



CITY OF HOOD RIVER

Engineering Department | (509) 493-3886

1200 18th Street, Hood River, OR 97031 | engineering@cityofhoodriver.gov

CITY OF HOOD RIVER ENGINEERING DEPARTMENT COMMENTS

THIS IS NOT A PERMIT

July 22, 2020

Joren Bass

Site Address: 1419 Sherman Ave.
Owner Name: Sherman Ave. Holdings, LLC
Legal Description: 03N10E35AA04900
Subject: Site Plan Review – Request for Comments
Project #: 2020-03

Based on the preliminary civil engineering plans dated 4/30/20, the Public Works and Engineering Department have the following items to address:

1. **General:** These comments cover planning requirements for adequate public facilities and do not include engineering specifications or other more specific requirements of the City of Hood River (COHR). Other engineering and code specifications may be applicable at the time of engineered plan review or building permit application.
2. **General:** Refer to the City of Hood River Municipal Code (HRMC), Engineering Standards (HRES), Transportation System Plan (TSP), and I-84 Exit 62/63/64 Interchange Area Management Plan (IAMP) for more information and an exhaustive list of all City requirements (<https://cityofhoodriver.gov/>).
3. **General:** A Construction Site/Right-of-Way permit is required for this development. A complete application to the Public Works Department includes a completed permit application form, two (2) hard copies of the civil drawings, digital PDF copies of the civil drawings, stormwater management report, traffic impact analysis/traffic assessment letter, geotechnical report, Site Development Engineers Cost Estimate, and payment of all applicable fees. Prior to application submittal, a pre-submittal meeting with the Public Works & Engineering Department is required.
4. **General:** Detailed engineered to scale plans showing public streets, private streets, private utilities, and public utilities shall be submitted to the City of Hood River Engineering Department. The plans shall be reviewed and signed by private utility providers. Plans shall be prepared following the drafting standards and all required elements outlined in the HRES.
5. **General:** Site Development Engineer's Cost Estimate shall be submitted prior to review of the engineering plans. A site review fee shall be paid in full prior to review. The fee is 2% of the approved Site Development Engineer's Cost Estimate and is separate from the Building Department Engineering Review Fee. After approval of the engineering site plans any significant changes in the scope of the project will require updates to the

engineer's cost estimate. Changes that increase the work to be performed will require additional fees to be paid. See the HRES for more information.

6. **General:** Hard copy plans/reports shall be wet stamped by an Oregon licensed Professional Engineer experienced and competent to practice in the specific disciplines of engineering (electronic copies shall have a digital seal and signature per OAR 820-025-0010).
7. **General:** The Public Works and Engineering Department will assess System Development Charges for water, stormwater, sanitary sewer, and transportation at time of permit issuance. Additional SDC's and fees may apply. SDC's and fees provided are current as of the date of this document. Fees shall be paid at time of permit issuance, current fees at time of permit issuance shall apply.
 - a. 3/4 inch water SDC & connection fee \$6,599
 - b. 1 inch water SDC & connection fee \$9,729
 - c. 1-1/2 inch water SDC & connection fee \$18,307
 - d. 2 inch water SDC & connection fee \$27,396
 - e. 3 inch water SDC fee \$72,853 connection fee \$Actual Cost+10%
 - f. 4 inch water SDC fee \$145,702 connection fee \$Actual Cost+10%
 - g. 6 inch water SDC fee \$291,409 connection fee \$Actual Cost+10%
 - h. 8 inch water SDC fee \$393,399 connection fee \$Actual Cost+10%
 - i. 8 inch sewer combination & connection fee \$177,155
 - j. Stormwater per ERU \$733
 - k. Multi-Family Transportation \$2,059
8. **General:** All utility lines including, but not limited to, those required for electric, communication, lighting and cable television services, and related facilities shall be placed underground, except for surface mounted transformers, surface mounted connection boxes and meter cabinets which may be placed above ground, temporary utility service facilities during construction, and high capacity electric lines operating at 50,000 volts or above.
 - a. All new utilities required to serve the proposed development; henceforth referenced as tax lot 4900, shall be placed underground within the dedicated ROW. Any existing overhead utilities currently extending through the boundary of tax lot 4900 shall also be placed underground.
 - b. For all existing overhead utilities running parallel to tax lot 4900, the City will allow the Applicant to defer undergrounding of these utilities until further development of other properties along Sherman Ave., Eugene St., and Hazel Ave. or whenever the City is prepared to install these improvements. In order for the City to defer these required improvements, the applicant must sign an Improvement Agreement.
9. **General:** A ten foot (10') public utility easement (PUE) is required along all frontage of public streets. Exceptions to this requirement must be coordinated with all appropriate

utilities and documentation provided to the City. No above ground utility structures will be allowed within the City ROW. To be completed at land division.

