

CASCADE LOCKS Property Portfolio Assessment HILLSIDE RESIDENTIAL



The site is comprised of six residentially zoned parcels within Cascade Locks at the south end of town, just east of the ramp to the Bridge of the Gods. Tax lots 6301, 5700-6000 are all under .4 acres and are adjacent to other similarly sized lots and residences along SW Undine Street. Tax lot 201 is approximately 20 acres of forested land. The north end contains a parking lot for the Pacific Crest Trail, and the southern end contains a water tower. A seventh Port owned residentially zoned lot (0600) is outside the city and urban growth boundary to the south.

PROPERTY INFORMATION

02N07E12CD05700
02N07E12CD05800
02N07E12CD05900
02N07E12CD06000
02N07E12CD06301
02N07E1300201
02N07E1300600

20.84 acres

05700: 0.10 06301: 0.41
05800: 0.12 00201: 19.89
05900: 0.15 06000: 0.17



**PARCEL &
TOTAL ACREAGE**



PARCEL NUMBERS

- Lots 5700-6301: Medium Density Residential Zone (MDR)
- Lot 0201: Medium Density Residential Zone (MDR), Low-Density Residential Zone (LDR), Open Space (OS), Geological Hazard Overlay Zone (GH)
- Lot: 0600: County zoning RR-2 1/2 - Rural Residential; Geological Hazard Overlay Zone (GH)



ZONING & EASEMENTS

PROPERTY MAP



CURRENT USE

All six residential parcels in this area are owned by the Port and are unimproved. The large parcel contains a water tower and a trailhead parking lot for the Pacific Crest Trail and Gorge Trail 400.

ENVIRONMENTAL CONSTRAINTS



Tax lot 0200 contains steep slopes which would limit the amount developable area on the site and are likely to add to development costs in moderately sloped areas of the site. Online maps suggest that Rudolph Creek flows across lot 5900 and 6000 before crossing underneath Undine Street. There may be setback requirements or wetland delineation, and buffer needs that impact each of those properties.



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INFRASTRUCTURE SUMMARY BY SYSTEM



TRANSPORTATION

Parcels are accessed from Harvey Road, Undine Street, and Sadie B Street. Harvey runs along the east edge of TL 201, transitioning from pavement at the trailhead to gravel. TL 6000 fronts Sadie B, where half-street improvements would be required. Tls 5700 and 6301 abut Harvey but are constrained by trailhead parking and a detention pond, leaving only narrow/substandard access. TL 00600 to the south has only a poorly maintained gravel road and would need about 1,500 feet of new roadway to reach Harvey. All parcels will likely trigger frontage improvements (curb, sidewalk, storm, pavement).



SEWER

An 8-inch gravity sewer main in Harvey Road, Undine Street, and Sadie B Street can serve all parcels. TL 201 has a capped stub at Harvey from trailhead work. Tls 5800, 5900, and 6000 front Undine and need laterals; Tls 5700 and 6301 can tie to Harvey with extended laterals. TL 00600 lacks nearby sewer and would need ~1,500 feet of main extension. Downstream capacity at the Marina Lift Station was increased with 2023 pump upgrades.



STORMWATER

Trailhead storm facilities near Harvey Road were sized for future development of the southern parcel. TL 201 will need storm extensions from Undine along Harvey plus onsite detention and treatment. Tls 5800, 5900, and 6000 can tie to existing storm at Moody/Undine, but frontage work will require new catch basins and laterals. Tls 5700 and 6301 are bisected by a new 18-inch storm main and flow control, so development would require easement reconfiguration and possible system changes. TL 00600 has no storm system and would need ~1,700 feet of extension. All parcels will need onsite detention and treatment, with Tls 5900 and 6000 further constrained by Rudolph Creek and potential wetland buffers.



ELECTRICITY

The electricity service provider for the city is the City of Cascade Locks Electric Utility, a municipal electric utility owned and managed by the city itself. A high-level review of the electrical system for Cascade Locks should show sufficient capacity for most users.



WATER

The 2018 water tank project installed a new 12-inch distribution main along Harvey Road, which serves as the primary connection point for parcels 201, 00600, 5700, and 6301. The main provides up to 1,500 gpm for two hours, but static pressures drop near the elevation of the tank. Properties at or above the tank elevation (including 201 and 00600) will require a booster station to achieve fire flow. Parcels 5800, 5900, and 6000 are served by a 10-inch main in Undine Street with adequate capacity for residential development, though new laterals and meters will be needed. Fire flow testing should be conducted at all sites to confirm system pressures.



BROADBAND

Blue Mountain Networks offers fiber service covering most of the city, with advertised average speeds of up to approximately 2 Gigabits per second (Gbps). Other broadband options include fixed wireless, DSL, satellite, which may have lower speed or less capacity than fiber.

GAPS/DEFICIENCIES



- Tax lot 201 requires roadway upgrades along Harvey Road and may need a booster station due to elevation near the water tank.
- Tax lots 5800, 5900, and 6000 will need frontage improvements and new laterals. Parcels 5900 and 6000 may face development constraints due to Rudolph Creek and potential wetland buffers.
- Tax lots 5700 and 6301 are constrained by the trailhead facility and detention pond; stormwater infrastructure exists but easements and system reconfiguration may be required.
- Tax lot 0600 has no nearby infrastructure and would require long extensions (approximately 1,500 feet for sewer and approximately 1,700 feet for stormwater) and a booster station for water service.
- All parcels will require new sanitary laterals, stormwater detention and treatment, and frontage improvements including curb, sidewalk, and storm conveyance infrastructure.

REDEVELOPMENT CONSIDERATIONS

Tax lots 5700, 5800, 5900, 6000, and 6301 are well suited for residential development. Wetland buffer or setback requirements for Rudolph creek should be considered for tax lots 5900 and 6000.

The steep slopes on tax lot 0200 limit the amount developable area on the site. Considering the existing site improvements (the parking lot and water tower), developable area on this site is likely limited, perhaps to as little as five areas. The moderate sloped areas on the remainder of the site are likely to add to development costs in these areas.

Tax lot 0600 is outside of the city limits and urban growth boundary. If annexation is required, this will add time and complexity to the development process. This site contains moderate slopes of approximately 15-20 percent, which is likely to increase development costs.