDEWALK
- CREATE FURNITURE ZONE
- PEDESTRIAN PROTECTION
- MERCHANDISING & SECURITY WITH EYES ON THE STREET

the travel lanes was and is centered between the curbs. These three factors are considered to be critical to the historic character of the street. Therefore, the standard recommended by the Committee and adopted and administered by ODOT is that these three factors will not change unless evidence is discovered that the 55 foot width is not accurate as the historic width.

The historic designation creates a large dilemma. Absent the designation, this Plan would recommend a significant reconfiguring of the street so that it would accommodate a left turn lane and incorporate elements to narrow the street at intersections in order to shorten the length of the crosswalk.

With the designation, however, these classic tools are not available. This calls for a great deal of creativity and compromise in meeting the goals of pedestrian friendliness and traffic safety while also being consistent with the historic designation.

The consulting team worked closely with the Technical Advisory Committee and especially the Citizens Advisory Committee to examine alternatives and arrive at a preferred configuration for the street. Those alternatives are depicted in the **Improvement Concepts—Historic Width** Figure. The concepts are all based on keeping the basic width of 55 feet.

In Concept A, the existing curblines are retained as is the current striping for travel, bike, and parking lanes. At crosswalks, painting of a buffer space is expanded out to the width of the parking lane in order to provide a “pseudo-bulb-out” for the crosswalks. While not as effective as a physical

