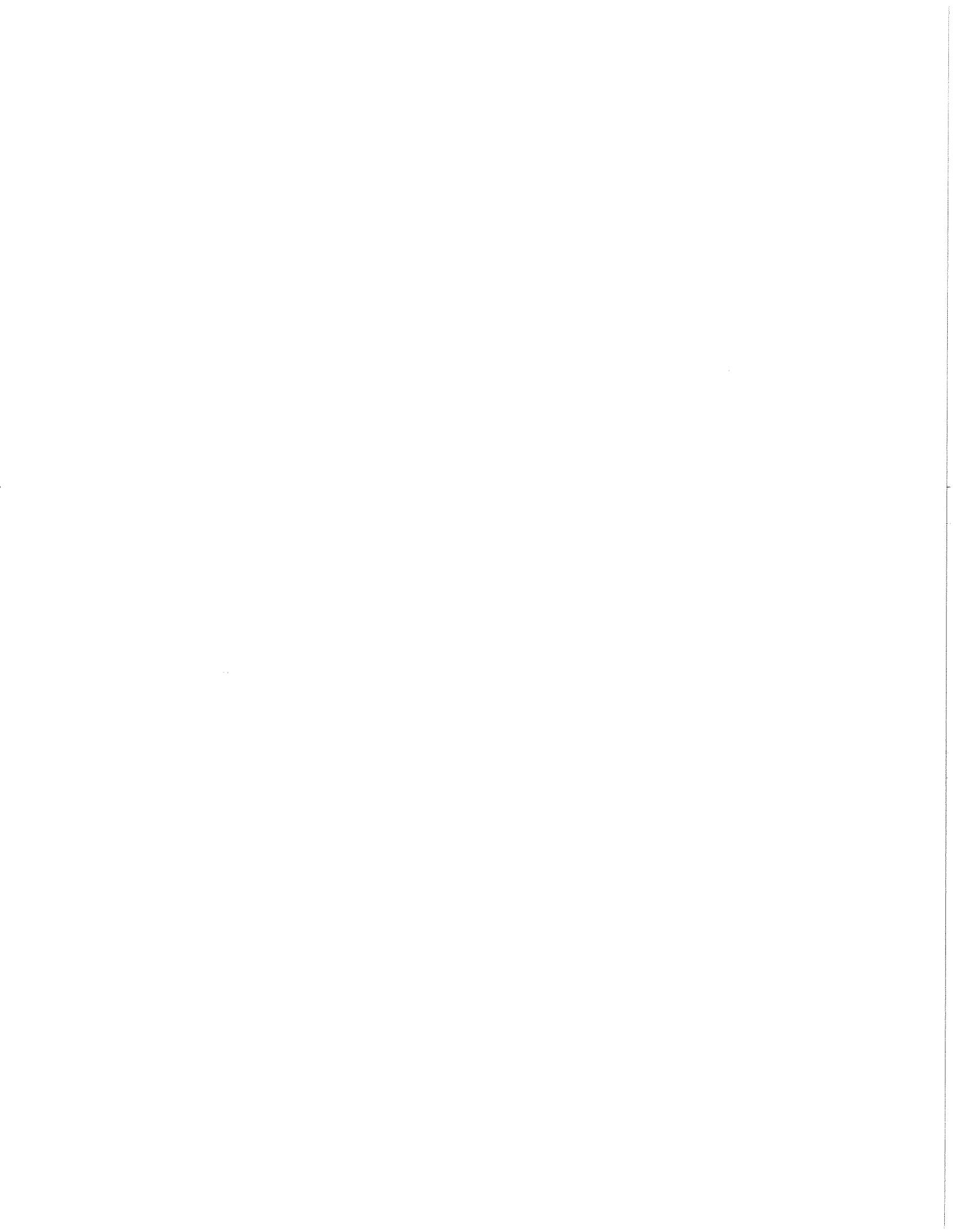


CITY OF CASCADE LOCKS
PLANNING COMMISSION
AGENDA

Thursday, February 12, 2015 at 7:00 PM
City Hall

- I. Call Meeting to Order.
- II. Approval of January 8, 2015 Minutes.
- III. New Business
 - A. Code Assistance Work Session.
 - B. Review of Available Lots in Subdivisions.
- IV. Adjournment.

The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for person with disabilities, should be made at least 48 hours in advance of the meeting by contacting the City of Cascade Locks office at 541-374-8484.



- I. Call Meeting to Order. Chair Cramblett called the meeting to order at 7:00 PM. Planning Commission Members present were Virginia Fitzpatrick, Gyda Haight (7:08 PM), Todd Mohr, Gary Munkhoff, and Larry Cramblett. Also present were City Administrator Gordon Zimmerman, Planning Consultant Stan Foster, and City Recorder Kathy Woosley, Jim Bussard, Holly Howell, Don Mann, and Erik Carlson.

CA Zimmerman explained that Scot Siegel could not make it to the meeting tonight so the Code Assistance Workshop will take place on February 12th and the joint Planning Commission/City Council discussion would be rescheduled to another date.

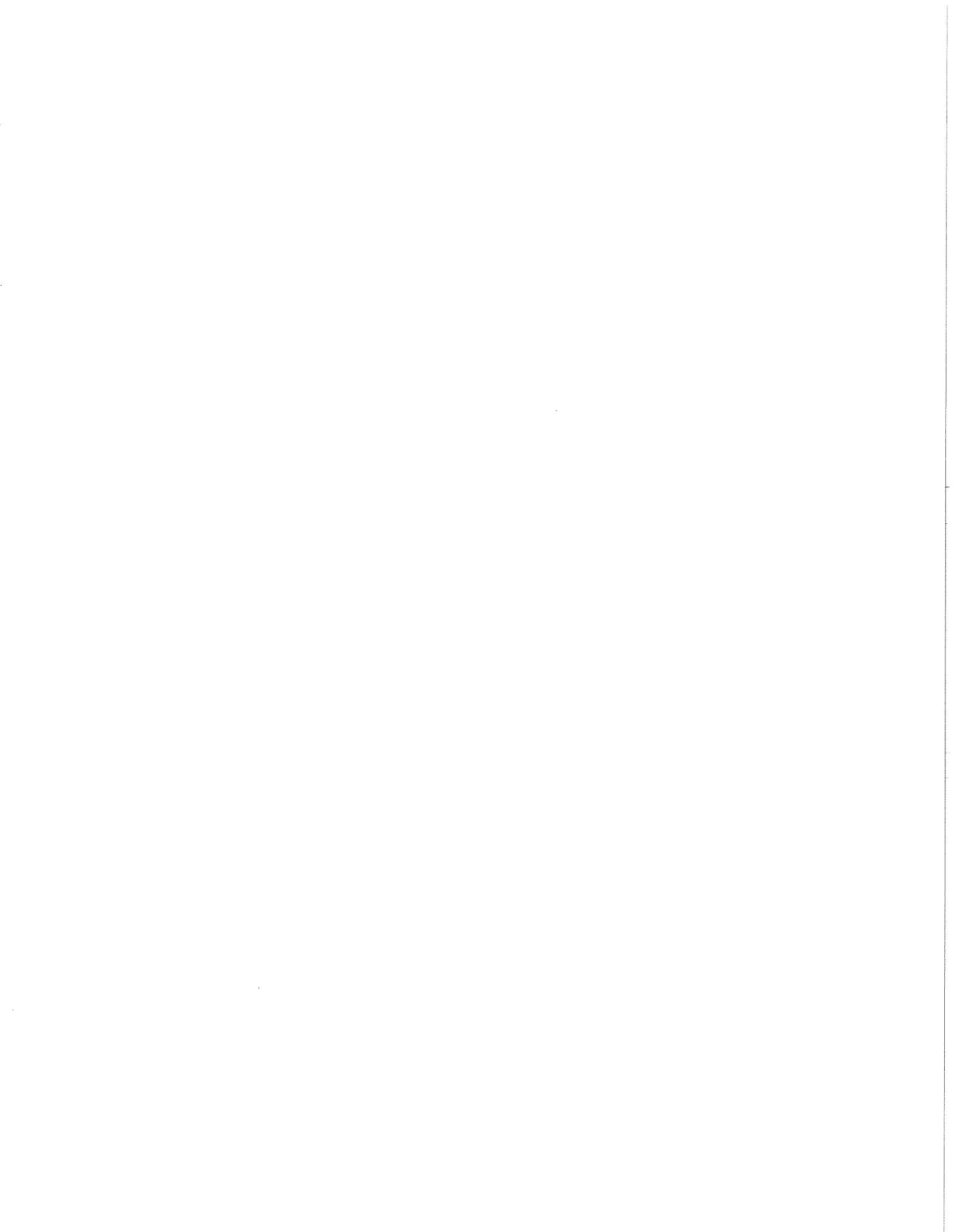
CA Zimmerman said the Port of Cascade Locks is here and would like to discuss a minor map change and a change in verbiage for Condition 4 of the Final Order.

CA Zimmerman explained it is customary at the first meeting of the year to elect a Chair so the Planning Commission could take care of that tonight.

- II. Approval of December 11, 2014 Minutes. PCM Mohr moved, seconded by PCM Fitzpatrick, to approve the December 11, 2014 minutes. The motion passed unanimously.
- III. Election of Chair and Vice Chair (added). PCM Munkhoff nominated PCM Cramblett for Chair and PCM Fitzpatrick seconded the nomination. The vote was unanimous to elect PCM Cramblett as Chair. PCM Munkhoff nominated PCM Mohr as Vice Chair and PCM Fitzpatrick seconded the nomination. Chair Cramblett nominated PCM Munkhoff for Vice Chair. There were three affirmative votes for PCM Mohr as Vice Chair.
- IV. Port of Cascade Locks (added). Jim Bussard explained the map changes to the Planning Commission (Exhibit A). He explained the shortened cul-de-sac and the addition of the 50' wide public and access easement at the end of the cul-de-sac to the mouth of Herman Creek. Jim explained that the change is being made as a request of the purchaser of Lot 3 for expansion of her proposed business. He said there is an existing gravel road that goes out and around the point and the Port is proposing to build a 20' base gravel road to tie into the existing road. He said the Port is proposing to pave the access easement from the end of the cul-de-sac to the about the C12 area as shown on the plat by September 30, 2017. He explained the purpose for delaying the paving is to work on the storm drain issues on the gravel pit property side. He also explained it would be better to wait until September due to the fishing season. Jim said Lot 4 will become a flag lot with its own private access.

PCM Cramblett asked if the easement area is on the sloped bank. Jim said the access easement is on the flat land. CA Zimmerman said the change in the plat benefits the Port, the Port's customers, and maintains access to Herman Creek.

PC Foster said the Planning Commission approved the Port's Subdivision and a preliminary plat at their last meeting. He said the final plat often comes with some minor adjustments. CA Zimmerman explained that the City Administrator signs the final plat and that this is considered a minor change but wanted the Planning Commission to be aware and in agreement of the minor changes. CA Zimmerman read the amended verbiage of Condition 4 as requested by the Port.



- **Condition 4. Prior to dedication of the streets, the Port will take steps to protect public areas to bike paths and bikeways contemplated in the “Connect Cascade Locks” Plan, which is part of the City Comprehensive Plan. Following dedication, the Port will assist the City to ensure those bike paths and bikeways are clearly marked in the subdivision area.**

The Planning Commission was in agreement to the change of verbiage for Condition 4.

Chair Cramblett asked about the street naming. CR Woosley explained there is a policy established for the naming of streets and that the street name should appear on the final plat application to be filed by the Port.

V. New Business

A. Code Assistance Work Session (postponed to February 12th). PC Foster suggested that the Planning Commission read through the information that was provided and any questions could be forwarded to Scot or discussed at the workshop on the 12th.

Chair Cramblett said he noticed the words cottages and neighborhood communities in Scot’s summary. He asked PC Foster what his thoughts were. PCM’s Haight and Munkhoff said they know of a cottage development in White Salmon, Washington. PC Foster said this is the new trend and meant more for pedestrian traffic. PCM Munkhoff said he didn’t think this would be development meeting the definition of small city. PC Foster suggested the Planning Commission ask Scot where this type of development would be applied in Cascade Locks. He said it is important to let him know what is *not* acceptable.

PCM Fitzpatrick asked about rough proportionality. PC Foster explained that rough proportionality would be similar lot sizes and similar development.

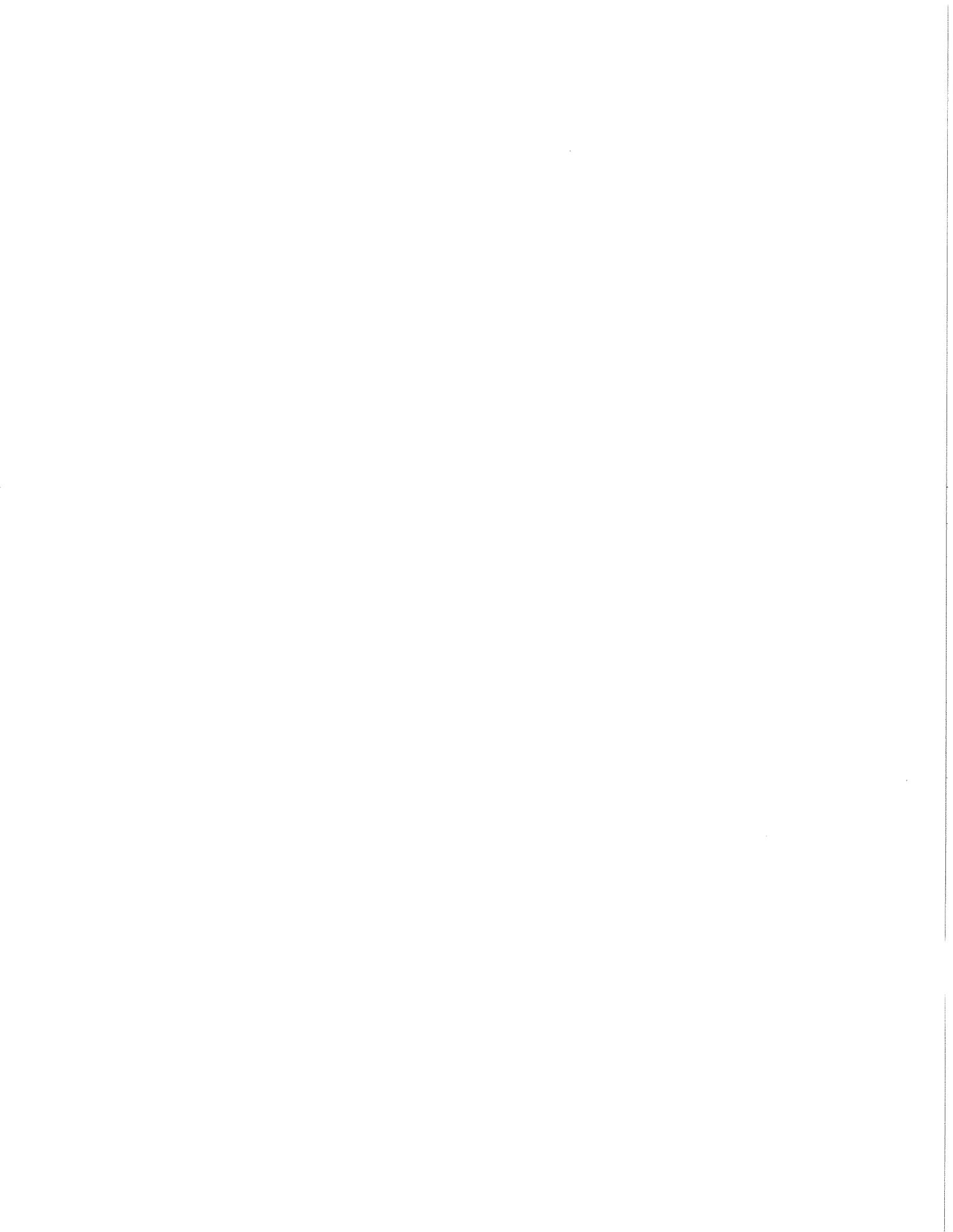
PC Foster advised the Planning Commission to have questions ready for the workshop on the 12th. He said this is the City’s Code and should be amended to what is acceptable by the Planning Commission. He said the workshop is to hear from the Planning Commission. He explained that Scot will be taking information he has already gathered from his review of the Code, his meeting with the community’s stakeholders, the upcoming workshop with the Planning Commission, the upcoming joint meeting of the Planning Commission and City Council, summarize, and put together his recommendations for amending the Code. He said the recommended amendments would then have to be approved by the Planning Commission and ultimately approved by the City Council.

VI. Adjournment. PCM Fitzpatrick moved, seconded by PCM Munkhoff, to adjourn. The motion passed unanimously.

Prepared by
Kathy Woosley, City Recorder

APPROVED

Larry Cramblett, Chair



TERRA SURVEYING
 PLAT OF
 "THE PORT OF CASCADE LOOKS BUSINESS PARK" SUBDIVISION

PROPOSED LOT 7
 "NOT SURVEYED"
 CONTAINS 189.29 ACRES,
 MORE OR LESS

THIS PORTION OF PARCEL 3 OF
 PARTITION PLAT 2008-258 HELD
 BY FEET, WE DID NOT SURVEY
 THIS LINE.

EXISTING STORM DRAIN EASEMENT
 HEREIN SHOWN AS EASEMENT
 NOT SHOWN.

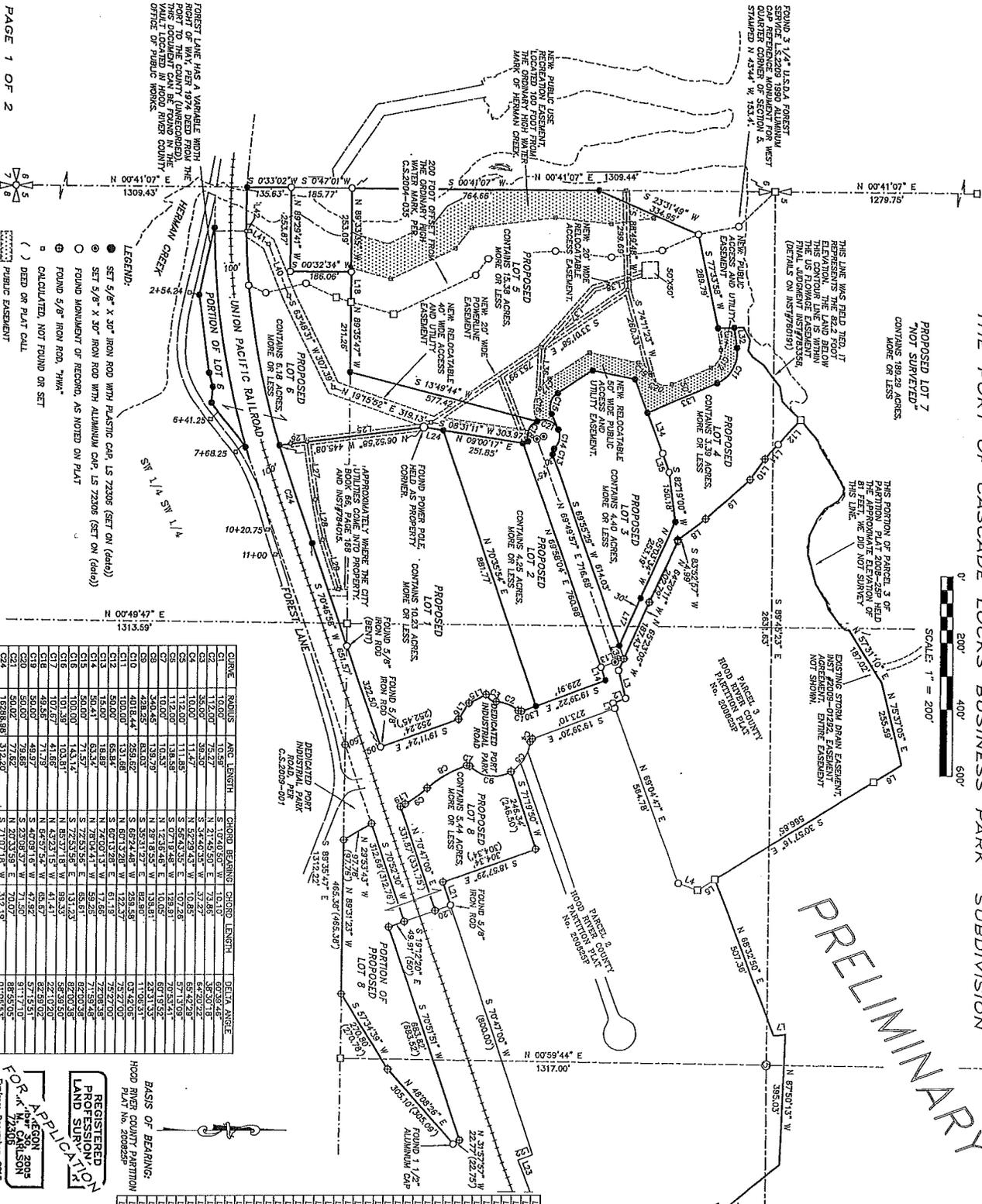


PRELIMINARY

OWNERS:
 PORT OF CASCADE LOOKS
 25000000 STREET
 CASCADE LOOKS, OR 97014

HOOD RIVER COUNTY
 SURVEYOR'S OFFICE

CS# _____
 DATE FILED: _____



PAGE 1 OF 2

FOREST LANE HAS A VARIABLE WIDTH
 FROM 10' TO 12'. THE RIGHT-OF-WAY
 FOR THIS DOCUMENT CAN BE FOUND IN THE
 OFFICE OF PUBLIC WORKS.