10. **General:** Whenever existing rights-of-way adjacent to or within a tract are of less than standard width, additional rights-of-way shall be provided at the time of subdivision or development, subject to the provision of Section 16.12.050(A).
 - a. The City's TSP identifies Sherman Ave. classified as a collector street. The required ROW for a collector street is 60 feet. The existing Sherman Ave. ROW varies along the frontage. Therefore, sufficient ROW must be dedicated to achieve 30 feet of ROW from the apparent centerline of ROW to the south.
 - b. The City's TSP identifies Adams Creek Place classified as a local street. The required ROW for a local street is 50 feet. The existing Adams Creek Place ROW is 20 feet. Therefore, 30 feet of ROW dedication would be required to achieve full width. However, at the discretion of the City Engineer, only 20 feet of ROW dedication will be required.
11. **General:** All City water, sanitary, and/or storm sewer pipes and appurtenances located outside of a dedicated public right of way must be located within a recorded easement on a form provided by the City. All easements must meet the requirements of the City Engineering Standards.
12. **General:** A representative of the design engineer, referred to as the Resident Engineer, shall be on site nearly every day throughout the construction of public/right of way (ROW) improvements in order to perform the duties of the Resident Engineer as described in the HRES. No exceptions will be made to this requirement, including allowing the Contractor to perform the RE's duties.
13. **General:** Improvement Agreements, when allowed, shall be per City Standard form. The Improvement Agreement obligates the applicant and their heirs, successors and assigns to pay for and/or construct the improvement at such time as the City requests. An Improvement Agreement must be recorded in the deed records of Hood River County before building permit authorization.
14. **General:** Waivers of Remonstrance are required and shall be per City Standard form. The waiver of remonstrance waives the applicant's and their heirs, successors and assigns' right to object to the formation of a local improvement district for any street improvements necessary now or in the future that benefit the subject tract of land, signed by the owner(s) of the tract. A waiver of remonstrance must be recorded in the deed records for Hood River County.
15. **General:** Any proposed design exception to the HRES should be discussed with the City Engineer prior to the plan submittal, followed by a written request that clearly states the code section and adequate justification as to why the exception to the code should be approved at the time of plan submittal. All approved design exceptions will be clearly listed on the cover sheet of the Final Approved Plans. It will be the Applicants

responsibility to build the project consistent with the HRES unless specifically noted as a design exception on the cover sheet of the Final Approved Plans.

16. **General:** Separate permits may be required for all private improvements made under the jurisdiction of Building, Plumbing, Electrical or other Agencies requiring permits for work. Check with these departments prior to beginning any work regulated by specific codes enforced by those departments.
17. **General:** The Oregon Department of Environmental Quality requires a National Pollutant Discharge Elimination System (NPDES) 1200 – C permit for all projects that disturb one acre or more. Contact the Bend regional DEQ office at 541-388-6146 for permit application forms and more information.
18. **General:** A geotechnical report shall be required for all developments that propose significant structures, stormwater infiltration, the construction of public or private streets, are located in a geographic hazard zone, or in the opinion of the City Engineer soil conditions warrant geotechnical analysis.
19. **General:** For all retaining walls and/or driveway bridges in or supporting the right-of-way please provide the following.
 - a. Provide plans, profiles, cross sections, grading plans, elevations and calculations for all retaining wall improvements that are located or support improvements within the Public Right of Way.
 - b. Calculations must prove adequacy of the wall system's ability to support normal traffic loadings for the areas being served.
 - c. Whenever possible, walls and footings should be located outside of ROW. However, foundations of retaining walls may be allowed to be located within the ROW by Design Exception on a case-by-case situation. When Retaining walls are located parallel and adjacent to ROW lines it is the general rule that the entire stemwall portion of the wall be located outside of the ROW.
 - d. Wall calculations should, at a minimum, be suitable to support a traffic surcharge loading of 220 psf.
 - e. All walls shall be standalone retaining walls, not restrained, top or bottom.
 - f. Wall shall meet all local seismic loading conditions.
 - g. Wall designs should be suitable for the geotechnical report associated with the building permit.
 - h. Please indicate how new walls will be adequate for future additions of sidewalks or frontage improvement along Sherman Ave. by note and be sure to show future sidewalk loading in supporting calculations.
 - i. Please indicate how drainage will be routed from behind all to walls to the north. Show clear wall drainage routes.
 - j. Plans should clearly note how utilities will be routed under or through the new wall improvements – if applicable. Will they be sleeved or protected or what minimum clearance beneath the wall will be required.
 - k. Please add base elevations for top and bottom of new walls on the profile or elevations with appropriate offsets and stationing along street frontage.