SITING CONCEPT

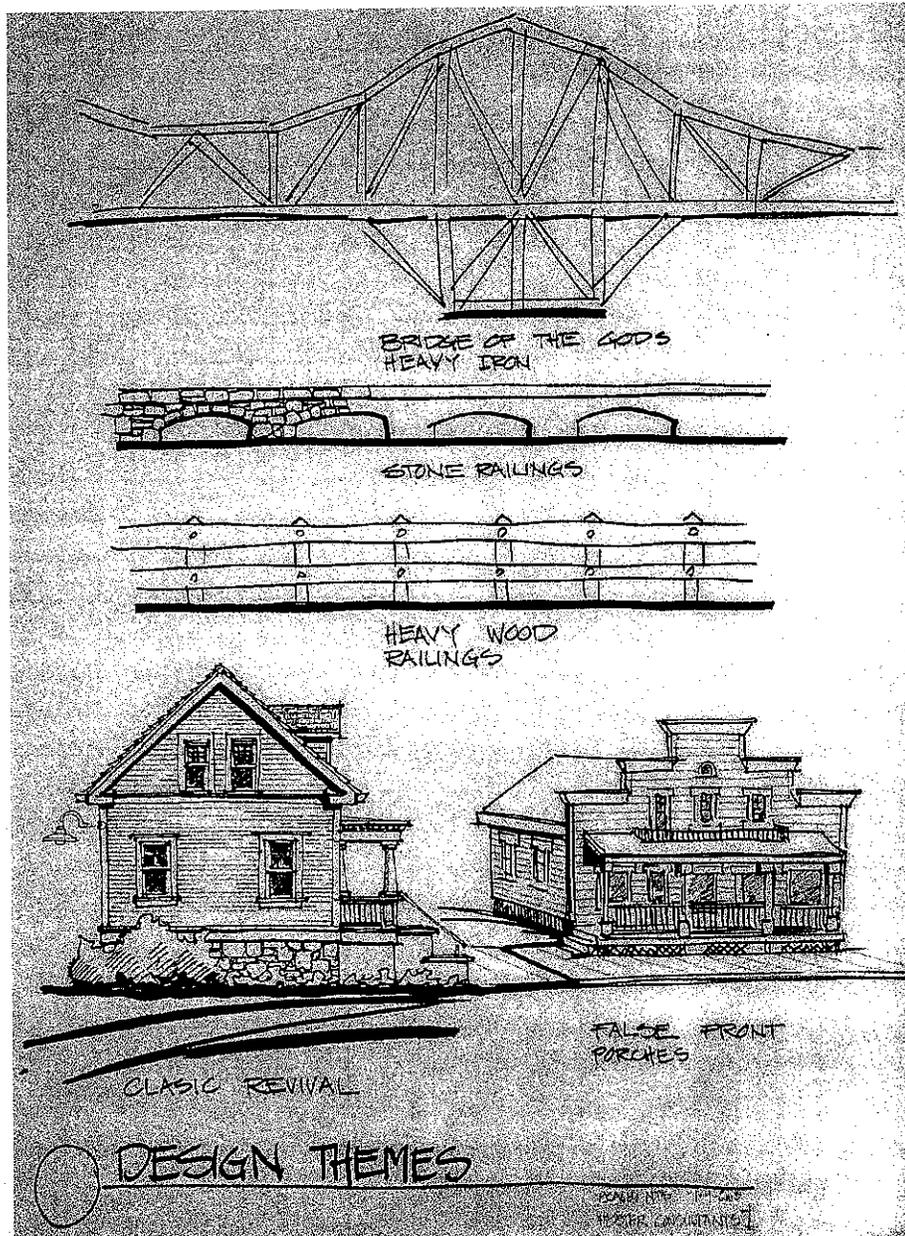
COMMERCIAL STREET FRONTAGE

in providing convenient parking to all uses.

It has been determined by the Historic Columbia River Highway Advisory Committee that the historic width of WaNaPa was its current width of 55 feet. Historically there were no medians or islands in the street. The center line of



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narrowing of the street at the crosswalk, this option provides a visual clue to the presence of the crosswalk, keeps parked vehicles away from the crosswalk, and allow pedestrians some relief in making the full 55 foot crossing.

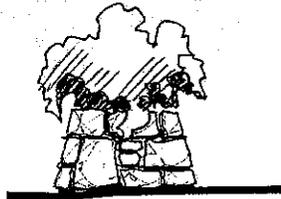
Concept B keeps the current lane configuration, but changes parking on one side to diagonal. This is accomplished by narrowing the travel lanes to 11 feet and the parallel parking lane to 11 feet. This concept increases the total amount of on-street parking by approximately 25%.

Concept C is similar to Concept B except it eliminates the on-street bike lanes, assuming a new off-street bike path will take their place. This allows the travel lanes and parallel parking lanes to retain their 12 foot and 8 foot widths.

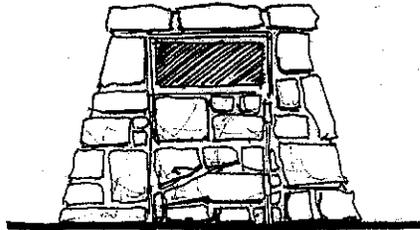
The final Concept, as shown on the **Improvement Concept—Revised Width Alternative** Figure, represents a complete redevelopment of the street with left-turn lanes, bulb-outs for pedestrian crossings, and landscaped medians.

Concept B was rejected for several reasons. While adding more parking is desirable, there was an understanding that ODOT would not look favorably on diagonal parking on a state highway where vehicles would be backing into traffic. Also, the travel lane widths are narrowed below the ODOT standard of 12 feet.

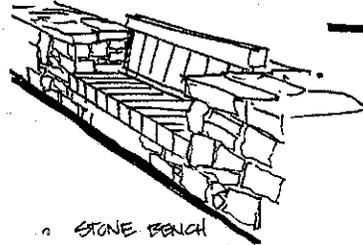
Concept C was rejected also for the diagonal parking issue, and because there is no readily available route to develop an alternative bike path. Also, the CAC members recognized that bicycle traffic is important to the economic vitality of