LEGEND:

- SET 5/8" X 30" IRON ROD WITH PLASTIC CAP, LS 72306 (SET ON (644))
- SET 5/8" X 30" IRON ROD WITH ALUMINUM CAP, LS 72306 (SET ON (644))
- FOUND MONUMENT OR RESORB, AS NOTED ON PLAT
- FOUND 5/8" IRON ROD, "HWA"
- CALCULATED, NOT FOUND OR SET
- () DEED OR PLAT CALL
- PUBLIC EASEMENT

CURVE	ADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	DELTA ANGLE
C1	10.00	10.58	S 109°40'59" W	16.10	66°38'46"
C2	112.00	75.27	S 21°46'50" E	71.86	36°20'12"
C3	10.00	11.47	S 70°42'25" W	17.26	65°20'22"
C4	112.00	111.45	S 56°43'26" E	107.28	55°18'28"
C5	112.00	138.58	S 07°18'48" W	139.81	70°53'41"
C6	10.00	10.58	S 12°35'48" E	15.00	23°31'35"
C7	10.00	10.58	S 82°13'25" W	15.00	23°31'35"
C8	428.25	83.02	S 60°13'28" W	428.58	03°34'20"
C9	428.25	83.02	S 60°13'28" W	428.58	03°34'20"
C10	4018.44	259.62	S 66°22'48" W	259.58	03°34'20"
C11	100.00	131.66	S 60°13'28" W	132.37	25°27'00"
C12	50.00	65.84	S 60°13'28" E	61.19	25°27'00"
C13	50.00	65.84	S 78°00'15" W	52.68	72°08'38"
C14	50.00	65.84	S 78°00'15" W	52.68	72°08'38"
C15	50.00	71.57	S 72°53'59" E	65.61	62°30'36"
C16	100.00	143.14	S 72°53'59" E	131.23	62°30'36"
C17	101.38	103.81	N 68°57'18" W	98.33	56°39'58"
C18	4018.44	71.96	N 43°22'15" W	41.41	02°51'02"
C19	50.00	48.97	S 40°09'18" W	48.92	02°51'02"
C20	50.00	48.97	S 23°08'57" W	71.56	01°17'10"
C21	50.00	71.62	S 20°33'58" E	71.07	01°17'10"
C24	18288.981	312.20	S 71°07'18" W	312.15	01°03'53"

HOOD RIVER COUNTY PARTITION
 PLAT NO. 2008258

REGISTERED PROFESSIONAL
 LAND SURVEYOR

FOR APPLICATION
 JASON PETERSON
 1/23/08
 EXPIRES December, 2015

TERRA SURVEYING
 P.O. BOX 617
 HOOD RIVER, OREGON 97031
 PHONE: (541) 386-4531
 E-Mail: terraplanning@comcast.net
 DATE: JANUARY 7, 2015
 PROJECT: 1406
 SCALE: 1" = 200'
 ASSESSORS MAP: 2H-02-S

1/8/15 Planning
 -17-1-A

TERRA SURVEYING
PLAT OF
"THE PORT OF CASCADE LOCKS BUSINESS PARK" SUBDIVISION

SURVEYOR'S CERTIFICATE:
 I, ERIC M. CARLSON, REGISTERED LAND SURVEYOR FOR THE STATE OF OREGON, BEING FIRST DULY SWORN, DEPOSED AND SAY THAT I HAVE CORRECTLY SURVEYED THE PROPERTY DESCRIBED IN THE LEGAL DESCRIPTION AND MARKED WITH LEGAL MONUMENTS THE LAND REPRESENTED ON THE PLAT OF "PORT OF CASCADE LOCKS INDUSTRIAL SUBDIVISION" IN HOOD RIVER COUNTY, STATE OF OREGON. THE SAID PROPERTY IS DESCRIBED AS FOLLOWS:

LOCATION OF SURVEY:
 SECTION 5, TOWNSHIP 2 NORTH, RANGE 8 EAST, WILLAMETTE MERIDIAN,
 CITY OF CASCADE LOCKS, HOOD RIVER COUNTY, OREGON.
PAGE 2 OF 2

HOOD RIVER COUNTY
SURVEYOR'S OFFICE

 DATE FILED: _____
 BY: _____

ERIK M. CARLSON PLS 72306

APPROVALS:

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

HOOD RIVER COUNTY SURVEYOR

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

THE CITY OF CASCADE LOCKS, PUBLIC WORKS

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

HOOD RIVER COUNTY RECORDER

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

CITY OF CASCADE LOCKS PLANNING DEPT.

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

ADMINISTRATOR, CITY OF CASCADE LOCKS

APPROVALS:

THE DIRECTOR OF RECORDS AND ASSESSMENTS, AND THE DIRECTOR OF BUDGET AND FINANCE AND TAX COLLECTOR, RESPECTIVELY OF HOOD RIVER COUNTY, OREGON, HEREBY CERTIFY THAT I HAVE EXAMINED THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" IN THE COUNTY OF HOOD RIVER AND THAT THE NAME ADORDED FOR SAID PLAT IS A PROPER NAME AND NOT IN VIOLATION OF THE HOOD RIVER COUNTY NAME ACT. I HEREBY CERTIFY THAT ALL ASSESSMENTS DUE HEREON HAVE BEEN FULLY PAID AS REQUIRED BY LAW AND WE HEREBY APPROVE SAID PLAT.

HOOD RIVER COUNTY DIRECTOR OF BUDGET AND FINANCE, TREASURER/TAX COLLECTOR

HOOD RIVER COUNTY DIRECTOR OF RECORDS AND ASSESSMENTS

GOVERNANTS AND RESTRICTIONS:

THE DEPLICATION OF GOVERNANTS, COVENANTS AND RESTRICTIONS FOR "THE PORT OF CASCADE LOCKS BUSINESS PARK" TO BE FILED UNDER CERTAIN DOCUMENTS AS RECORDED.

_____ 20____ HOOD RIVER COUNTY DEED RECORDS

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

CHAIRPERSON HOOD RIVER COUNTY COMMISSIONERS

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

HOOD RIVER COUNTY COMMISSIONER

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

HOOD RIVER COUNTY COMMISSIONER

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

HOOD RIVER COUNTY COMMISSIONER

THE PLAT OF "THE PORT OF CASCADE LOCKS BUSINESS PARK" WAS EXAMINED AND APPROVED BY ME THIS _____ DAY OF _____ 20____.

HOOD RIVER COUNTY COMMISSIONER

RECORDING INFORMATION:

PLAT NUMBER: _____
 INSTRUMENT RECEIVED ON THE _____ DAY OF _____ 2014 AT _____ A.M.
 HOOD RIVER COUNTY CLERK

ACKNOWLEDGMENT:

ON THIS _____ DAY OF _____ 2014, BEFORE ME A NOTARY PUBLIC AS A DEED INSTRUMENT OF HOOD RIVER COUNTY, OREGON, APPEARED _____ PERSONALLY BEING FIRST DULY SWORN, SAID THAT HE/SHE DID KNOWLEDGE THIS INSTRUMENT OF HIS/HER FREE AND VOLUNTARY ACT.

PRINTED NAME FOR THE STATE OF OREGON
 COUNTY OF _____
 COMMISSION NUMBER _____
 MY COMMISSION EXPIRES _____

EASEMENT REFERENCES:

- 1) PRELIMINARY TITLE REPORT FILE NO. 199824M, DATED SEPT 17TH 2014.
- 2) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 3) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 4) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 5) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 6) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 7) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 8) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 9) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 10) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 11) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 12) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 13) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 14) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 15) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 16) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 17) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 18) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 19) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 20) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 21) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 22) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 23) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 24) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 25) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 26) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 27) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 28) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 29) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY
- 30) HOOD RIVER COUNTY RECORDS, BOOK 4, PAGE 187, OREGON RAILWAY

TERRA SURVEYING

REGISTERED
PROFESSIONAL
LAND SURVEYOR
FOR REVIEW

OREGON
 DEPARTMENT OF REVENUE
 ERIC M. CARLSON
 PLS 72306
 Expire: December, 2015

P.O. BOX 617
 HOOD RIVER, OREGON 97031
 PHONE: (541) 356-4531
 E-MAIL: eric@terraurveying.com
 DATE: JANUARY 7, 2015
 PROJECT: 14046
 SCALE: 1" = 200'
 ASSESSORS MAP: 2H-DE-5, TL 300 & 400



Memorandum

To: Gordon Zimmerman, Cascade Locks City Administrator
Laura Buhl, TGM Grant Manager

From: Scot Siegel

Date: November 30, 2014

Subject: *City of Cascade Locks TGM Code Assistance – Task 2.4 Code Evaluation*

The Transportation and Growth Management (TGM) program has contracted with Siegel Planning to prepare an assessment of the City of Cascade Locks' Community Development Code (CDC). The TGM program provides direct assistance to communities in updating and improving their comprehensive plans and land use regulations consistent with TGM objectives.

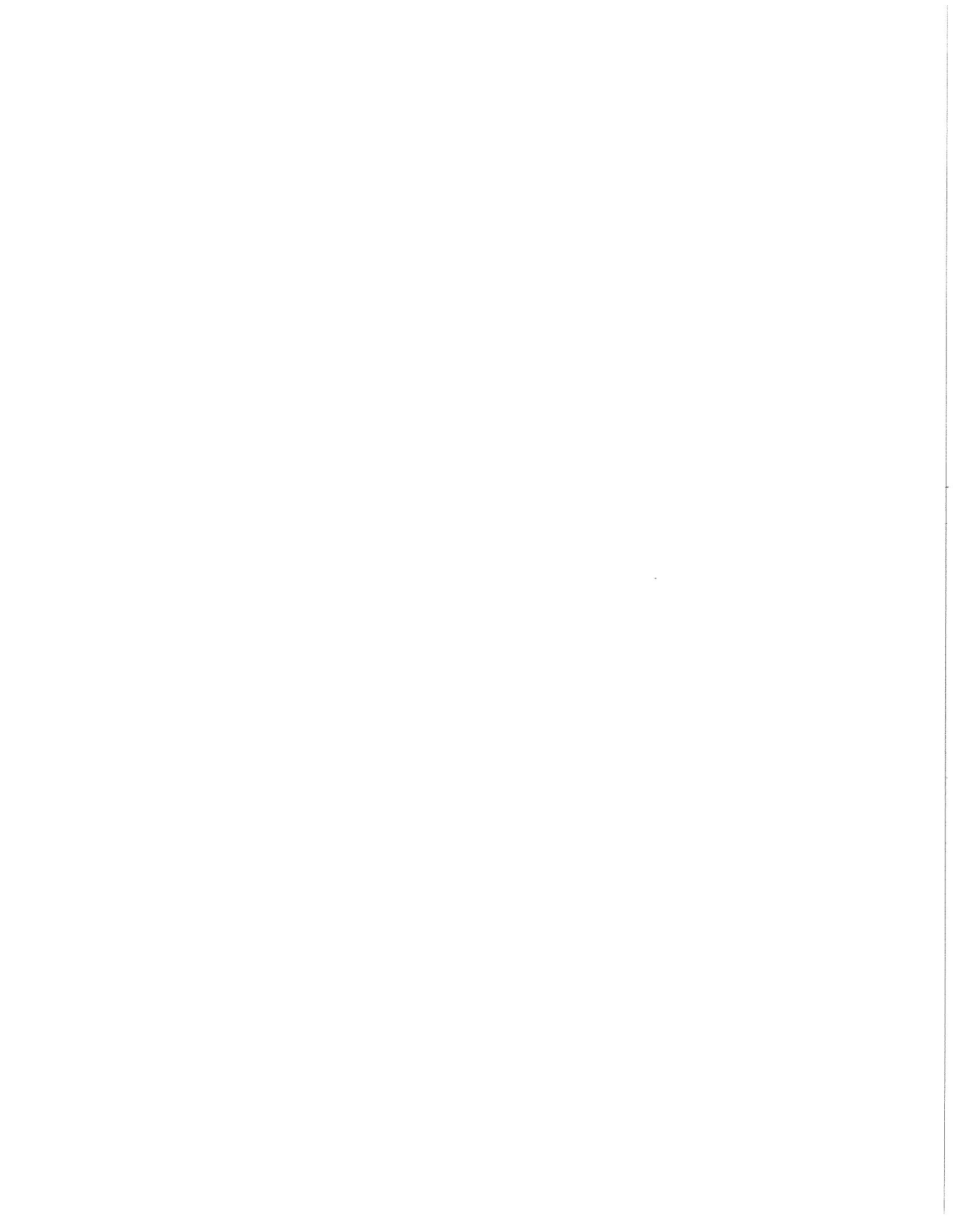
Background

The following background is mostly quoted from the contract Statement of Work:

The City of Cascade Locks is a small city of approximately 1,150 residents located in the Mid-Columbia Gorge. It is bound by the Columbia River to the north and the steep slopes of the Cascade Mountain Range to the south. Interstate 84 and Union Pacific Railroad run through the town. Most of the community's existing development is located between the river and I-84. In addition to being bound by the Columbia River and challenging topography, Cascade Locks is in the heart of the Columbia River Gorge National Scenic Area. As a result, Cascade Locks must work even harder than many other cities to accommodate growth within its existing boundaries.

The City of Cascade Locks ("City") is interested in updating its development code in a manner consistent with Transportation and Growth Management Program ("TGM") principles and its community vision. The City determined that it would be beneficial to conduct a code assessment (Phase I) in order to create an action plan to guide code amendments in a subsequent Phase II project. The community would like to find ways to accommodate growth and all modes of transportation while enhancing livability.

Cascade Locks is an important waypoint and destination for cyclists, hikers, and walkers. It is the eastern terminus of a newly-opened non-motorized stretch of the growing Historic Columbia River Highway State Trail, is located on the Pacific Crest Trail and near several other important Columbia Gorge trails, and is the location of an important river crossing, the Bridge of the Gods. Currently, the lack of bike lanes and sidewalks, and the presence of cul-



de-sacs without bike or pedestrian connections are barriers to Cascade Locks becoming a bicycle- and pedestrian-friendly community. The community is also interested in creating complete neighborhoods with a mix of housing options and access to daily needs, and finding ways to require high-quality development.

Project Purpose and Objectives

The purpose of the Phase I code assessment is to create an action plan for future code changes that meet the community's needs and support TGM objectives. Consistent with TGM objectives, the code assessment is to pay particular attention to the following topics as identified in the statement of work; the following is quoted from the contract statement of work:

- Appropriate places for higher density and mixed-use development
- Complete neighborhoods
- Design guidelines for high quality development
- Accommodating growth within the existing UGB while maintaining a high quality of life
- Enhancing walkability and bikeability
- Improving connections to the Historic Columbia River Highway and Trail
- Improving the pedestrian-friendly nature of the downtown area along WaNaPa Street (U.S. Hwy 30) while accommodating tourist automobile traffic and maintaining the historic character of the highway

In order to achieve these objectives, Siegel Planning Services has reviewed the City's Comprehensive Plan and Development Code, and relevant information and methods from the *TGM Smart Development Code Handbook*, *Model Development Code and User's Guide for Small Cities – 3rd Edition*, *Commercial and Mixed-Use Development Code Handbook*, *Infill and Redevelopment Code Handbook*, and current smart development best practices.

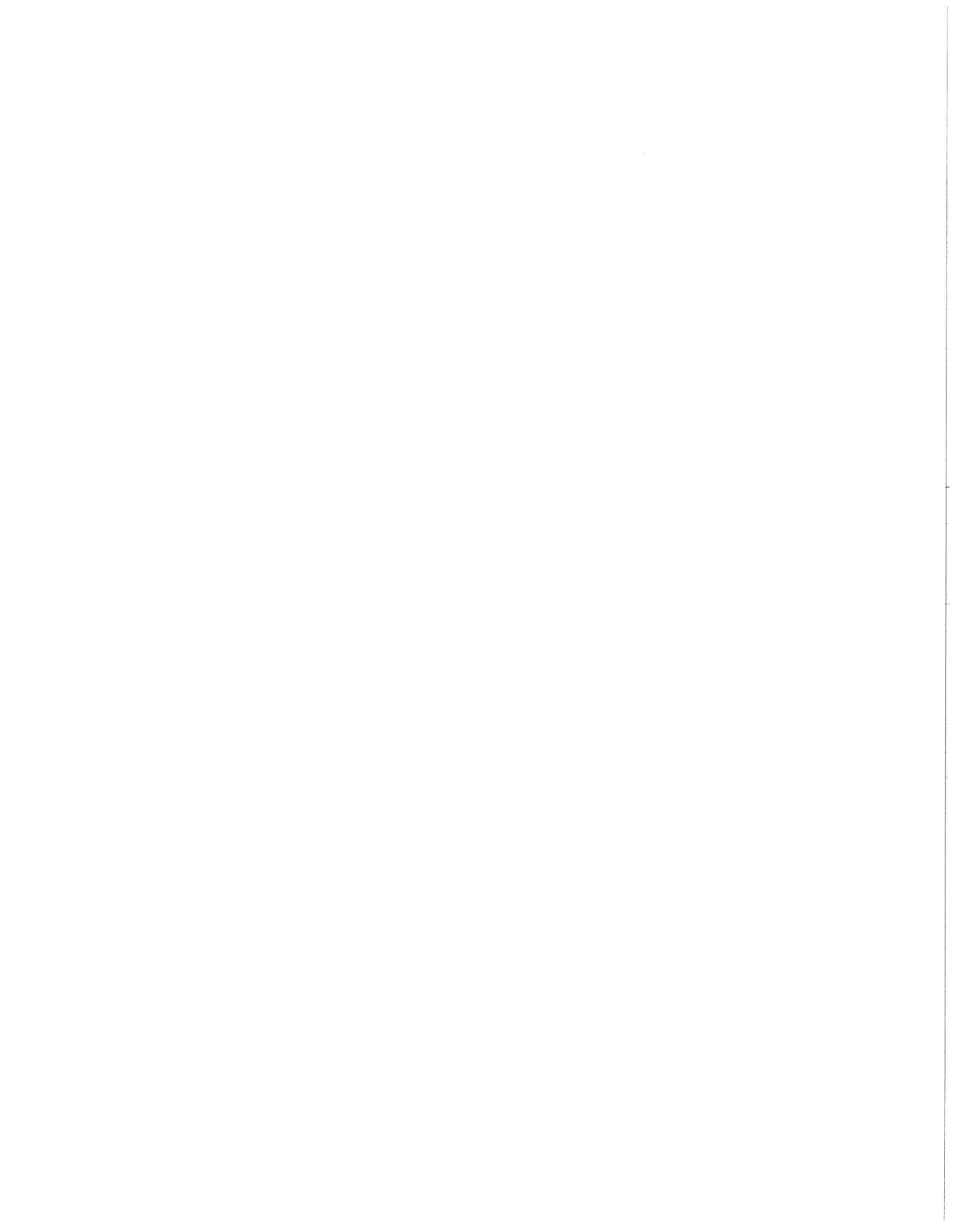
This memorandum provides an assessment of the City's Community Development Code, Comprehensive Plan, and Transportation System Plan, per Task 2 of the TGM Statement of Work. The evaluation is based on the above project objectives, observations from the community tour, input from City staff, and initial comments from three planning commission members. In reviewing the assessment, please consider whether it addresses the community's and TGM's most important priorities for land use and development, and if there other code-related issues that should be addressed.