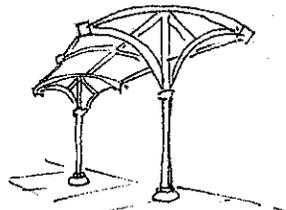
PLANTER



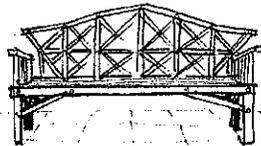
TRASH



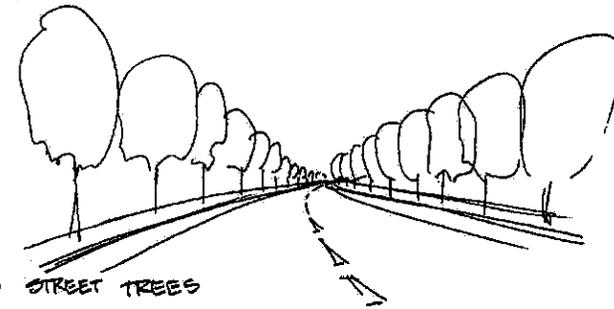
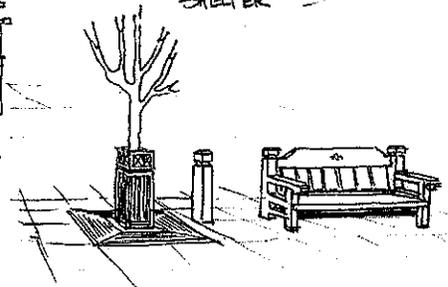
STONE BENCH



SHELTER



BRIDGE OF THE GODS
BENCH



STREET TREES



TREE CLUMPS

FURNITURE

SCALE: 1/4" = 1'-0"

Downtown and did not want any traffic bypassing the Downtown stores and services.

While there was strong support for the redevelopment alternative, it was rejected recognizing it would not be

CASCADIAN LANDSCAPE

SCALE: 1/4" = 1'-0"

acceptable to ODOT.

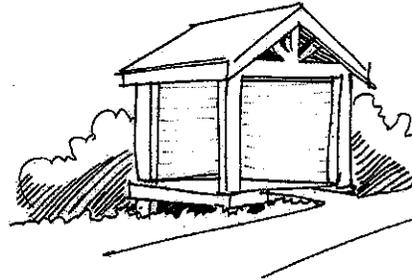
This leaves Concept A as the preferred alternative. The consensus of the participants in the many discussions is that its "pseudo-bulb-outs" are a good compromise that may serve



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adequately in enhancing pedestrian friendliness.

If the 55 foot historic width standard is ever changed so that the standard is narrower, then the redevelopment alternative



should be implemented.

PLANNING FOR STREETScape AND LANDSCAPE ALONG WANAPA

A primary focus of this planning effort is to greatly increase the pedestrian friendliness of the WaNaPa corridor in order to encourage much greater patronage of local stores and services. In order to do so, three design factors are applied to make the sidewalk an inviting place.

First, the primary pedestrian area of the sidewalk is separated from the WaNaPa travel lanes by three buffers; the bike lane, the parking lane, and the "furniture zone." These give a total separation of approximately 18 feet. Luckily, the existing sidewalks are generally eight feet in width. Allowing for a five foot clear walking path, the outer three feet of the sidewalk can be devoted to street furniture. Adding the buffer zone, the parking lane, and the bike lane, an 18 foot space is created that not only protects pedestrians from moving vehicles, it is wide enough to create a separate environment specific to the pedestrian area.

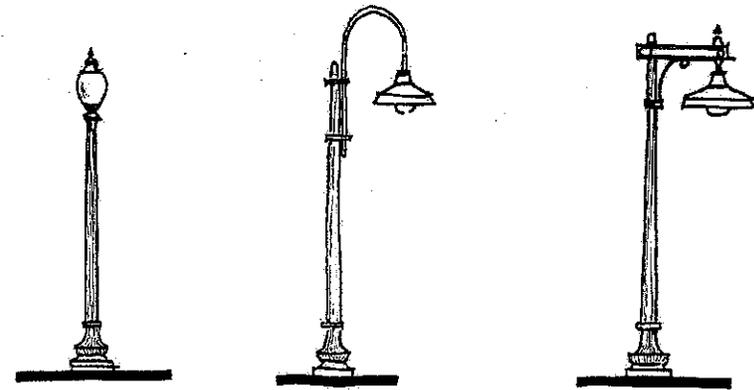
In addition to this buffering, three techniques will be used to enhance the pedestrian space; street furniture, awnings, and building orientation. The **Siting Concept—Commercial Street Frontage** Figure illustrates all four of these design factors. However, these need to be analyzed in an overall design context.