Policy and Code Assessment

The following summarizes Cascade Locks' land use policies and regulations, and recommends changes for the City to consider, based on the above objectives.

Higher Density and Mixed-Use Development

The Columbia Gorge National Scenic Area and Columbia River are barriers to Cascade Locks expanding. The City also has limited opportunity develop due to the presence of steep slopes, the



Columbia River, I-84, and the Union Pacific Railroad. Therefore, the City must look for opportunities to use land efficiently.

One of the key challenges the City faces in accommodating high-density housing or mixed-use development is topography. Steep slopes contribute to higher construction costs, which may discourage development. If land values are not high enough to support the cost of building on steep slopes, certain types of housing may not be economically feasible. It may also be difficult to finance and market high-density housing and mixed-use development where properties do not have good connections to downtown or other amenities.

Cascade Locks' Community Development Code contains the following zoning districts that provide for residential uses [CDC 8-6.52 – 8-6.68, and 8-6.76]:

- **Rural Residential (RR).** The RR zone limits density to one dwelling per acre, or less. This zone is limited to single-family detached housing and is generally directed to the hillsides above I-84. The RR zone does not allow high-density housing or mixed-use development. It would not be appropriate to permit these types of uses in the RR district given potential geologic hazards and the district's isolation on the south side of I-84.

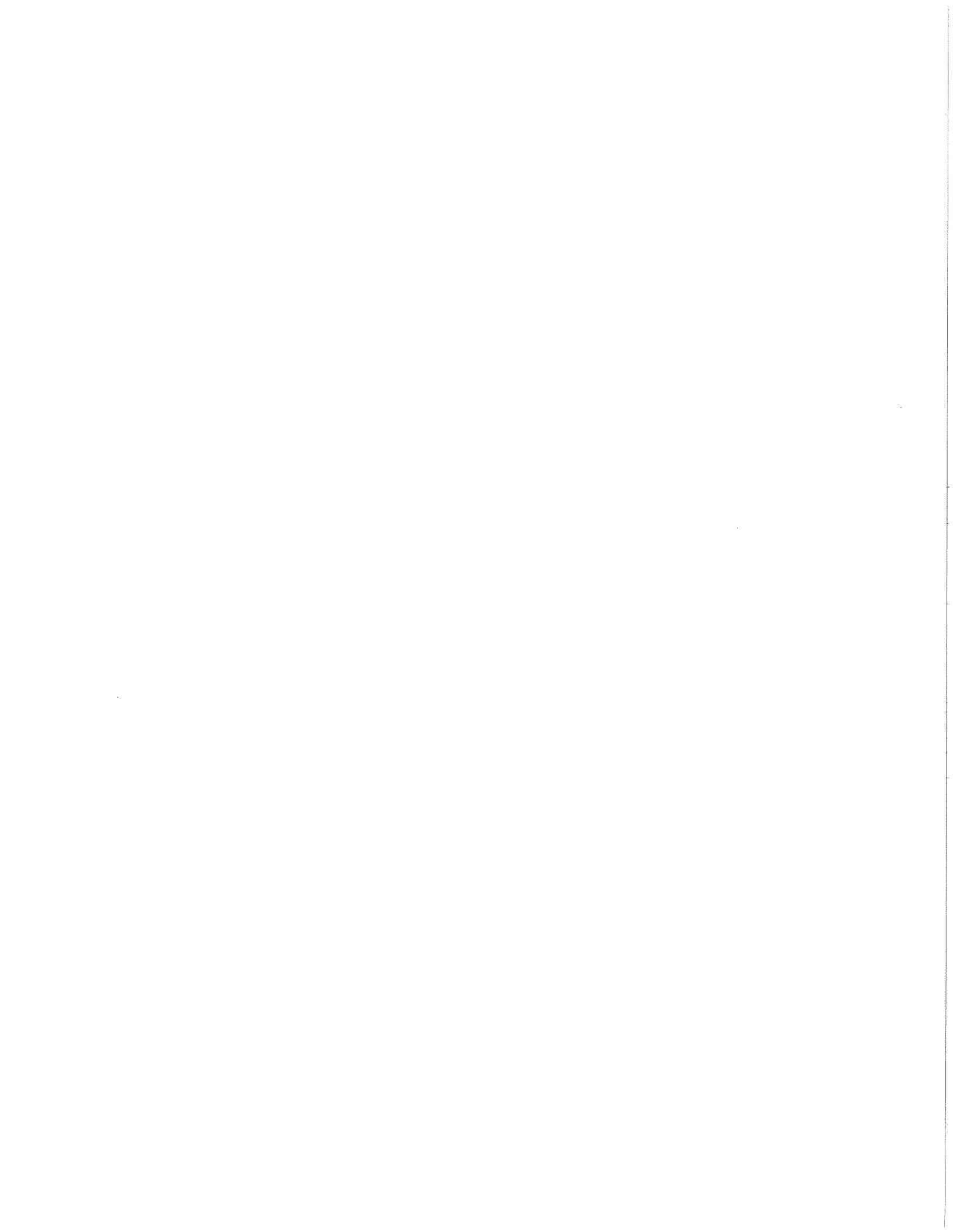
Recommendation: The RR zone is not appropriate for higher density or mixed-use development. No change to allowed uses in the RR zone is recommended.

- **Low Density (LDR) Zone.** The LDR zone allows housing at densities of 2-5 dwellings per acre, or a minimum of 7,500 square feet per dwelling. It comprises most of the City's residential land, including areas along Forest Lane that are relatively flat. The LDR zone allows single-family detached housing and residential care homes, but not duplexes or multiple family housing. The definitions section (Chapter 8-608) defines accessory residential unit as an accessory use, but the use is not listed as allowed in any zone.¹ It is also unclear if this type of housing is considered accessory to all primary residential uses (e.g., single-family and multiple family dwellings), or just single-family uses. In addition the definition does not provide standards, such as a size limit, for accessory dwellings.

Recommendation: Consider whether to re-designate some areas from LDR to MDR. Alternatively, consider allowing duplexes and accessory residential units in the LDR district subject to special use standards. The latter option would provide for a broader range of housing without significantly increasing demand on public services.

If added to the LDR zone, special use standards might limit duplexes to properties on corner lots, or those fronting Forest Lane, and require them to have features similar to a single-family house, such as a front porch and a garage that is setback from the main entrance to the residence. Standards for accessory residential units typically limit the size

¹ The Code defines Accessory Residential Use: "An auxiliary and detached living unit with separate kitchen, living, and sleeping facilities, in a single family structure or in a separate accessory building on the same lot as a primary single family residence ... not included in density calculation."



of these dwellings and require the use of exterior materials and finishing that complement the primary residence.

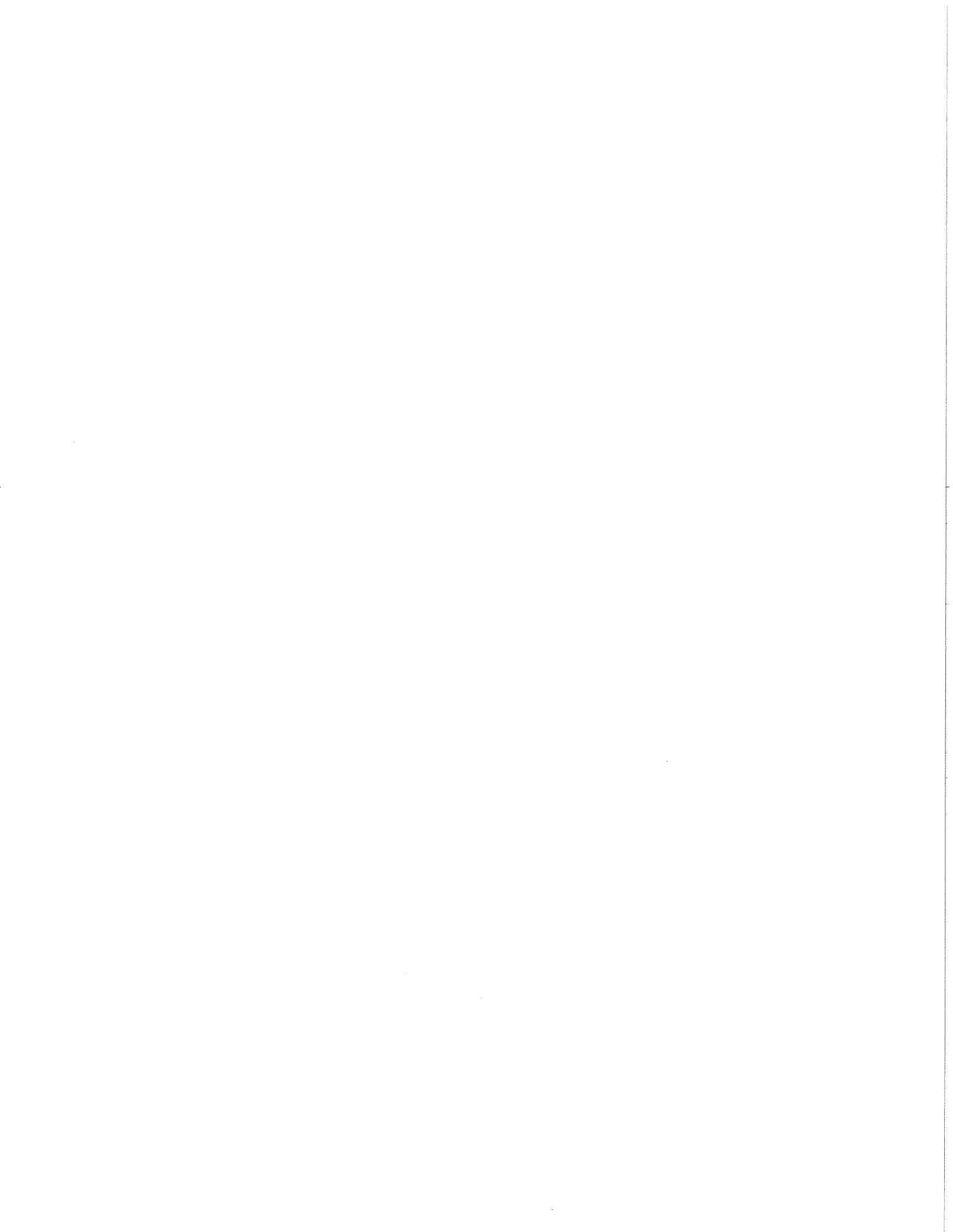
It is also noted that the Planned Development (PD) procedure in CDC Chapter 8-6.140 allows for a greater mix of housing types than is allowed through a standard subdivision in the LDR zone. In a PD, the developer sets aside at least 20% of the site as open space and may transfer density to another portion of the property. This allows for the creation of smaller lots or development of attached housing (e.g., single-family attached, duplex, and multiple family) where it would not otherwise be permitted. The PD procedure may be used in any zoning district, but a minimum of five acres is required, which limits its applicability to few vacant residential parcels.

- **Medium Density Residential (MDR) Zone.** The MDR zone allows housing at densities of 6-10 dwellings per acre, or a minimum of 4,000 square feet per dwelling. This zone is concentrated near the downtown and adjacent to I-84. It allows single-family detached housing, residential care homes, group care homes (conditional use), zero lot line housing, duplexes, triplexes, and fourplexes. (Zero lot line or attached single-family housing is subject to the design standards in CDC 8-6.102.010, which are based on the 2005 TGM Model Development Code for Small Cities.) The MDR zone also allows public, institutional, religious assembly uses, and bed and breakfast inns as conditional uses. The MDR zone does not allow accessory residential units in a separate structure. (Two units in one structure would be classified as a duplex.)

With one exception, opportunities for new development in the MDR zone are limited to small infill sites in the original town plat area, which is to the south and east of downtown. The exception is a large, vacant MDR property located behind Cascade Locks School, east of Tahoma Street, and north of I-84. With appropriate site planning (e.g., buffering against I-84 and completion of the local street grid with sidewalks) this property could provide for a mix of housing within a short walking distance of the school. One option that might be appropriate here, as an alternative to duplexes, is a “cottage cluster” development. Cottage clusters have multiple detached dwellings (cottages) oriented to a common open space referred to as a “green.” Parking is usually grouped in bays, which may include covered parking, garages and/or storage. Another option is to have all parking be on-street, where streets adjacent to the development are designed to accommodate on-street parking, as is common in historic cottage clusters. Some cottage clusters have a small community building or other shared facility.

Recommendation:

1. Consider rezoning properties from MDR to HDR, or from MDR to Commercial/Residential (CR), where appropriate, such as adjacent to the Downtown (D) zone. Rezoning would provide for a wider range of housing choices close to commercial services and recreational amenities. Properties next to downtown with good river views might be more marketable for higher density housing than single dwellings and duplexes.



2. Adopt standards for cottage cluster housing in the MDR zone.

- **High Density Residential (HDR) Zone.** The HDR zone targets housing at densities of 10-20+ dwellings per acre, or a minimum of 2,000 square feet per dwelling. It allows single-family detached housing, residential care homes, group care homes (conditional use), zero lot line housing, duplexes, and multiple family housing (triplexes, fourplexes, and larger). It also allows public, institutional, religious assembly uses, and bed and breakfast inns as conditional uses. The HDR zone is limited to two vacant parcels, one to the east of Edgewood Avenue with frontage onto Wa-Na-Pa Avenue, and one riverfront parcel next to the Port of Cascade Locks Business Park. The parcel east of Edgewood has good visibility from and potential access to Wa-Na-Pa, but it backs up to I-84 and is next to an ODOT materials storage yard. The parcel on the Port property has potential for high density or mixed-use development, including resort/residential uses, with river views.

Recommendation: Same recommendation as for the MDR zone. See above.

- **Manufactured /Mobile Home Park Residential (MHR) Zone.** The MHR zone is similar to the HDR zone but allows manufactured/mobile home parks.

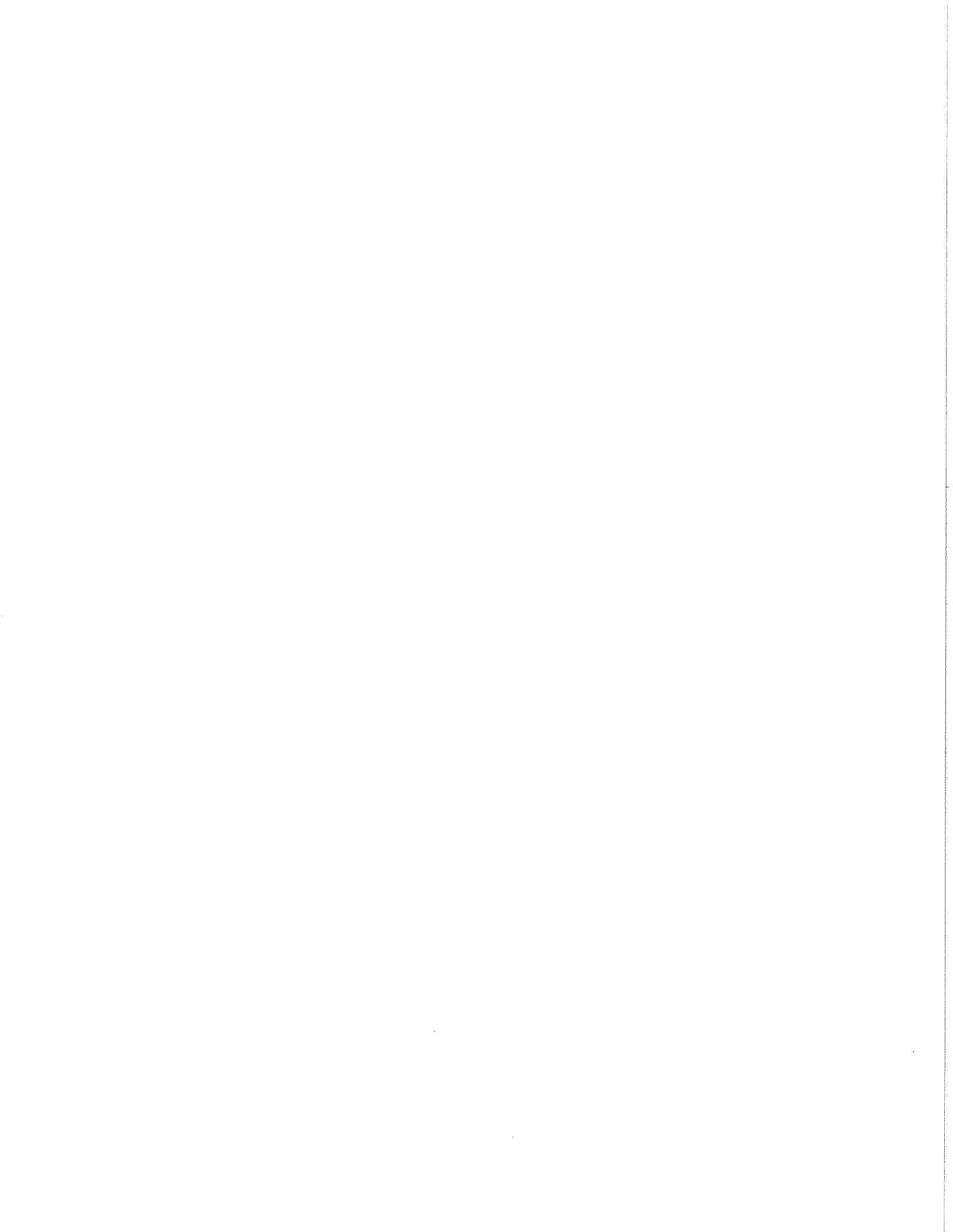
Recommendation: The City should work with owners of mobile home parks to understand the anticipated lifespan of those uses. As applicable, the City should plan for the transitioning of these properties over time, including the provision of services (water meters, sidewalks, etc.), where the owners anticipate redevelopment.

- **Other Zones Allowing Residential Uses.** The Downtown (D), Commercial/Residential (CR), Commercial (C), and Resort Commercial (RC) zones all to varying degrees allow high density housing and mixed-use development, as summarized in the table below:

Residential Uses and Density	Zones			
	D	CR	C	RC
Single-Family Detached	N	P	P (3)	N
Single-Family Zero Side Yard	N	P	N	P
Duplex	P (1)	P	N	P
Multifamily, Triplex	P (1)	P	P	P
Multifamily, Fourplex	P (1)	P	P	P
Multifamily	P (2)	P	P	P
Residential Home	N	P	N	P
Residential Facility	N	P	P	N
Maximum Density (Min. Lot Area/Unit)		1,000	1,000	2,000
Minimum Density (% of Min. Density)	80% (4)	None	None	None

Notes

1. Limited to parcels not fronting Wa-Na-Pa Avenue
2. Limited to apartments in mixed-use buildings, which must be located above or below street level floor



3. Permitted only in conjunction with another allowed use on the same lot
4. There is no minimum density for housing in a mixed-use building.

All four commercial zones allow high density housing and mixed-use. The density limit in the RC zone is one dwelling per 2,000 square feet (the same as HDR); in the CR and C zones it is one dwelling per 1,000 square feet; and there is no limit in the D zone.

The limitations on ground floor housing in the D zone are appropriate for Cascade Locks, which has a small downtown and only one main commercial street. The C zone, which is located outside the downtown core, does not limit residential uses to the extent they are limited in the D zone, but it has building design standards for properties fronting Wa-Na-Pa Avenue that are intended to promote storefront character along that main street.

Recommendation: No change to allowed residential uses in the above zones is recommended. As suggested in the preceding section, the City might consider re-designating properties from MDR to HDR, or from MDR to Commercial/Residential (CR) where they are adjacent to downtown and have good river views. This could make the properties more marketable for higher density housing and provide a wider range of housing choices close to commercial services and recreational amenities, which in turn might help promote local economic development.