As will be discussed below, this Plan is based on allowing a broad variety of historic architecture styles. It has been

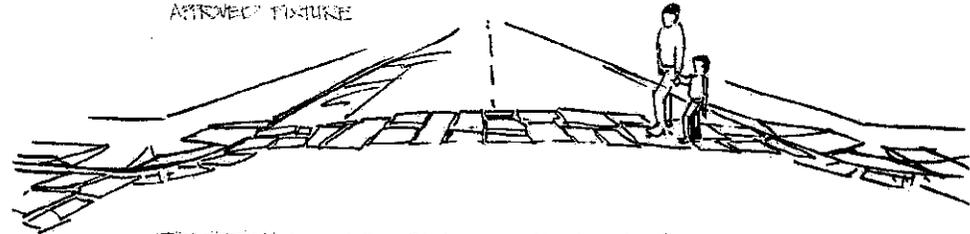
○ SHELTER

determined that the unifying factor for Downtown Cascade Locks is to have consistent design elements for streetscape, landscape, and public improvements. Four basic themes have been selected to be interwoven to define the Downtown's design character and experience. These are all deeply rooted in the physical and historical environment of the area.

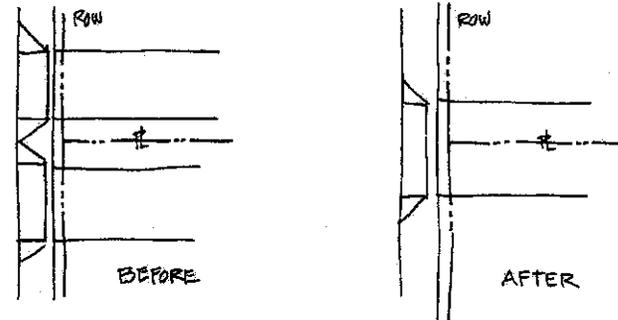
- The first theme is the use of the "Cascadian" style of architecture and design. This style is based on heavy timbers, natural wood, and native stone. Nearby examples include the Multnomah Falls Lodge and Timberline Lodge.
- The second theme is based on the Bridge of the Gods. This classic structure is a dominating feature of Cascade Locks' environment. The heavy and intricate ironwork is complimentary to the Cascadian design.
- The third theme is the natural landscape of the Gorge. Rather than create landscaping along WaNaPa that is ordered, it will be diverse in its placement and style, as with the surrounding natural environment.
- The fourth theme recognizes that the weather in Cascade Locks can be extreme. Creating a pedestrian friendly environment is difficult where high summer heat; very cold winters, snow and ice, and especially the Gorge wind, all affect anyone outside. The fourth theme is to create a system of shelters all along WaNaPa through the Downtown.