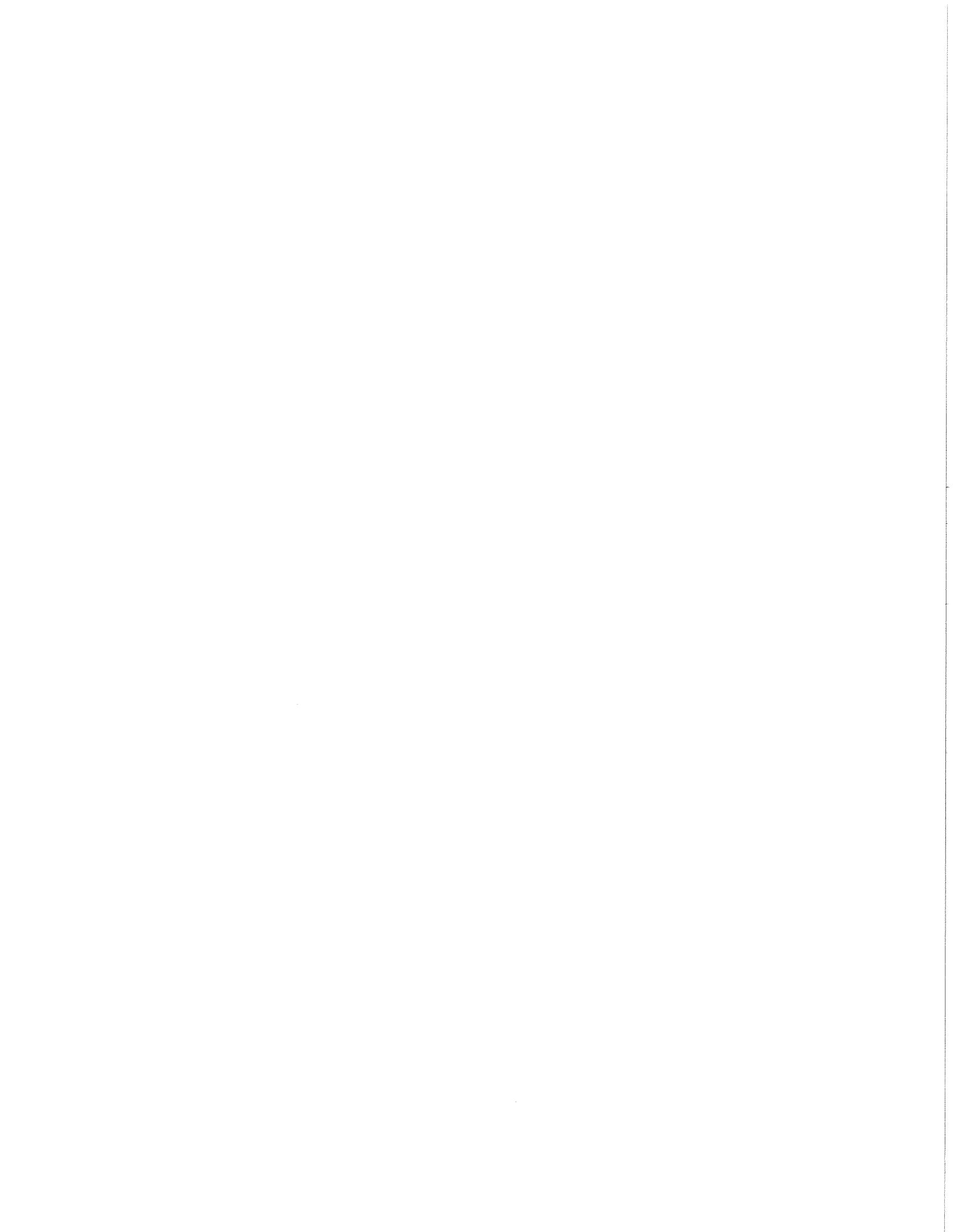
Complete Neighborhoods

Over the past decade, prior to the failure of the Warm Springs Tribes' casino project, the City had approved three large subdivisions and other projects. These projects stalled during the Recession. Now that the economy is recovering, it is appropriate to review the Community Development Code and prepare for the next wave of development.

The City should encourage the formation of complete neighborhoods, which are neighborhoods with a range of housing types and sizes, multimodal connectivity (for bikes, pedestrians, and cars), and open space. Due to the small size of Cascade Locks, the market may not support commercial services within neighborhoods. However, through its code, the City can require that new developments have good connectivity to the downtown and commercial services.

The following background is relevant to planning for complete neighborhoods in Cascade Locks:

- Windsong, which had previously been in bankruptcy, has a new owner. The new owner wants to re-plot the 64 hillside lots. This presents an opportunity to recalibrate the project to the market and improve its overall design, for example, by creating usable open space and improved pedestrian and bicycle connections.
- Katani, a Planned Development (PD), is full, but the newest residential subdivisions, Windsong, Shahala, and Harmony Heaven, are mostly vacant. Lot consolidations (through "cancellation and combine") are occurring where builders see a market for larger lots. This too presents an opportunity to encourage the formation of complete

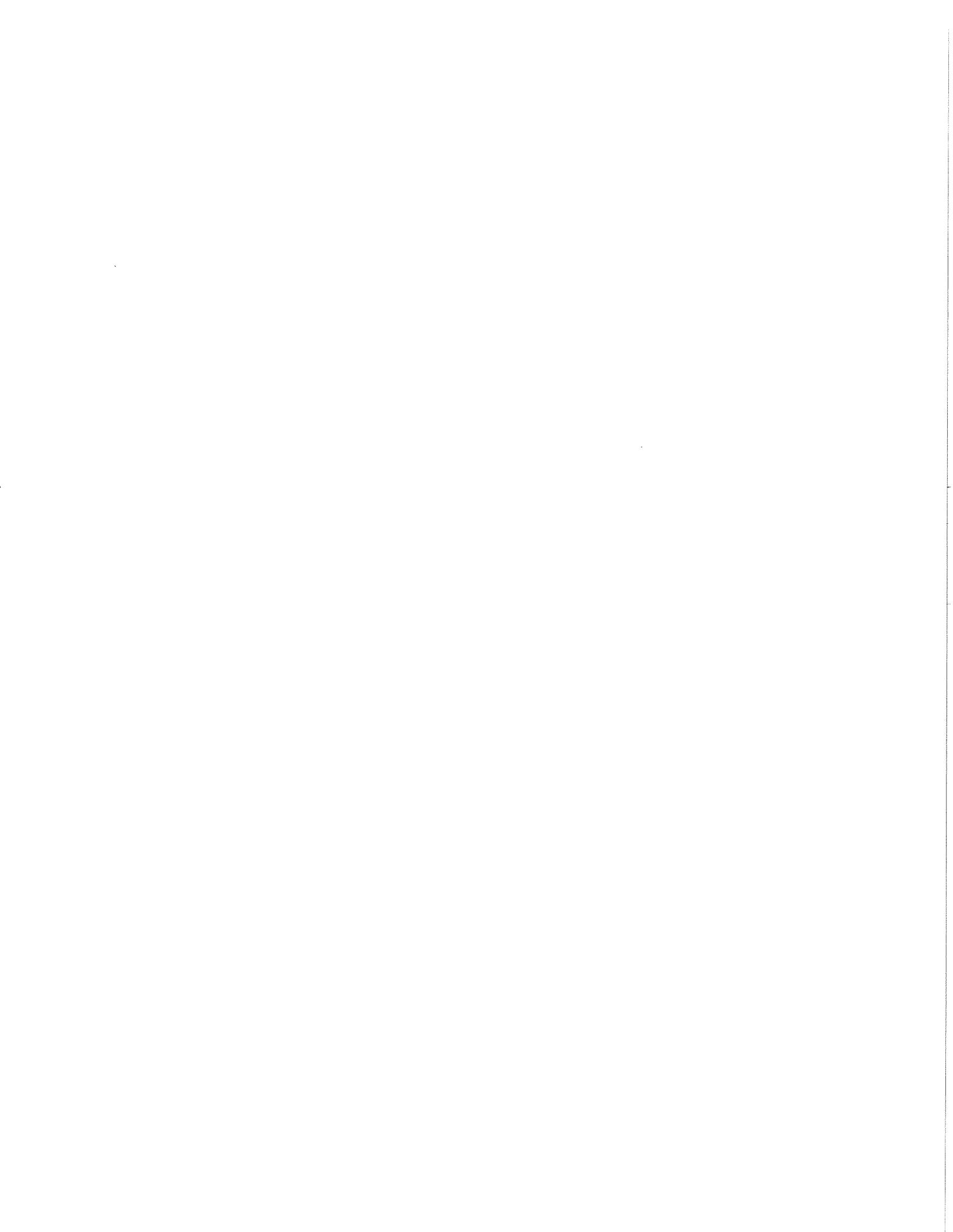


neighborhoods as market begins to recover. By amending the Development Code to allow duplexes on corner lots, and to more clearly allow accessory residential units (with standards) in the LDR zone, the City can encourage a wider variety of housing.

- The City recently amended its code to allow zero lot line housing. This is evident in the Katani subdivision where attractive zero lot line homes have been built. Zero lot line or attached single-family housing is subject to the design standards in CDC 8-6.102.010, which are based on the 2005 TGM Model Development Code for Small Cities. The standards require builders to break up facades and provide architectural detailing similar to single-family homes. However, in an interview with three Cascade Locks planning commissioners, it was noted that residents in some neighborhoods are concerned about small lots and minimal setbacks. This concern should be considered as the City contemplates code revisions.
- As described above, PDs provide for flexibility in lot size and housing types within the density limits of the underlying zone. In reviewing requests to approve new PDs or to modify existing PDs, or in considering code changes that would allow for increased densities, the City will have to balance the builders' desire for greater flexibility with residents' interest in maintaining neighborhood stability and protecting property values. This can be accomplished through thoughtful site planning (that orients similar building types facing one another) and requiring high-quality design in buildings and streetscapes (e.g., sidewalks with ornamental lighting).

Recommendations: The City should consider making the following revisions to the Community Development Code to support the appropriate redesign of previously stalled projects, and the development of complete neighborhoods:

1. Establish criteria for and streamline the permit process for minor modifications to approved development plans.
2. Establish protocols with Hood River County for reviewing plat vacations and requests for lot consolidations (cancellation and combine), for consistency with City land use approvals. This should be coordinated with the City-County agreement that provides for County review of Building permits.
3. Adopt standards to allow detached accessory residential units in residential zones. The code amendment should address lot size, floor area, building materials, and the requirements of the zone in which these uses are located. It should also reference applicable building code and utility connection requirements.
4. Adopt standards for cottage cluster housing as an alternative to duplex development in the MDR zone. (See related discussion on page 3.)



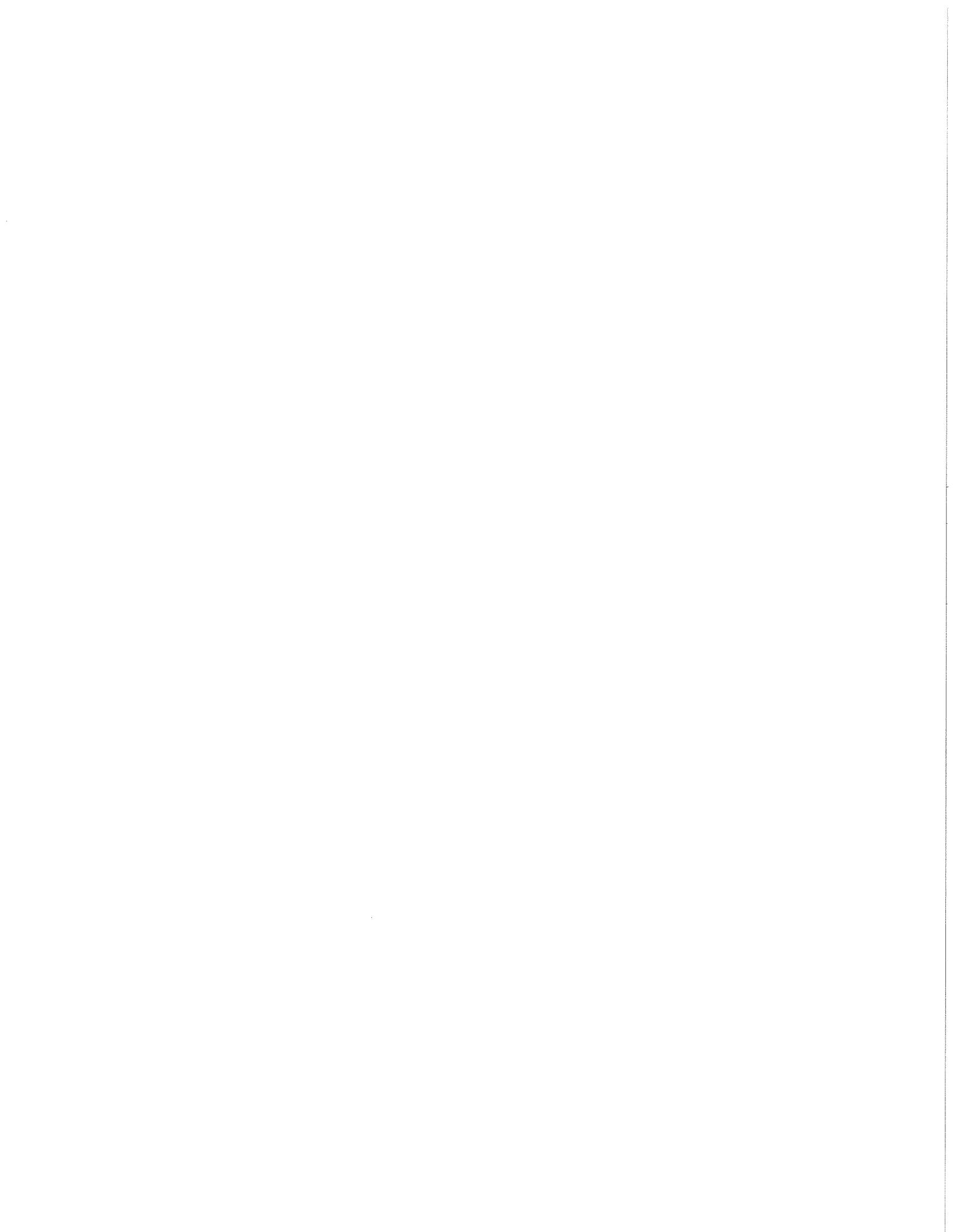
5. Review the standards for PDs. The open space standard may be excessive given the abundance of open space surrounding Cascade Locks. In lieu of open space, consider other types of amenities that the PD process could allow which would benefit the community. Clarify the type of open space that is acceptable.
6. Update the requirements for sidewalks and surface water/storm drainage improvements as required for infill development and redevelopment projects. See also, discussion under “Enhancing Walking and Biking.”
7. Add code criteria for development exactions (“rough proportionality”), per case law.

Downtown Design

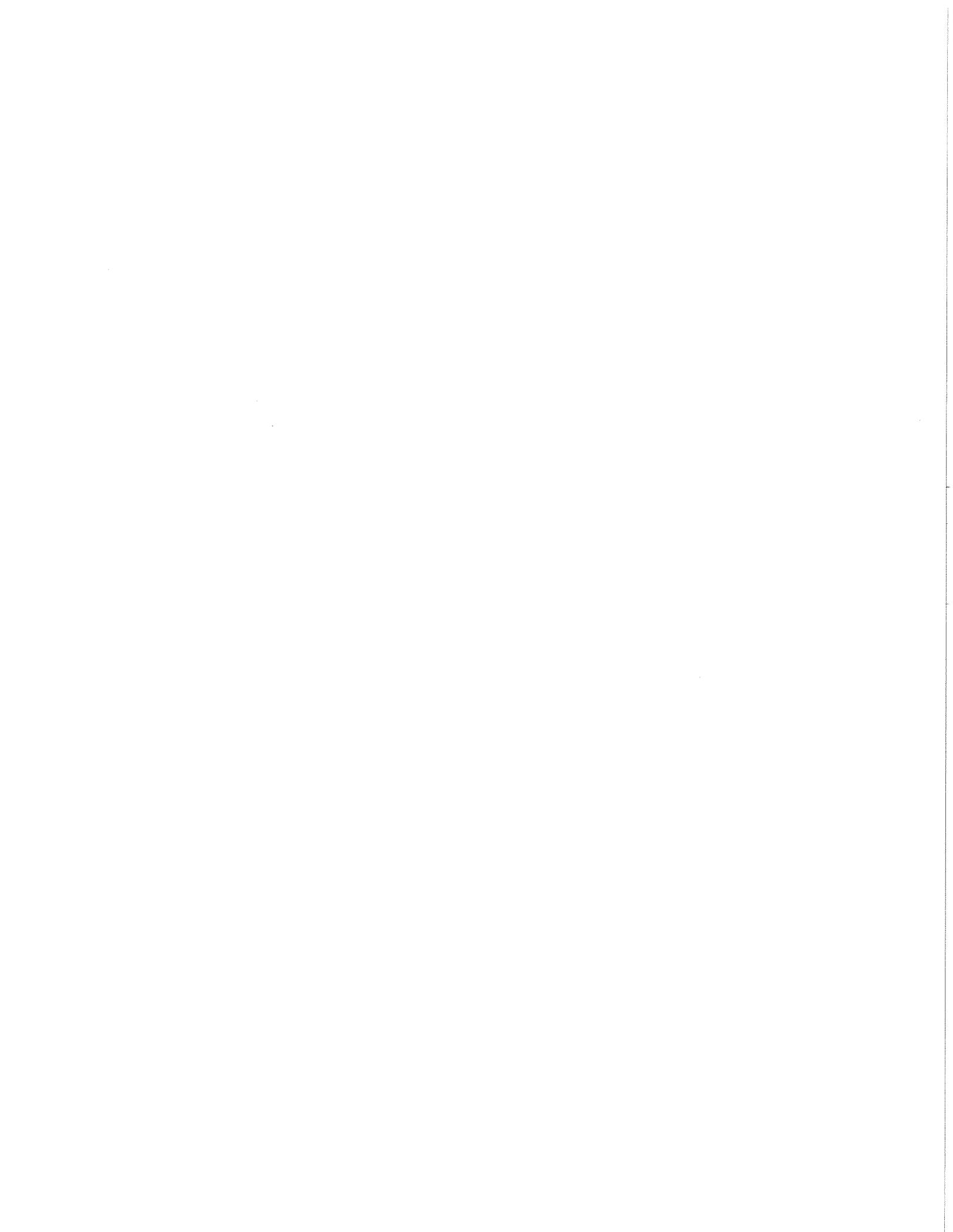
Chapter 8-6.070 of the Community Development Code contains the downtown design standards, which are based on the Cascade Locks Downtown Plan and Strategy. Recent downtown building construction includes a fish market and coffee shop, both independent businesses, which are designed per the Cascadian standard. There is a desire to incorporate the best of Old Cascade Locks while allowing new development. The market, café, arts and crafts store, and ice cream place were cited as examples of Old Cascade Locks that may not fit the current design standards. Input is needed on whether the code should encourage these building styles.

In interviews, City staff and members of the Planning Commission said there is a need to review the current standards for building design and location of off-street parking, which require all parking to be placed behind buildings. There is also interest in reviewing the extent of the Downtown (D) zone, which does not include Char Burger and the Columbia River Inn, two key buildings at the west entrance to downtown. (These properties are located in the Commercial (C) zone. An assessment of the Downtown zone follows:

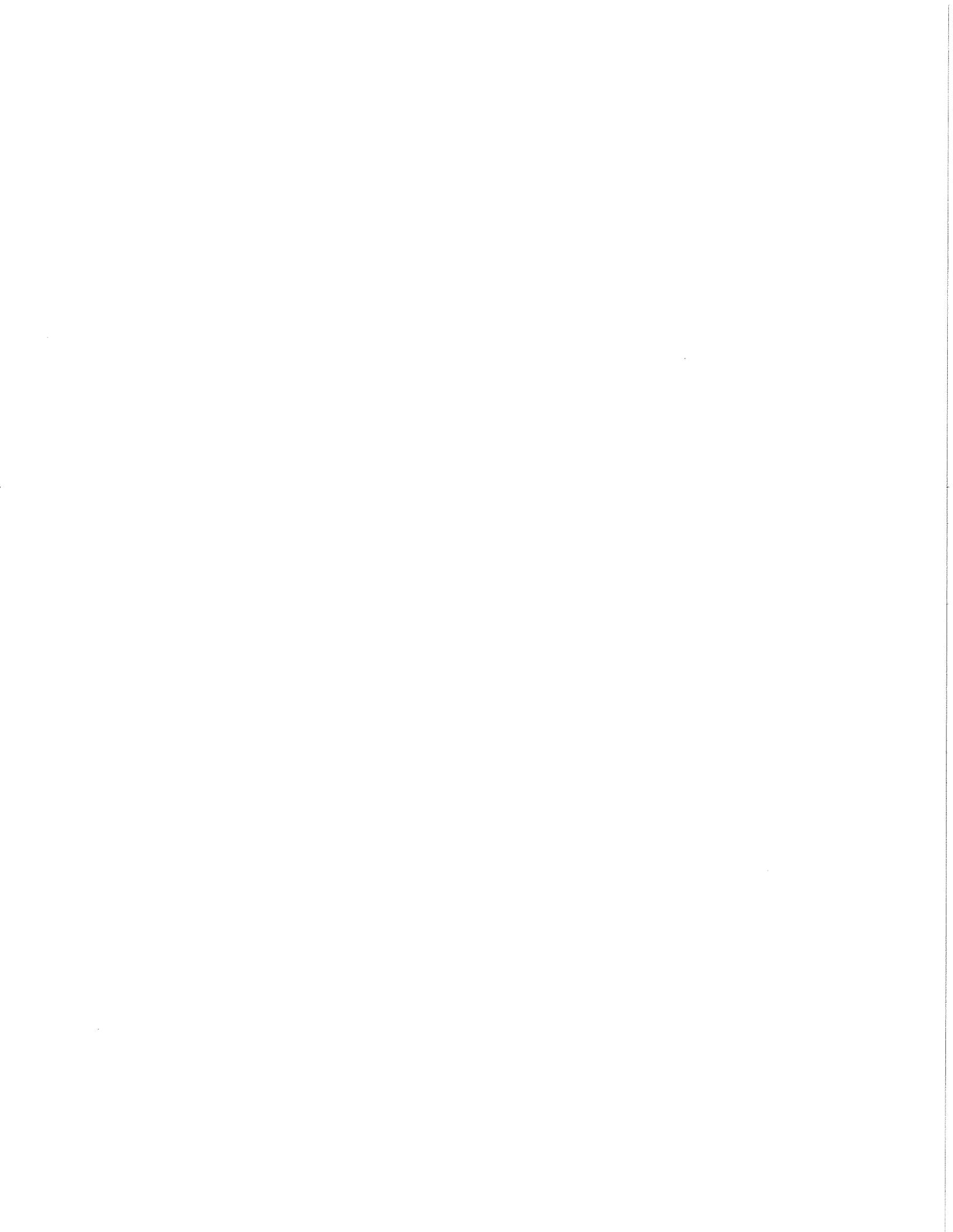
Assessment of Downtown Development Design Standards		
Standard	Standard	Comment
Lot Dimensions (8-6.070.050)	No minimum standards.	No change needed.
Residential Density (8-6.070.060)	No minimum or maximum for mixed-use buildings, otherwise same as HDR zone.	No change needed.
Height Limit (8-6.070.070)	35 feet. Section 8-6.070.120 limits height to 125% of average height of buildings on same side of street.	Consider increasing allowable height for upper-story residential uses, provided building design standards are met.
Landscaping (8-6.070.080)	5% of lot area.	No change needed.



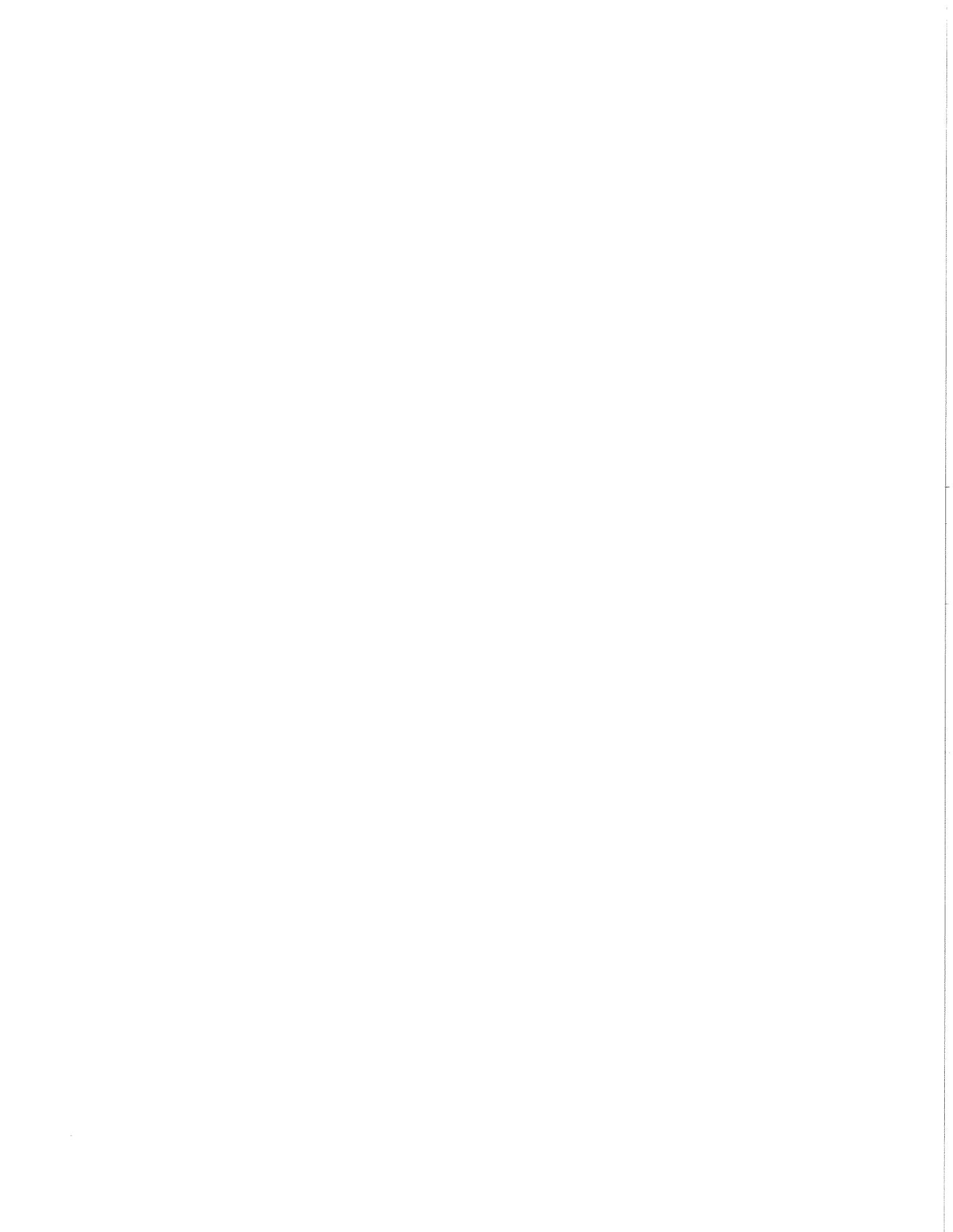
Assessment of Downtown Development Design Standards		
Standard	Standard	Comment
Access and Circulation (8-6.070.090)	OAR 734-051 (ODOT Access Management Standards for Special Transportation Area).	No change needed.
Activities External to Building (8-6.070.100)	Prohibits outdoor storage. Permits outdoor seasonable display and sales of not more than 10% of retail sales area. Permits outdoor dining with standards. Requires 60-inch minimum unobstructed walkway.	Consider adopting standards for food carts and farm stands, while maintaining tribal rights to sell historically harvested native products.
Off-Street Parking and Loading (8-6.070.110)	Exempts residential units in mixed-use buildings, and allows in lieu fee option.	No change needed.
Site Plan and Design Review (8-6.070.120A-C)	Design review is required for changes of use, development, and alterations to approved development.	This code section appears to conflict with 8-6.148.020 Applicability of Site Plan and Design Review, which exempts minor modifications of an existing development.
Design Code Modifications (8-6.070.120D)	Allowed.	Planning Commission has discretion to modify the standards where there is a unique site condition and the design substantially complies with the intent and purpose of the design standards.
Standards of Review (8-6.070.120E)	This section has seven criteria, including: Consistency with the goals and objectives of the Downtown Plan and Strategy. Four allowed historic design styles: Classic Revival, Craftsman, Cascadian, and Arts and Crafts. (Which forms of Classic Revival?) Buildings must orient to the street; corner buildings orient to	The standards are very broad and subjective. The lack of clear and objective standards may add costs and delays to the permit process, which may discourage desired development. The requirement that buildings orient to a street may have the unintended consequence of buildings turning their backs to the river. Building and site designs should provide for a pedestrian-oriented streetscape, but also respond to the context,



Assessment of Downtown Development Design Standards		
Standard	Standard	Comment
	<p>corners.</p> <p>Building height is limited to 125% of the average height of adjacent buildings on the same side of the street.</p> <p>There is no exception to the maximum front setback of 10 ft.</p>	<p>including opportunities for river and mountain views.</p> <p>Allow an exception to the maximum front setback of 10 feet for building entrances that orient to a plaza (adjoining the streetscape).</p>
<p>Building Materials & Colors (8-6.070.120F)</p>	<p>Standards for masonry, wood siding, and paint color.</p>	<p>The materials lists appear limited given the four styles specified. Consider allowing metal roofing, which sheds snow and is consistent with mountain architecture. Metal can also be used in decorative elements, e.g., flashing, signs, and sculpture.</p>
<p>Roof Materials, Parapets, and Roof Pitch (8-6.070.120G)</p>	<p>Pitched or stepped parapet roof required. Rooftop equipment screened. Sloped roofs use dark materials.</p>	
<p>Building Orientation and Entrance Standards (8-6.070.120H)</p>	<p>Buildings orient to street.</p>	<p>This is redundant with, but more detailed than, the recommendation in 120E.</p>
<p>Parking Lots (8-6.070.120.I)</p>	<p>Parking lots behind buildings only.</p>	<p>The code should allow parking located under a building. A variance should not be required to place parking in a garage under a building. It may not always be feasible to construct underground parking, but the code should not discourage it. On the north side of WaNaPa, where lot depth is limited and the land slopes toward the river, placing parking below grade, under a building, should be allowed with appropriate design standards.</p>
<p>Building Facades (8-6.070.120J)</p>	<p>Requires detailing, weather protection features, build-to line (common buildings), and traditional storefront elements.</p>	<p>Some required elements may not be appropriate for the prescribed design styles, and it is not clear which elements are required, or how the City determines applicability. For example how large is a “large display window”? (Cascadian buildings typically do not have storefronts, much less “large storefront”, but</p>



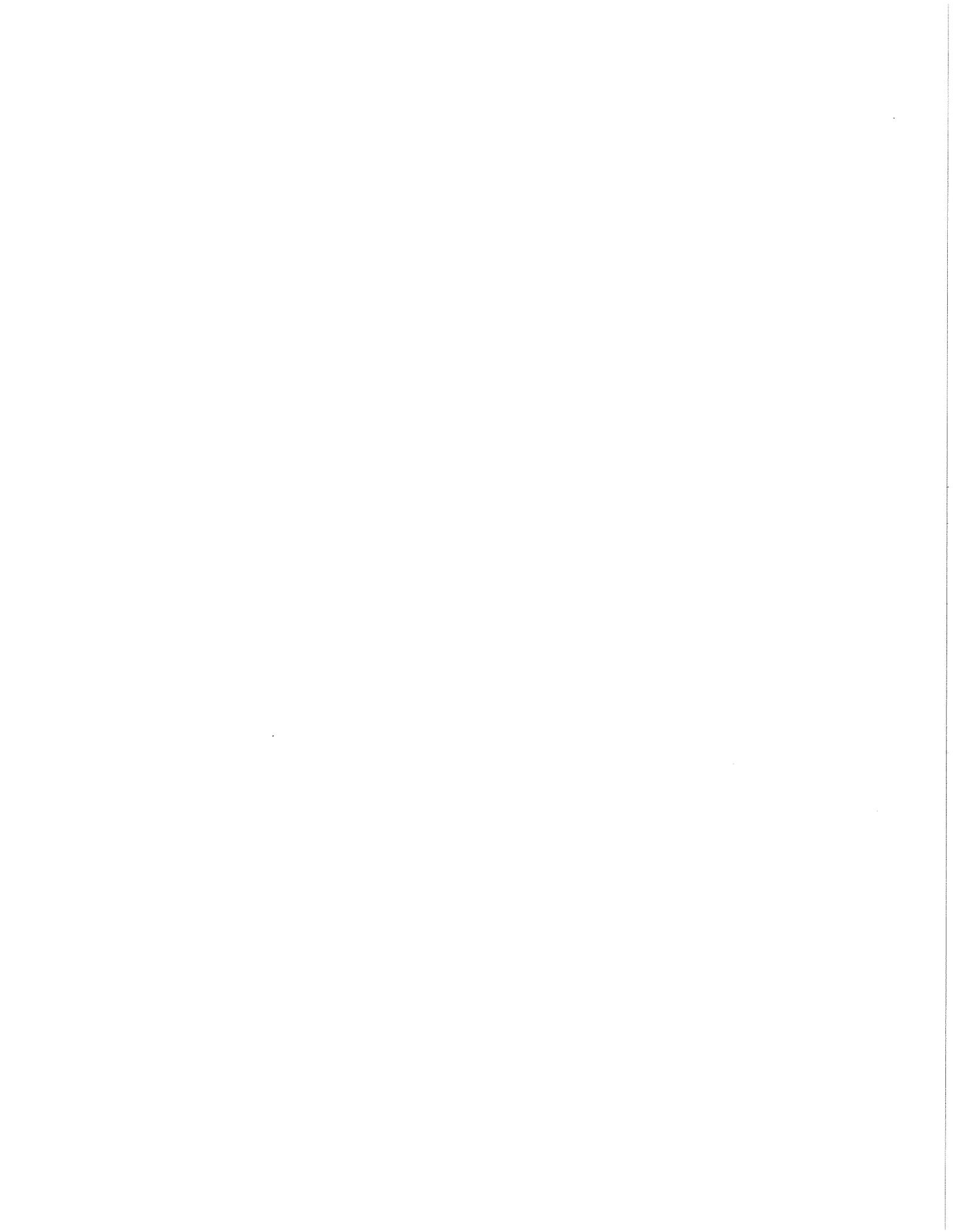
Assessment of Downtown Development Design Standards		
Standard	Standard	Comment
		the style can be adapted to provide them.) The standard that buildings must “include changes in relief on 10 percent of their WaNaPa facades” is unclear. It would be clearer to set a limit on uninterrupted facade plane.
Windows (8-6.070.120K)	Windows required on ground floor along WaNaPa, and adjacent to public parking lots. Code provides minimum dimensions/area and materials.	The standards are generally good, except the requirement to provide ground floor windows next to public parking lots “over 16 sq ft per story or 6% of the facade area” does not make sense. Some visibility of the parking lot is desirable, but this standard should be reviewed.
Upper Floor Window Standard (8-6.070.120L)	This subsection limits the size of upper story windowpanes to 5’x7’ and requires at least half of all upper story windows not exceed 2’x3’.	The reason for this standard is unclear, as the prescribed design styles would not necessarily preclude larger windows, or banks of windows exceeding this size.
Streetscape and Street Furniture (8-6.070.120M)	Requires consistency with the Street Furniture standards of the Cascade Locks Downtown Plan and Strategy.	The referenced document provides good guidance for streetscape improvements.
Lighting (8-6.070.120N)	Requires minimum lighting level of four foot-candles at building entrances and requires lighting to not shine into the sky.	The International Building Code (IBC) has lighting requirements for egress. The Occupational Safety & Health Administration (OSHA) has standards for the signs required to designate an exit or entry. The IBC prescribes minimum lighting for building egress at 1 foot-candle (fc). The minimum for Emergency exit signs is 5 fc. The Dev. Code should avoid prescribing lighting levels for buildings, except dark sky standards are appropriate.
Trash and Recycling Storage (8-6.070.120O)	Trash collection must be located within the structure, or behind the building in an enclosure.	No change needed.



Assessment of Downtown Development Design Standards		
Standard	Standard	Comment
Signage (8-6.070.120P)	Prohibits freestanding pole signs and internally illuminated signs. City Administrator may grant “pedestrian-oriented sign bonus” of 6 square feet.	Consider revising sign standards, as needed, for consistency with any other code changes, as discussed above. Define pedestrian-oriented signs.

Recommendation: Based on the above assessment of the Downtown zone, the City should consider amending its code to support downtown revitalization, as follows:

1. Remove the standard that limits building height to 125% of the average height of buildings on the same side of the street. The standard is not well defined and may discourage downtown development. Consider increasing the 35-foot height limit of the D zone for consistency with the prescribed architectural styles with peaked roofs.
2. Consider providing an option for buildings to exceed 35 feet where a mixed-use (residential above commercial) development is proposed, provided it meets fire protection requirements. If the height were increased to 40 feet that would allow for a building with ground floor retail (16-foot ceiling height), two stories of residential above, and a gabled roof in the Cascadian design style.
3. Consider adopting standards for food carts and farm stands, while maintaining tribal rights to sell historically harvested native products.
4. Review the Downtown zone threshold for modifying an approved site plan against Section 8-6.148.020, and update the code to make the two sections internally consistent.
5. Provide an exception to the 10-foot maximum front setback along Wa-Na-Pa Avenue for buildings that orient to a plaza or an expanded sidewalk with furnishings.
6. Broaden the palette of allowed building materials. Allow metal for roofing and architectural accents. Consider allowing concrete fiberboard as a less expensive alternative for siding materials. Concrete fiberboard should be wood-like in appearance and have appropriate finishing (e.g., rough hewn).
7. Allow parking to be located under, instead of only behind, buildings that front Wa-Na-Pa Avenue, subject to applicable storefront design standards.
8. Where new highway approaches are proposed, require shared access drives between adjoining properties, consistent with ODOT’s Special Transportation Area designation. This will minimize interruptions to the building wall along the street frontage.



9. Clarify and simplify the standards for building facades, windows, and lighting. Update the lighting standards, or remove them and reference Building Code standards instead.

Accommodating Growth within the UGB

The Cascade Locks Comprehensive Plan recognizes the community's growth is limited by its location next to the Columbia River and within Columbia River Gorge National Scenic Area. The Plan recommends transferring density away from isolated and steeply sloping areas south of I-84 and into areas that are more suitable for development. It also identifies a need for downtown revitalization, recreation amenities, and infrastructure improvements, including improved water service and sidewalks. Congestion is also perceived as an issue, even though traffic levels are not failing at any intersection, due to the constraints of the railroad, river, and freeway.

An electrical capacity upgrade is planned to serve new/expanded industry. A new reservoir and water transmission line (in Wa-Na-Pa Avenue) are also planned. The improvement will help facilitate development at the Port of Cascade Locks Business Park, which in turn will provide local employment and create the need for housing and commercial services. The 150-acre master planned Port property is zoned primarily for industrial and public uses. Other developable properties along the riverfront are zoned industrial, resort-commercial, and high-density residential. Examples of potential new industry include a water bottling plant, call center, resort, and expansion of Bear Mountain's operations at Port property.