◦ LIGHTS
APPROVED FIXTURE



◦ PATTERNED CONCRETE CROSSWALKS



◦ DRIVEWAYS

○ LIGHTING / CROSSWALKS & DRIVEWAYS

These themes are illustrated in the sketches in the **Design**

Themes Figure. Using these four design themes, an overall



THE CASCADE LOCKS DOWNTOWN DEVELOPMENT PLAN AND STRATEGY

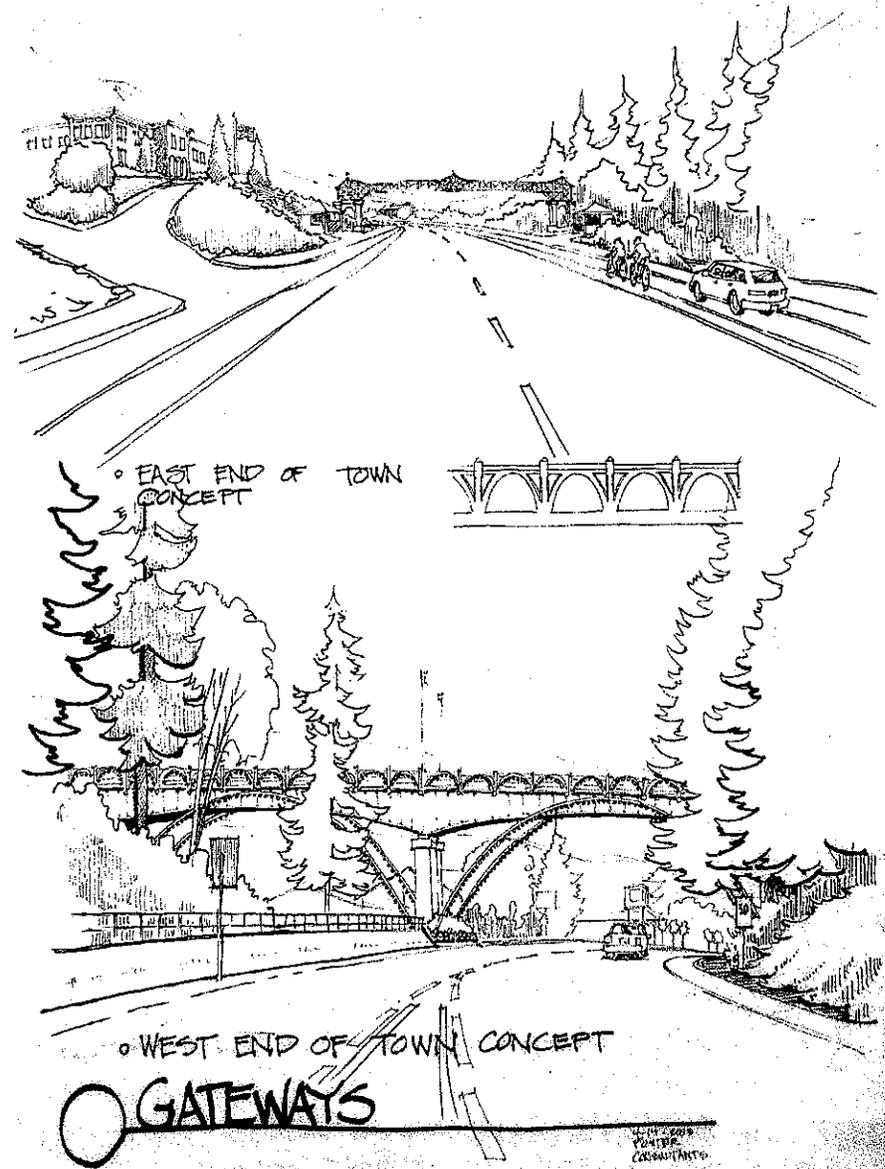
design pattern is derived that defines the experience of traveling along WaNaPa. Distinct street furniture based on both the Cascadian and Ironworks styles is found all along the street. Rather than having a pattern of rhythmical street trees, groves of major landscaping and improvements are found in numerous locations along the street. A pedestrian can move along the street by moving from one shelter to the next. These shelters are found within the sidewalk, in front of buildings, and in the landscaped groves. They have a variety of styles but are all intended to protect from sun, wind, and precipitation.

The **Furniture** Figure illustrates the new street furniture styles. The existing exposed concrete conical fixtures are to be removed and replaced with new furniture of these styles. Installation of street furniture and landscaping areas on private properties within the "D" zone is required by the zone to be consistent with these styles.

The **Cascadian Landscape** Figure illustrates the use of tree groves as opposed to rhythmical street trees. The views from Downtown are so significant, that a pattern of street trees would rob the area of these important vistas. Instead, landscaped groves involving native trees and other plantings will be located where ever opportunities are present with adequate space and appropriate public or private financing.

The **Shelter** Figure illustrates two approaches to shelter. First, freestanding shelters will be located where possible in the landscaping groves and in other areas along the street. Existing bus-stops will be replaced by shelters designed in accordance with the design themes where possible.

Second, buildings will incorporate awnings and porches,





THE CASCADE LOCKS DOWNTOWN DEVELOPMENT PLAN AND STRATEGY

extending into the right-of-way and over the sidewalk. This will be required of new buildings and will be encouraged as retrofits to existing buildings. This will be described more in the section on architecture.