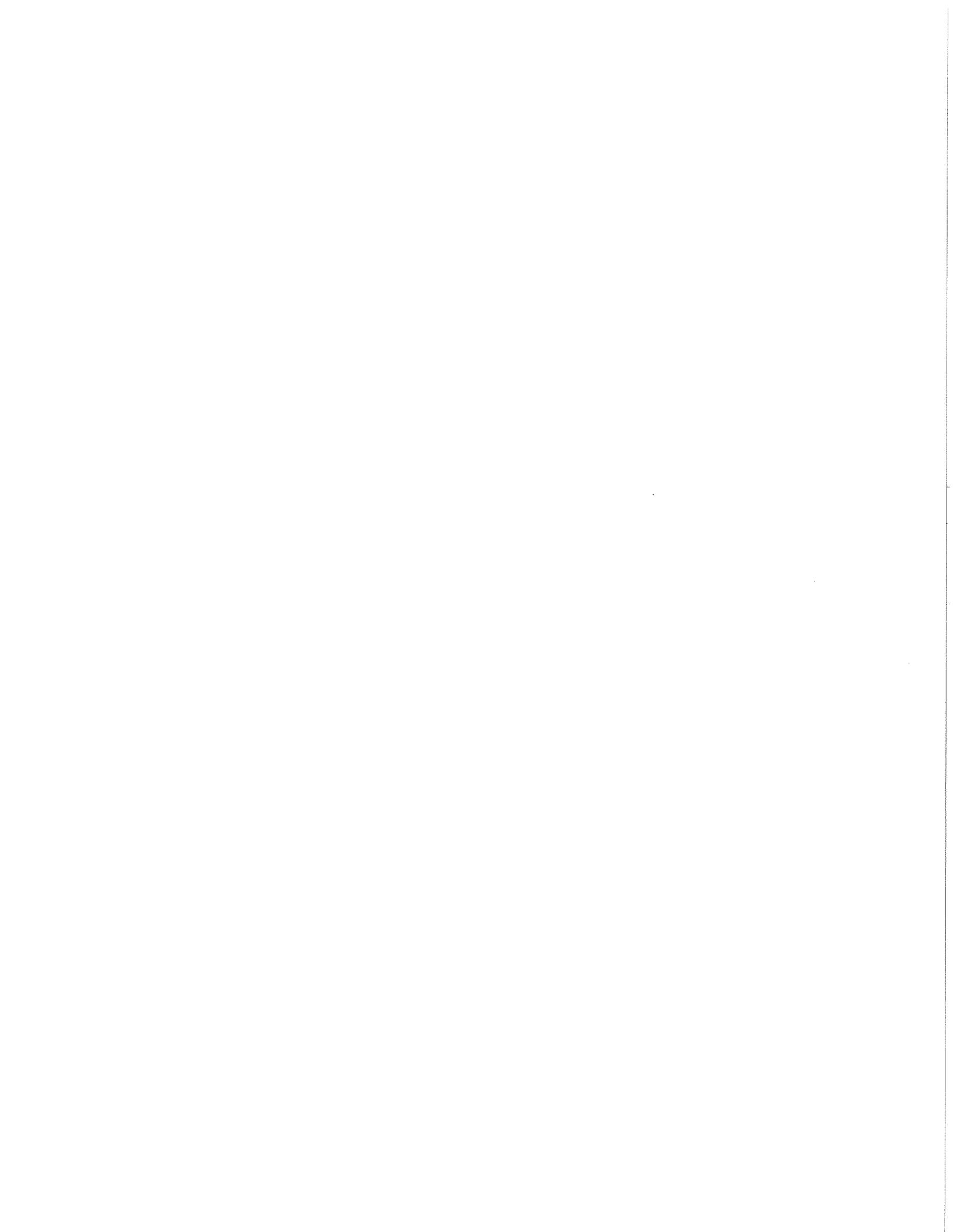
Upgrades to Forest Lane may or may not be needed to serve industry; truck traffic likely will be less than the car traffic that was expected with the casino. Emergency, secondary access/egress will be needed to/from the Business Park. Another key issue is how to facilitate orderly development that is attractive, creates complete neighborhoods, and integrates well with existing residences and recreational uses.

Recommendation: The Development Code does not directly address the above issues, but the recommendations in this report should help the City manage its growth, ensuring land is used efficiently, and development is served by adequate public facilities. Another important consideration is that people should be able to easily get around on foot and bicycle.

Enhancing Walking and Biking

The City would like to build upon the pedestrian-friendly nature of the downtown area along Wa-Na-Pa Avenue (U.S. Hwy 30) while accommodating tourist automobile traffic and maintaining the historic character of the highway. Sidewalk connections are lacking in many parts of the City. There is a need for sidewalks along Wa-Na-Pa Avenue east of downtown, and the City would like to work with Hood River County on installing sidewalks along Forest Lane.

Connections to trails and recreational amenities are also important. The Pacific Crest Trail runs through Cascade Locks and crosses the Columbia River on the Bridge of the Gods. Connections to Marine Park are currently lacking. Sailing, ultimate Frisbee, and mountain biking are popular pastimes and Marine Park annually attracts hundreds of visitors. The City would like to take



advantage of the community's reputation as a recreation hub by improving the local sidewalk and pathway network.

Chapter 8-6.112 of Community Development Code contains walkway standards for residential and non-residential development. These standards are in conflict with the street frontage improvement standards, which are found in the City's Transportation System Plan (TSP) adopted in 2001. The minimum walkway width in the Code is five feet, which may be adequate for a local residential street but is inadequate for a commercial main street, such as Wa-Na-Pa Avenue. It is also inadequate for a thoroughfare such as Forest Lane. The TSP recommends six-foot wide sidewalks for both residential and non-residential streets. Code Section 8-6.112 appears to exempt residential projects with fewer than four dwelling units or lots from installing walkways.

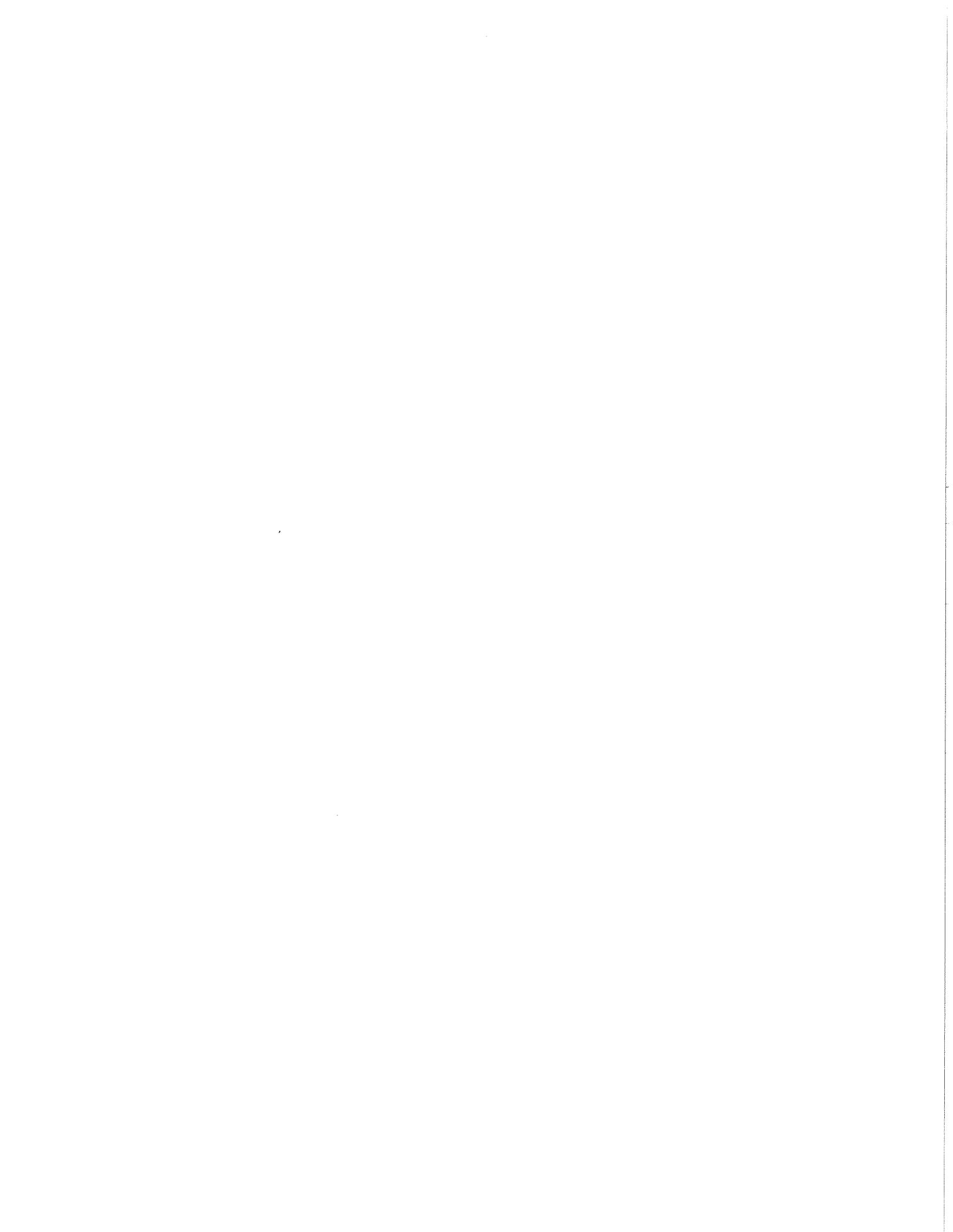
Based on our reading of the Code, the City may require sidewalk improvements through the subdivision review process, and for multifamily and non-residential developments. However, we did not find a Code provision addressing sidewalk improvements for minor partitions, or housing developments with fewer than four dwellings. It is possible the City may exact public improvements for these smaller developments when the improvements meet the rough proportionality test under *Dolan v. City of Tigard*, but it would be clearer to place that requirement in the Code.

Recommendation: Chapter 8-6.112 Circulation and Access should be revised to provide clearer standards for sidewalk improvements for all types of development. Code provisions should be based on the standards in the TSP, or the TSP and Code should be amended to allow more options. For example, the City may want to adopt a policy of not requiring sidewalks on low-volume, dead-end roads, or allow deferral of improvements until it is possible to fund a capital project, e.g., with local improvement district or other funding strategy. The City should also consider requiring, or encouraging through code incentives, wider sidewalks (e.g., 9-12 feet) along Wa-Na-Pa Avenue and Forest Lane, where pedestrian usage is expected to be greatest and where it would be desirable to have space for benches, lighting, and flower baskets or planters.

Other Code Improvement Ideas from Planning Commissioners and City staff

The following additional topics (not otherwise addressed, above) were discussed during our community tour and initial meetings with City staff and planning commissioners.

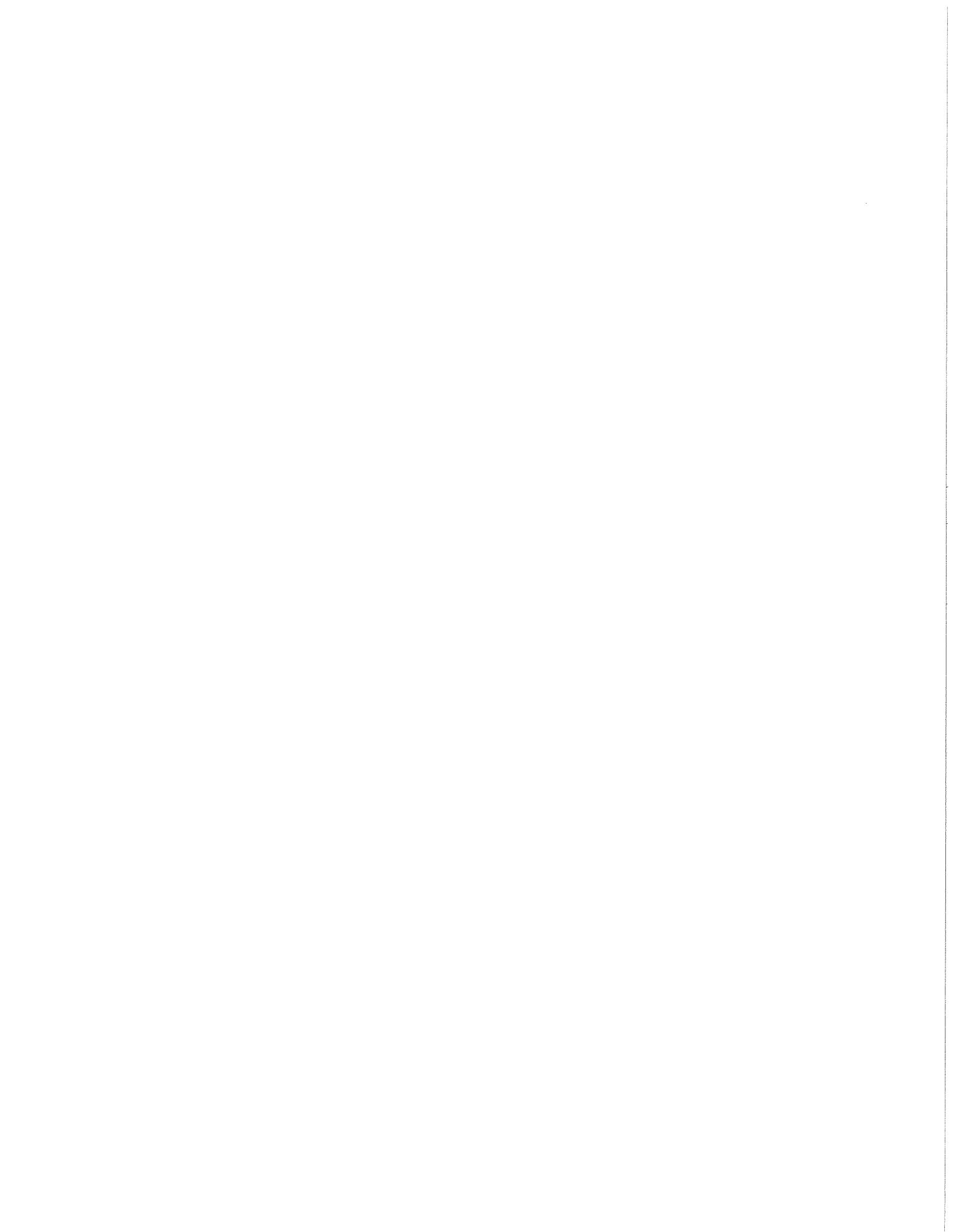
1. *Sheltered walks in commercial area* – Pedestrian weather protection features are required in the Downtown zone. Should they also be required in the Commercial zone where buildings are spaced further apart?
2. *Addition of storage units as allowable or conditional in appropriate zones* – The code should provide criteria for accessory structures that are larger than 120 square feet, including temporary storage units. Storage units that are accessory to a residential use, meet the size and height limitations of the Code, and do not require a building permit should be permitted outright, or with approval of the City Administrator. A conditional use permit should be required for accessory structures that do not meet the criteria.



3. *Allow nursing homes in appropriate zones* – Nursing homes are currently allowed only in the Downtown zones. This type of use may not be appropriate in the downtown, where the community is trying to promote economic development through tourism. Where else would nursing homes be appropriate?
4. *How to address RVs in mobile home parks (ORS 197.493)?* – The City may adopt standards requiring that Recreational Vehicles, when used as a dwelling (not a temporary use), be connected to water, electrical supply, and sewage disposal systems; and be located in an approved manufactured dwelling park, mobile home park, or RV park. The City currently has Code standards for manufactured/mobile home parks.
5. *Review existing garage requirement for manufactured homes, versus other single-family homes (ORS 446)* – State statute limits the standards local governments can place on manufactured housing. Generally, standards for manufactured homes must not be any more restrictive than a local jurisdiction’s standards for stick-built homes. Currently, the City’s code requires a garage be provided with each new manufactured home. If this requirement remains it should be applied evenly, to both stick-built and manufactured single-family homes.
6. *Review geologic hazards overlay* – It is unclear what concerns the City has with the Geological Hazards Overlay. It is outside the TGM Program’s scope of services to assess natural hazards and it may be outside our scope to update the GH Overlay.
7. *Process for review of vacant buildings or changes of use* – Changes of use are important for the City to review when a change is to a more intensive use. For example, a use that impacts parking, paving (surface water runoff), noise, light, glare, public services, etc. could adversely impact adjacent properties. Changes of use can be tracked through the business license registry, which should include housing rentals and rental agencies. The Code currently has procedures for reviewing changes of use through the Site and Design Review procedure, but it would benefit from adding criteria.
8. *City Hall and the Public Works Shop Site* – These City facilities sit on two lots. City Hall is zoned CR (Commercial/Residential) and the City Shop and Storage Yard is zoned MDR (Medium Density Residential). Both lots should be zoned Public Use.

Next Steps

Please distribute this evaluation report, along with the stakeholder interview questionnaire, to the interviewees during the week of December 1. (The interviews are scheduled for December 11.) Siegel Planning will prepare a summary of the interviews prior to the January 8, 2015, Planning Commission work session. The January 8 presentation will have images to help convey the design concepts in the report.





To: Gordon Zimmerman, Cascade Locks City Administrator, and Laura Buhl, TGM Grant Manager
From: Scot Siegel
Date: December 31, 2014 (Revised January 7, 2015)
Re: **Cascade Locks TGM Code Assistance – Summary of Stakeholder Interviews (Dec 12, 2014)**

Overview

Purpose – This memorandum summarizes the responses received from stakeholder interviews conducted by Siegel Planning Services in conjunction with the Cascade Locks TGM Code Assistance Project. The purpose of the stakeholder interviews was to document key issues, concerns, aspirations, and opportunities related to the project. The interviews are part of a larger information gathering process that includes a community walking tour, review of related plans, studies and policies, a meeting with planning commission members, and discussions with City staff.

Process – Three small group interviews were conducted in person. Stakeholders groups represented industry, downtown business owners, and Port of Cascade Locks representatives. Scot Siegel of Siegel Planning Services conducted the interviews. Participants were advised their comments would be shared in a generalized summary without specific attribution regarding who said what. Prior to the interview, the participants received the Task 2 Code Evaluation Report and interview questions (attached).

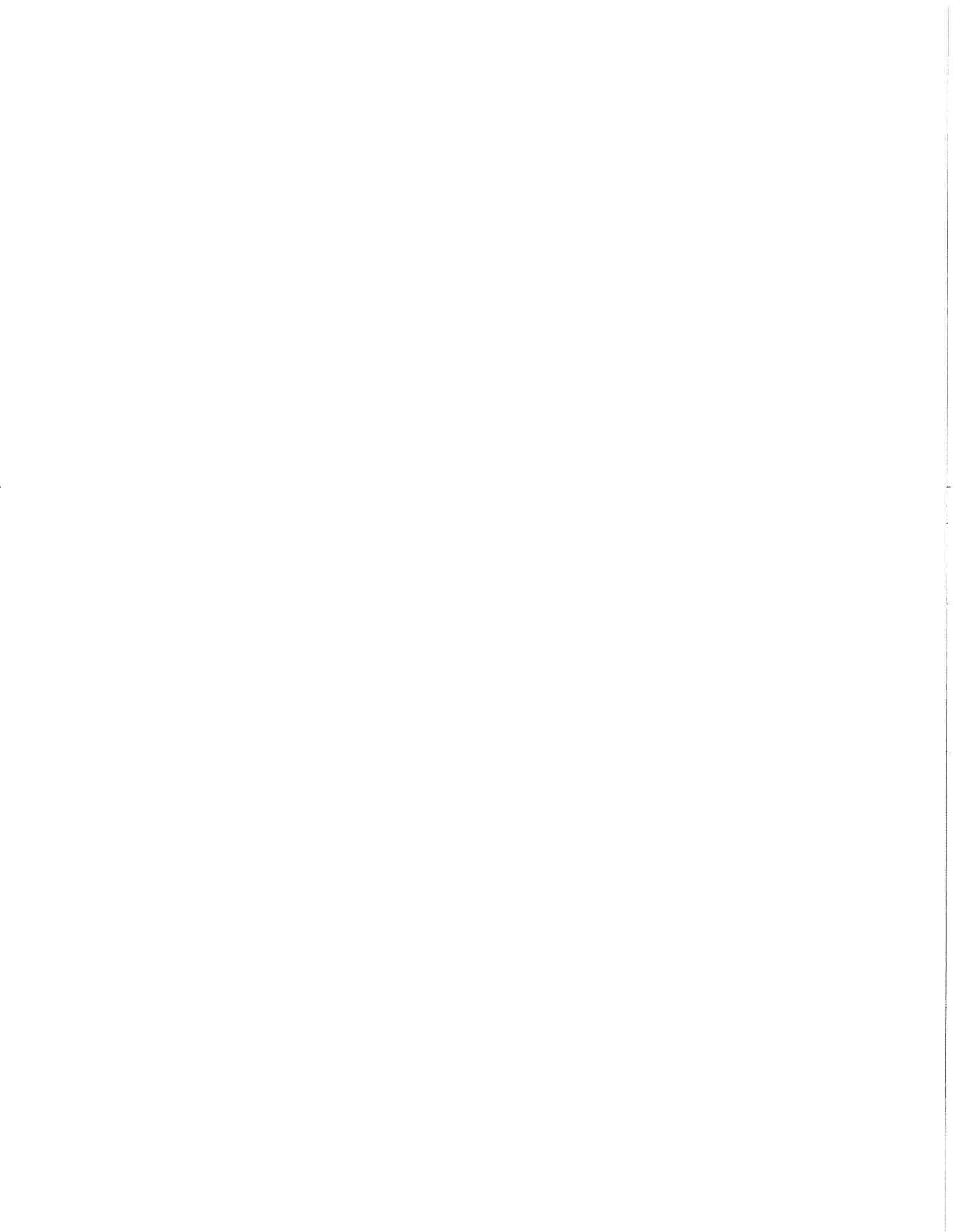
Interview Questions

Interview questions generally sought to identify community assets, goals, and strategies for improving the City's land use regulations, with a focus on downtown development, multi-modal transportation connectivity, planning for complete neighborhoods, and development/permit process improvement. Some questions were modified slightly depending on their relevance to the stakeholder group. Each interview lasted approximately 40-60 minutes.

Interviews Summary

Industry

Dennis Snyder Sr. and Dennis Snyder Jr., of Snyder Construction. Bob Sourek of Bear Mountain, which manufactured wood fuel pellets, was invited but unable to attend. A summary of comments follows:

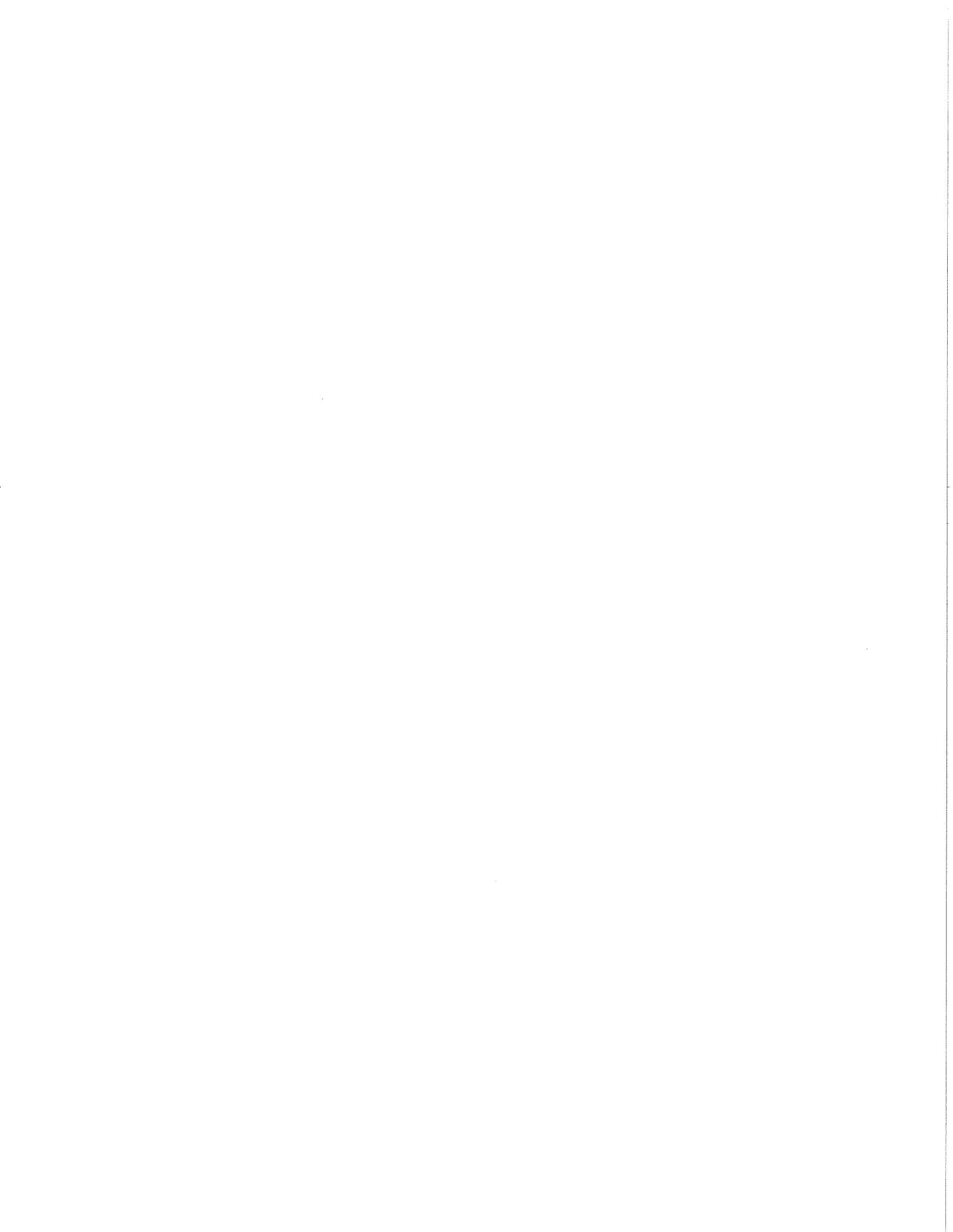


- Snyder Construction is involved in heavy construction with highway and river work and has clients throughout the west. Shop and operations are based in Cascade Locks. Moved there for initial railroad work. Leases to Corps of Engineers.
- Advantages are favorable insurance and property tax rates
- Land use process has been an obstacle to bringing in tenants such as a crusher manufacturer that would have complemented Snyder operations. Building project in mid 2000s was appealed to LUBA. Need more predictable process.
- Security is a concern. Equipment thefts are a problem for area businesses. Every business needs security fencing. Bear mountain expansion is welcome, as it will bring more employment and people present for security.
- Street improvements – Do not do curb extensions and plantings if maintenance is not provided. Same concern about sidewalks, and roundabouts are a concern for large trucks and heavy equipment haulers.
- Open space – Limited land makes open space requirement problematic.
- Snow storage – Make sure development standards address it. Also concern about snow storage and damage to landscaping due to plowing.
- Storm drainage problem at Forest Lane and KOA example of developer providing detention but no place for released water to go after being detained.
- Focus on providing a fast-track permit process with the least amount of government involvement possible.

Downtown Business

Sandy Place of Best Western and Albert Choi of Columbia Market/East Wind Drive Inn attended. Chuck Hinman of Charburger and Tom Owens of The Cabinet Tree were invited but unable to attend. Gyda Haight of the Port of Cascade Locks Board and Tourism Committee (not a business owner) also attended. A summary of comments follows:

- Business is seasonal, summer only, and is dependent upon sailing and running races, and Gorge tourism.
- Key assets are good biking, hiking (PCT), sailing, and location in Gorge.
- Opportunity to expand business into spring shoulder season.
- Challenges are not being close enough to Portland to attract people willing to commute and not close enough to Mt Hood to capitalize on skier traffic.
- Previous tourism assessments have identified the lack of public restrooms and wayfinding signage (though this is improving) as obstacles, as well as cleanliness, limited land supply, and poor image perception concerns.
- Focus on providing good sidewalks with property lighting – helps people feel safe.
- There is a market for river view suites but zoning requires ground floor commercial use in downtown. Consider providing greater flexibility for hospitality uses within zone.
- Parking management is a concern, as evidenced by two recent marathon events, one went well and the other did not. Much of this depends on event organizers, but how can City help? Can code support the development of a public parking lot?

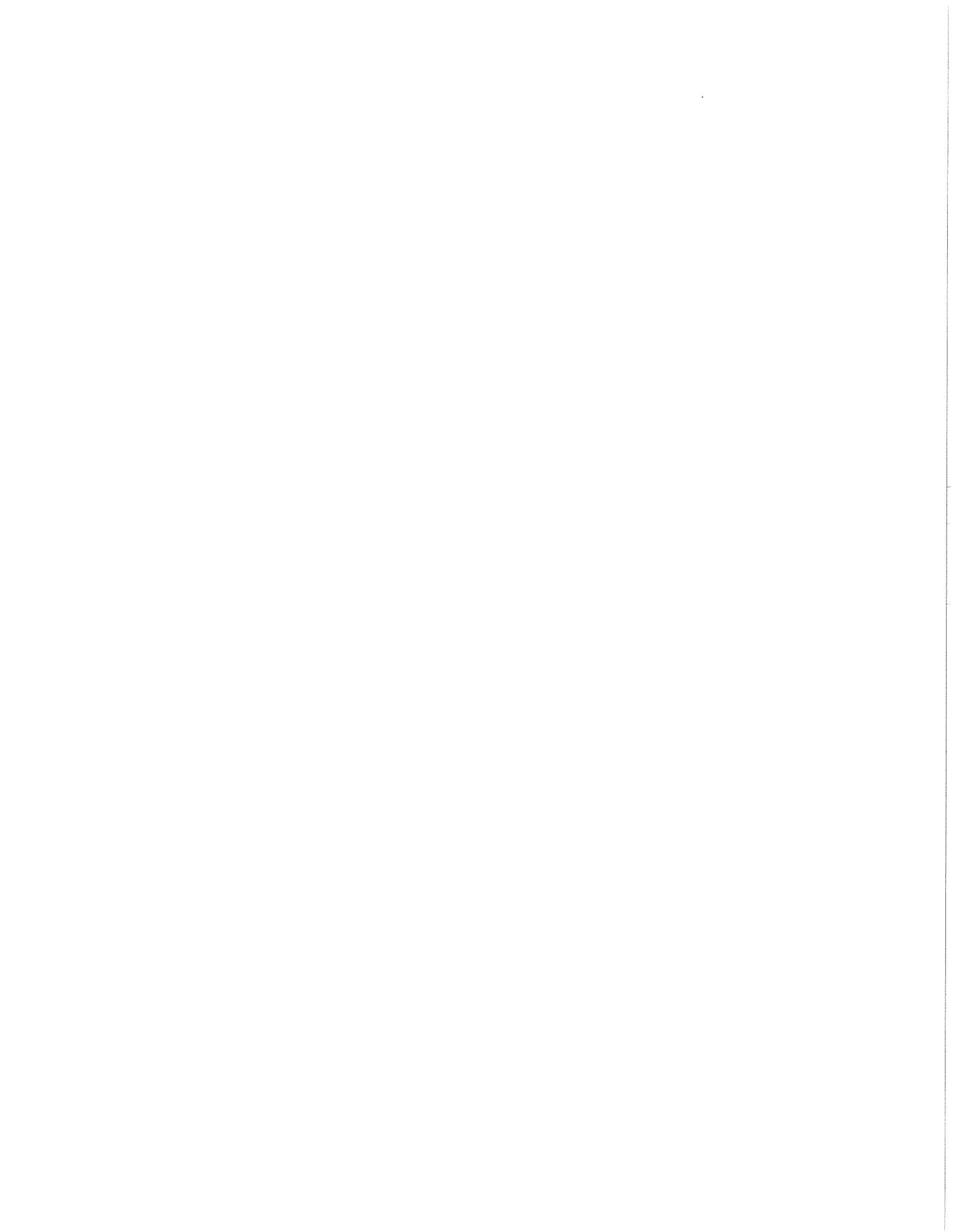


- Market and four other businesses currently share private parking lot. Mr. Choi coordinates the collection of payments for parking lot maintenance and property taxes for the hotel, Cascadian Inn (cafe), market, and beauty salon.
- Need more light on north side of Wa-Na-Pa, and sidewalk repairs (e.g., East Wind area).
- Speed on Wa-Na-Pa and ability for pedestrians to cross highway are concerns. The panel referred to ODOT standards that may not allow lowering speed from 30 mph to 25 mph.
- I-84 off-ramp speeds are a concern, all the way to Ale House, conflicts with trail/bike hub at overlook.
- Could use a historical walk kiosk at Charburger/Best Western (Port has PSU study in progress)
- Sidewalks needed on Forest Lane and extended on Wa-Na-Pa.
- Code should require payment into fund for corridor sidewalk improvements where development is too small to make frontage improvements. Would like to see power lines put underground too, but expensive.
- Need rental housing. People moving to Carson and Stevenson. Consider property across from Best Western ("Big D" property) for higher density zoning.

Port of Cascade Locks

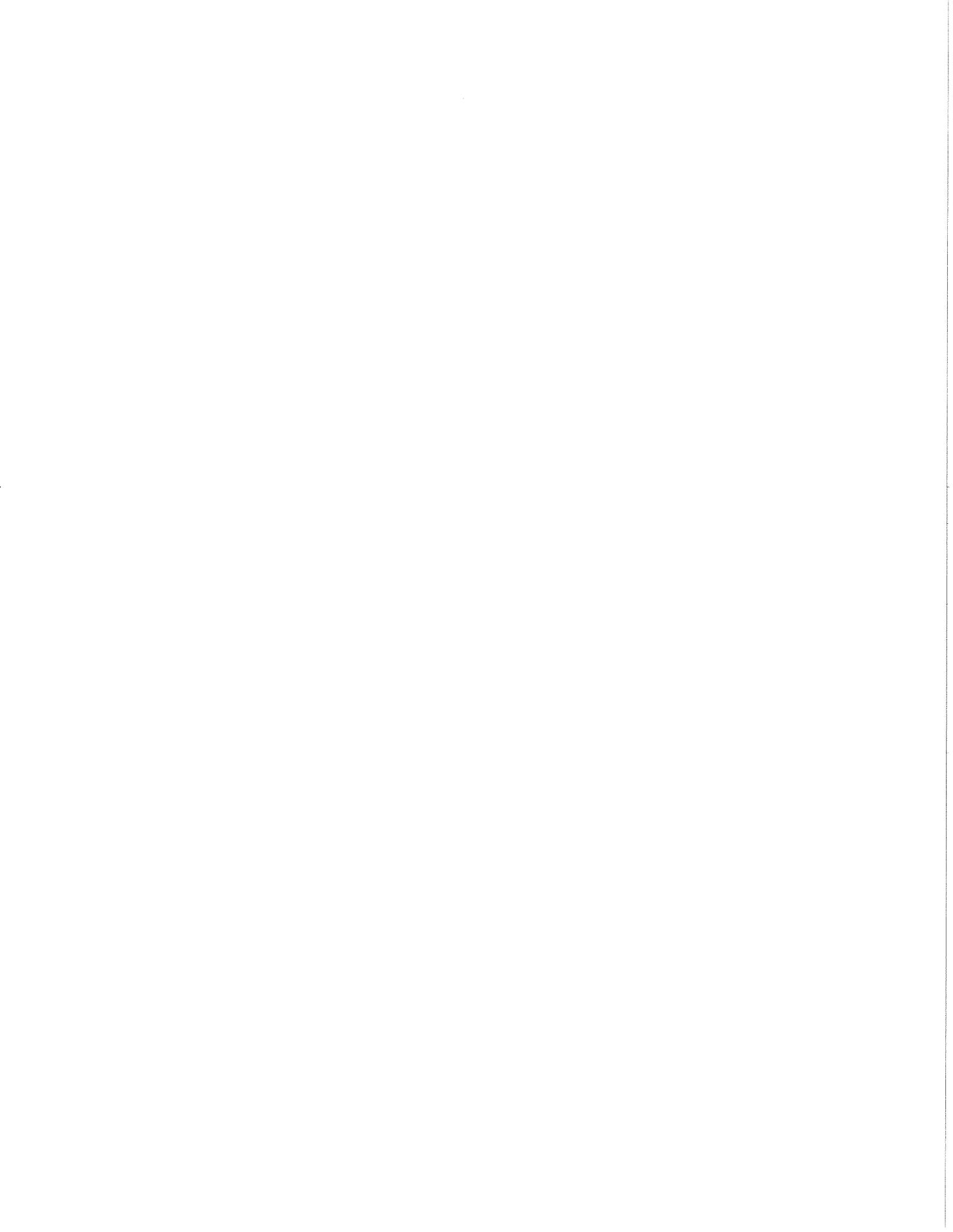
Jess Groves, Commission President; Paul Koch, Interim General Manager; and Holly Howell, Marketing and Development Manager, attended. A summary of comments follows:

- The Port, like other ports, has economic development as its primary mission. The Port of Cascade Locks has an IGA with the City. In addition to the Business Park the Port has properties downtown. Port officials say the community identifies with "survival" more than "sustainability", referring to the difficult economic challenges the area has faced and is determined to overcome.
- The permit process should provide a clear path for how to get approval.
- Look at food carts, street orientation versus river orientation for views, and allowing residential above vacant commercial space.
- Draws include I-84 access, PDX proximity, bridge (with weight capacity increase to 80,000 lbs), low housing costs (compared to Portland and other communities), scenery and quality of life, and small town character (not urban).
- Some independent professionals live here, but need starter homes for families. Look at property near school.
- Look at downtown area for increased densities, including ADUs.
- Downtown is from bridge to school currently, and could extend to Fire Hall eventually.
- Downtown parking – Being able to see river is more important than having parking behind buildings. Look at code flexibility in minimum ratios and shared parking. Consider angled parking with reduced speed limit.
- Sidewalks should be provided through a combination of frontage improvements with development and capital projects funded by community.
- Downtown sidewalk needs improvement. Also need more crosswalks. Forest Lane sidewalks should go out to Herman Creek exit.
- Look at improving appearance of overlook and prominence of PCT trailhead, pedestrian scale lighting (both downtown and Forest Lane), and organized space for street carts and vendors.



- Neighborhoods should be connected to the rest of the community and instead of requiring 20% open space in new subdivisions consider creation of smaller playgrounds and trail connections, due to limited land supply inside city and extent of public lands surrounding community.
- Cascade Locks could use a community center (e.g., pre-K services and social gatherings).
- Brewery moving from Marine Park to Wa-Na-Pa.
- Consider allowing live-work with offices in downtown and encourage more business office space generally (e.g., In Situ employees and home businesses). Allow flexibility to use structures for residential (e.g., duplex) or commercial on Wa-Na-Pa.
- Comments on code evaluation and recommended downtown code changes:
 - Yes, increase downtown height limit
 - Yes, provide clear standards for and allow food carts and farm stands
 - Yes, allow increased front setback where plaza or other amenity provided between Wa-Na-Pa and building entrance.
 - Yes, allow parking under/not only behind building.
 - Shared access may already be required by ODOT when new highway approach is planned/unavoidable.
 - Yes, Geologic Hazards overlay should be reviewed if within project scope.
 - Review sign regulations and overall square footage allowed.