CROSSWALKS AND STREET LIGHTING

Important elements of the WaNaPa right-of-way which involve public investment to help achieve this Plan's goals include crosswalks, street lighting, and driveways. Improvements to each of these will help with pedestrian and vehicular safety, will enhance the aesthetics of the Downtown corridor, and will make the Downtown more pedestrian friendly.

Street lights currently exist all along WaNaPa. However, they are a contemporary cobra-head design on tall aluminum poles. They are not in keeping with the historic character of the corridor and are not consistent with the goals of the Community. This has already been recognized by the City, which in conjunction with ODOT selected a new lighting style. It is a classic old-fashioned street light with an acorn head as was typically found in larger cities. It was determined that this type was consistent with the historic designation and therefore approved for use. None of the lights have been installed. The first drawing on the **Lighting/Crosswalks & Driveways** Figure is a representation of this type of light fixture.

This Plan recommends this decision be revisited at the initiation of the City. The approved type of light is typical of historical lighting in larger urban areas, but there is no

evidence that it was used in Cascade Locks early in the 20th Century. Rather, lights involving a globe with a reflective pan were more typical in Cascade Locks. Examples are shown on the **Lighting/Crosswalks & Driveways** Figure. The Community has already embraced this style by including lights of this nature in the Overlook Plaza and in the Port Industrial Park. An added benefit of such lighting is it helps prevent light pollution of the night sky.

This Plan recommends the globe and reflective pan light design as the standard street light for the Downtown district. However, this change in the approved design will need to be approved by the Historic Columbia River Highway Advisory Committee, ODOT, and then State Historic Preservation Office.

There are four marked crosswalks in Downtown Cascade Locks, each marking a major intersection with WaNaPa. Each is designated by white paint striping. This Plan recommends these be replaced with new surface treatments that are consistent with the historical nature of the Downtown, such as flagstones or cobblestones. At the same time, wheelchair ramps should be added to each corner on the crosswalk approaches. Rather than using natural material with attended installation and maintenance costs, it is recommended that stamped and colored concrete be used for these surfaces to replicate native materials. Approval of any surface treatment by ODOT will be required in order to assure no undue hindrance to snow removal.



THE CASCADE LOCKS DOWNTOWN DEVELOPMENT PLAN AND STRATEGY

GATEWAYS

It is important to the economic revival of Downtown to create a sense of arriving at an important place whenever a person drives into Downtown. The Downtown District must be inviting and intriguing so that visitors are drawn into the area. Making the district attractive through landscaping, lighting, and architecture is important, but another important tool is the creation of gateways at either end of the Downtown.

A gateway should be some sort of remarkable structure that is notable itself, but that also obviously marks the entry to a special place. For the Cascade Locks Downtown, gateways need to be established at both the west and east ends, near

the Bridge of the Gods and near the intersection of WaNaPa with Forest Lane.

The **Gateway** Figure shows the plans for two gateways. At the west end the plan is to develop a unique lighting scheme for the Bridge of the Gods especially in the portion above Downtown. This lighting is designed to emphasize the structural design and beauty of the Bridge, and to accentuate the passage under the bridge to enter Downtown. While this Plan does not include any specific designs or concepts for this lighting, it calls for the idea to be pursued with specific design and development to come in the near future.

At the east end a significant arch structure is placed over the street. This arch is to reflect the design of the Bridge of the Gods. Coupled with shelters on either side of the street, this gateway becomes the notable eastern portal of downtown. This is to be located in front of the Community Center and City Hall in order to emphasize the civic importance of this site. Both of these new gateways will need approval by the Historic Columbia River Highway Advisory Committee, The State Historic Preservation Office and ODOT.

A third gateway project is already underway. This is an ODOT sponsored project located on unused right-of-way on the north side of the intersection of WaNaPa and Forest Lane. This is a large project involving construction of a picnic area, an interpretive sign, landscaping, and a parking lot. It is currently scheduled to be constructed in 2006.