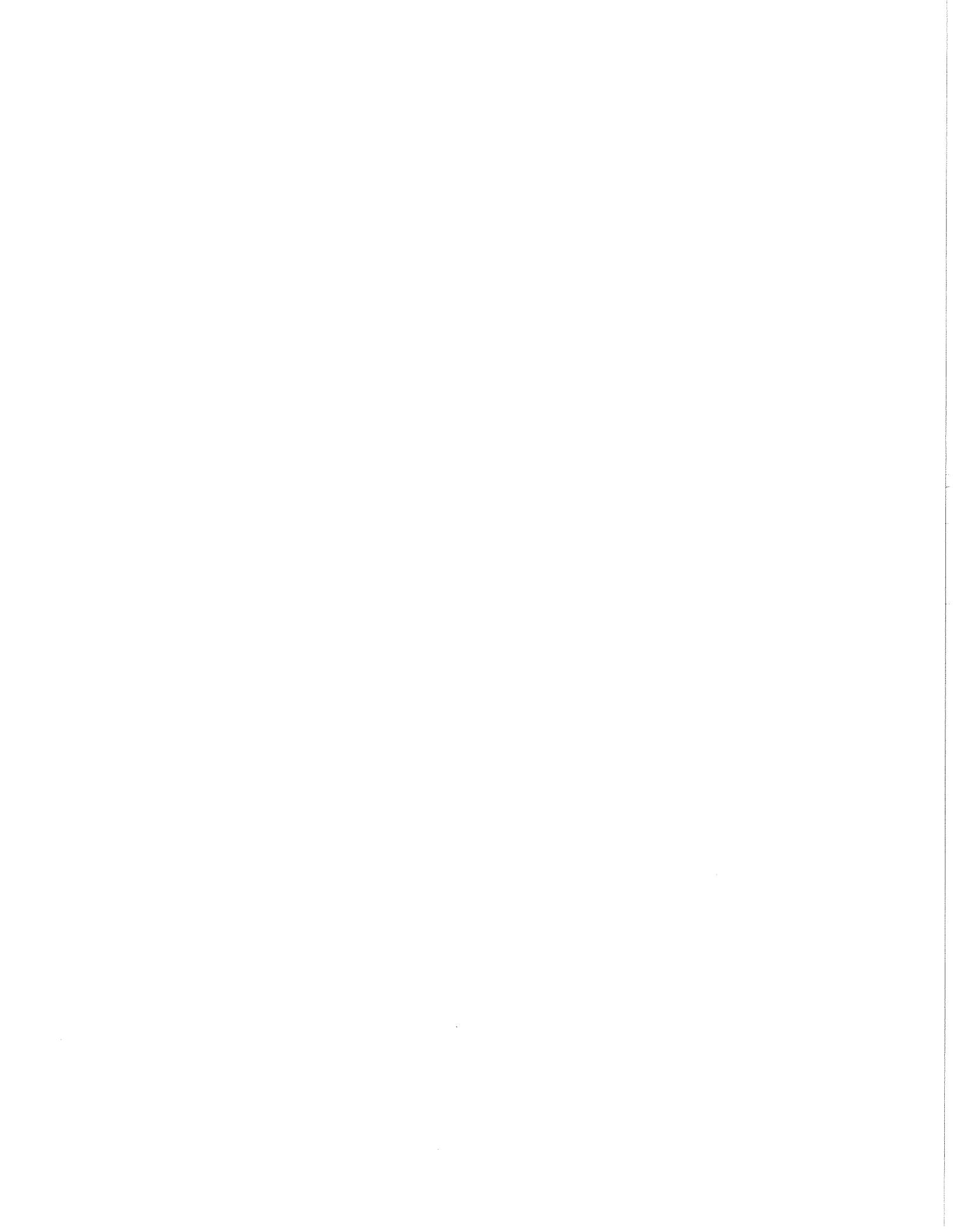
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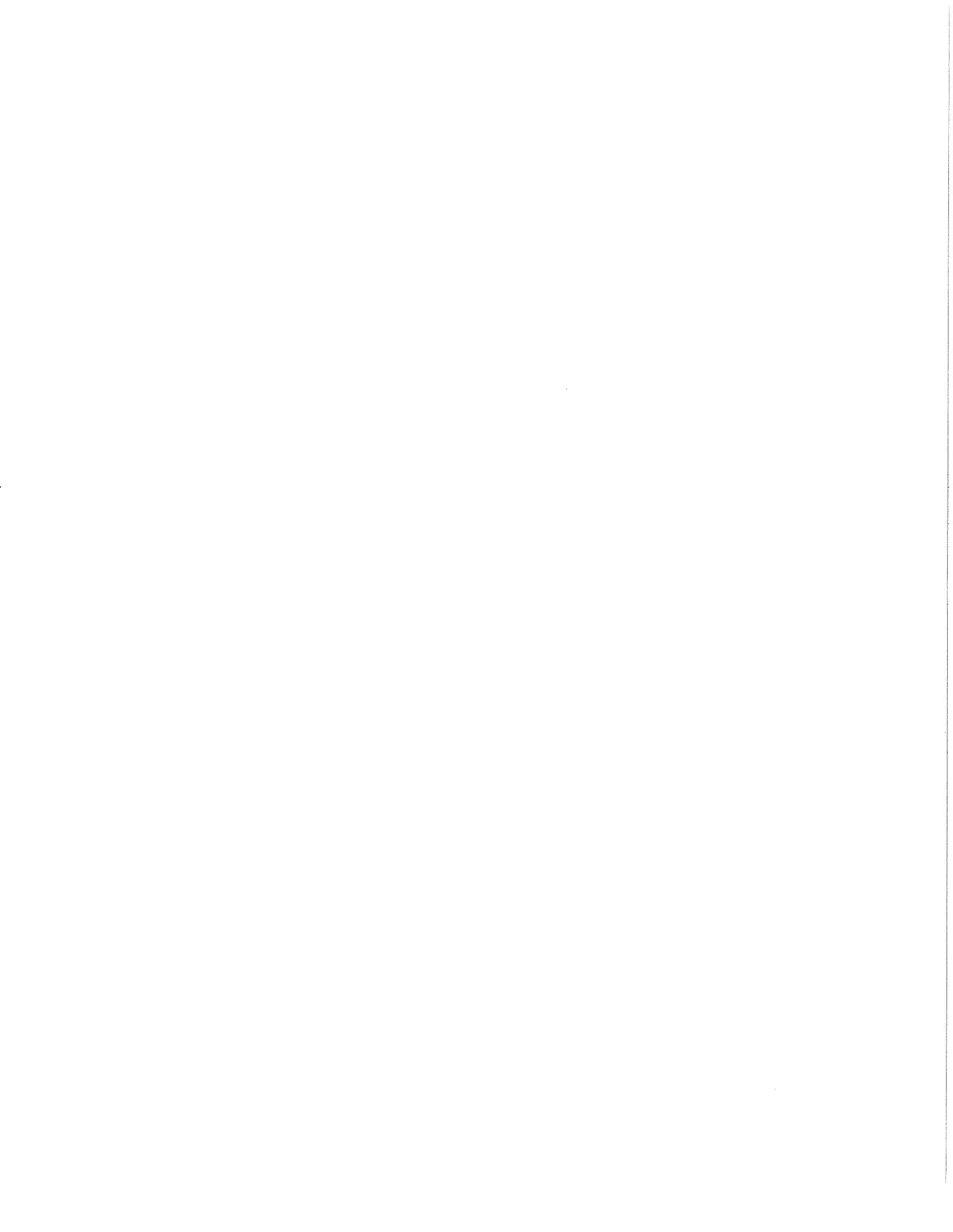




Interview Questions

1. Please tell a little about your involvement with planning and development in Cascade Locks.
2. What are Cascade Locks' two or three most important assets for residents? And for businesses?
3. Describe your ideal downtown. What makes you feel comfortable walking in a downtown area?
4. How would you define Downtown Cascade Locks? How do you know that you've entered/left it?
5. What are the barriers to walking and biking in Cascade Locks (besides I-84 and Railroad)? What would make you want to walk more or bike more in the community?
6. Where are sidewalks needed most?
7. How should sidewalks be constructed?
 - a. Only as properties develop, e.g., required with land divisions and building permit approvals
 - b. In small projects, e.g., through Local Improvement Districts funded by abutting properties
 - c. As part of a larger capital improvement strategy and funded by the community as a whole
 - d. Some combination of a-c
8. Describe your ideal neighborhood? What makes a neighborhood "complete"?
9. Where are there opportunities for additional medium- or high-density housing? What concerns, if any, would you have if the code were to allow increased housing density in those areas?
10. Where should parking be located in a downtown area? Is it important to you whether parking be provided at each business on a separate lot, or accommodated within designated parking areas?
11. Where are there opportunities for mixed-use development (residential with commercial)? What concerns, if any, would you have if the code were to allow this type of development in those areas?
12. In addition to the topics already discussed, do you have any other observations on Cascade Locks' development code? What do you feel are strengths and weaknesses with current standards? Strengths and weaknesses with the current land use review/permit procedures?





Approved
4/27/2007

Windsong Terrace
2 N 8 6 DC 27 lots

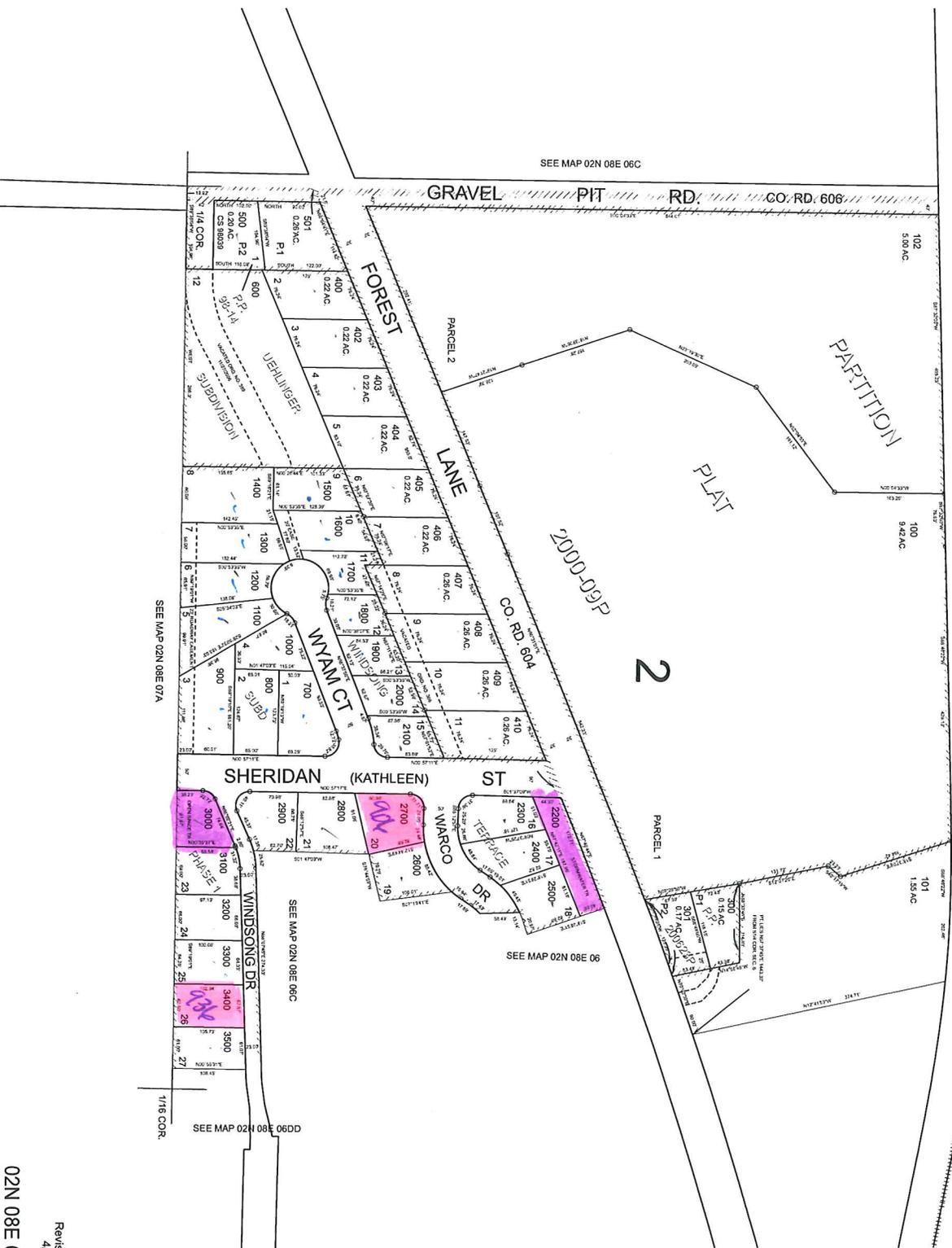
THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

SW 1/4 SE 1/4 SECTION 06 T02N R08E WM
HOOD RIVER COUNTY

02N 08E 06 DC
CANCELLED NOS
200
700

1" = 100'

1/16 COR.

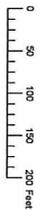


02N 08E 06 DC

Revised CMS
4/27/2007



THIS MAP WAS PREPARED FOR ASSESSMENT PURPOSE ONLY

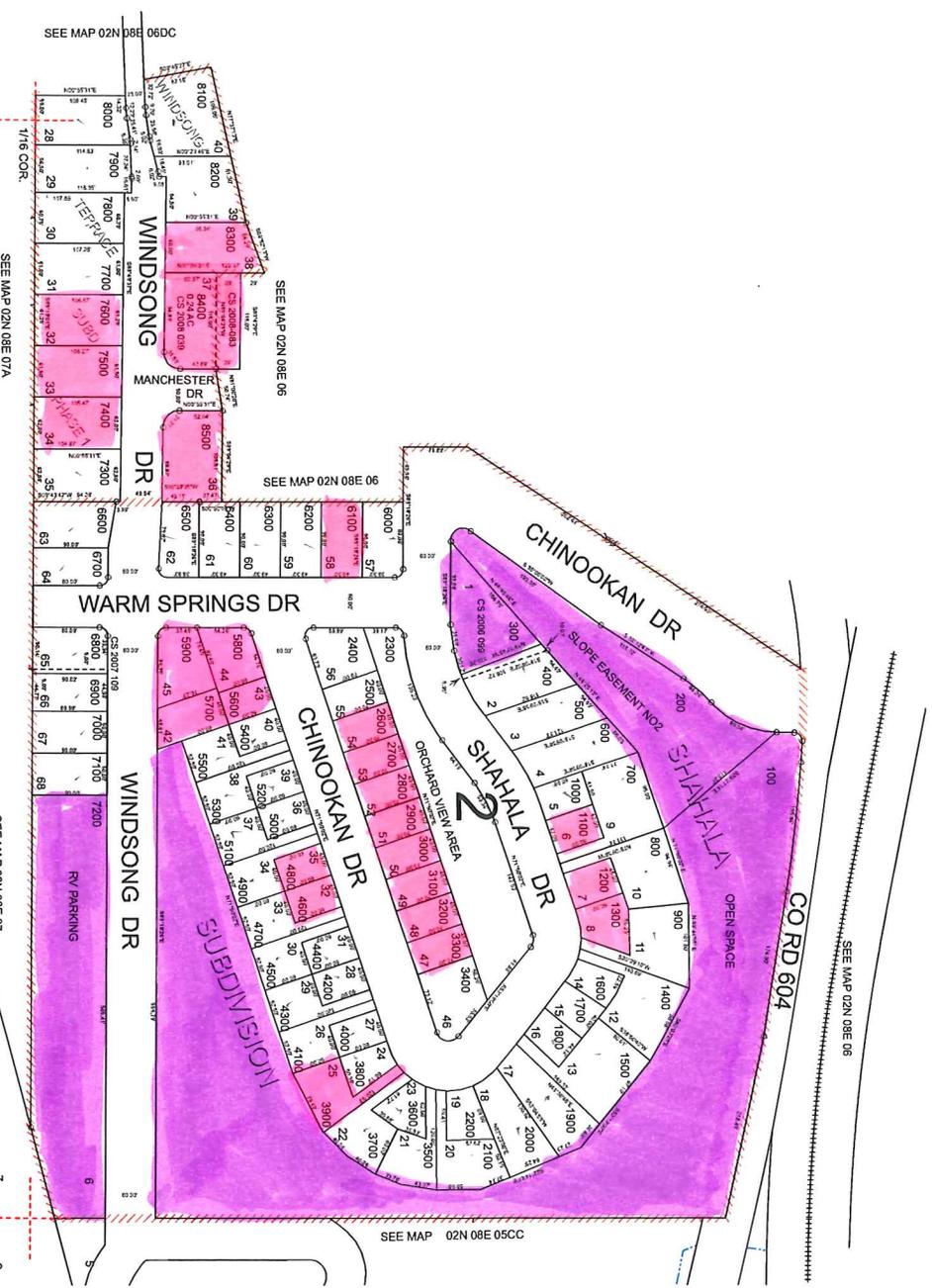
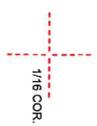


S.E. 1/4 S.E. 1/4 SEC. 6 T.2N. R.8E. W.M.
HOOD RIVER COUNTY
1" = 100'

02N08E06DD
CASCADE LOCKS

Lots available in
Shahala subdivision

2 N 8 6 DD 52 lots



Open spaces
developed

CASCADE LOCKS
02N08E06DD
Revised: MA
05/18/2014

1915

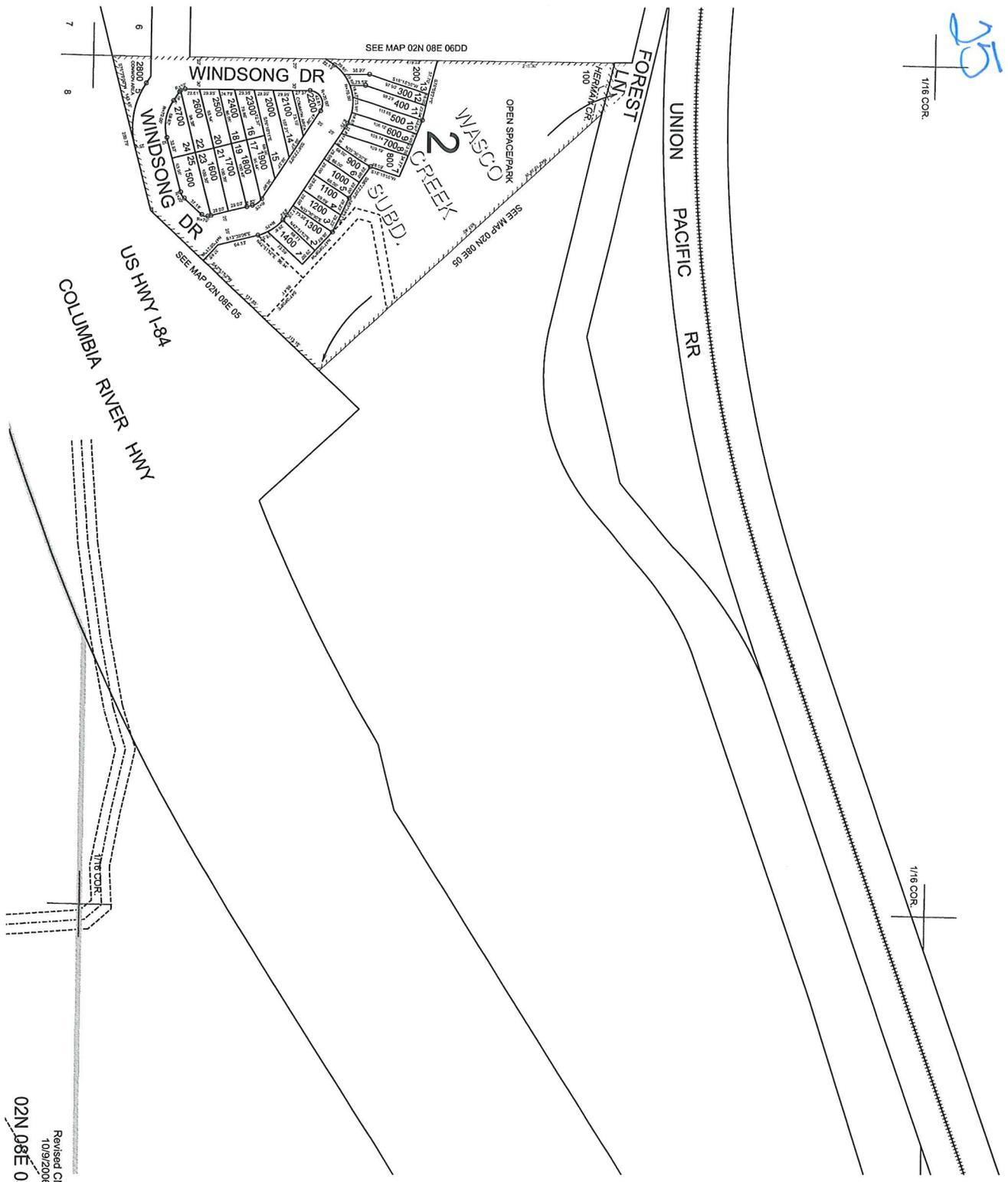
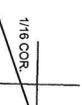
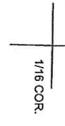


Lots available in
Wasco Creek 25

THIS MAP WAS PREPARED FOR
ASSESSMENT PURPOSE ONLY

0 200
SW 1/4 SW 1/4 SECTION 05 T02N R08E W04MM
HOOD RIVER COUNTY
1" = 100'

02N 08E 05 CC
CANCELLED NOS



02N 08E 05 CC
Revised CMS
10/9/2006