- l. Provide typical sections for driveway at walls. Show minimum setbacks or restrictions for utilities running parallel to southern wall.
 - m. Show typical utility ditch compaction requirements for trenches within 5-ft from toe of retaining wall footings.
 - n. Driveway Approach Bridges and their foundations shall be designed according to OSSC requirements, or when no other design guidelines apply use appropriate AASHTO design guidelines.
 - o. All wall improvements located within or supporting the ROW must be stamped by a PE.
20. **General:** Temporary retaining walls in or supporting the Public ROW that are not attached to, or part of the permanent concrete retaining walls constructed on private property may be allowed, as determined by the City Engineer.
21. **General:** A temporary use of right-of-way permit will be required for all private improvements located within the public right-of-way.
22. **Transportation:** A Traffic Assessment Letter (TAL) is required per HRMC 17.20.060 D - Traffic Assessment Letter. However, if the proposed action is estimated to generate 250 Average Daily Trips (ADT) or more, or 25 or more weekday AM or PM peak hour trips (or as required by the City Engineer), a Traffic Impact Analysis (TIA) is required per HRMC 17.20.060 – Traffic Impact Analysis. The TAL provided has been reviewed for completeness only, this does not include a complete review of engineering specifications or other more specific requirements of the City, HRES and code specifications.
23. **Transportation:** Previous traffic reports have indicated that the intersections of Cascade Ave. and Rand Rd., Cascade Ave. and 20th St., Oak St. and 2nd St., Belmont Ave. and 12th St., and Belmont Ave. and 13th St. have met warrants for a traffic signal. Therefore, this intersection will not provide adequate public facilities for the proposed development. To mitigate the lack of adequate public transportation facilities, the TAL prepared by the applicant’s traffic engineer, as requested, provided the additional trip ends generated by the proposed development passing through the Cascade Ave. and Rand Rd., Cascade Ave. and 20th St., Oak St. and 2nd St., Belmont Ave. and 12th St., and Belmont Ave. and 13th St. intersections and ultimately pay a proportionate share for the future traffic signals and other improvements at those intersections due to the peak hour impact. The current fees at time of permit issuance shall apply.
- a. The proportionate share per trip generated through the Cascade Ave. and Rand Rd. intersection is \$566
 - b. The proportionate share per trip generated through the Cascade Ave. and 20th St. intersection is \$495
 - c. The proportionate share per trip generated through the Oak St. and 2nd St. intersection is \$694
 - d. The proportionate share per trip generated through the Belmont Ave. and 12th St. intersection is \$27
 - e. The proportionate share per trip generated through the Belmont Ave. and 13th St. intersection is \$1,286

24. **Frontage Improvements:** The City's TSP classifies Sherman Ave. as a collector street. The existing conditions are not compliant with the City Standards for collector streets. The Applicant shall be required to provide half street frontage improvements as outlined in the City's TSP, Figure 6D – Residential Collector. The improvements required by the applicant shall include separated sidewalk, planting strip, new curb and gutter, and provide new catch basin(s) aligned with the new curb line as required. Applicant must remove existing pavement a minimum distance of two feet (2') away from new gutter edge and repave up to new gutter per City Standards. Street improvements shall be extended a minimum of 25 feet beyond the limits of the project when transitions to existing conditions are necessary.
- a. The City's TSP, Table 1, identifies a Priority Sidewalk Infill Corridor project, SW4, for sidewalks on Sherman Ave. The applicant will satisfy these requirements.
 - b. The City's TSP, Table 5, identifies a Bicycle Improvement project, SLM6, for Shared Lane Markings on Sherman Ave. No parking will be allowed on Sherman Ave. therefore, bike lanes rather than shared lane markings shall be required per the City's TSP, Figure 6D – Residential Collector. The applicant shall provide bike lane striping.
 - c. At the discretion of the City Engineer, a design exception to allow curb tight sidewalk may be granted. A design exception shall be requested, as per form described in comment 15.
 - d. If adequate justification is provided that demonstrates sidewalk along the street is infeasible along the portion of frontage at the creek crossing, an alternate solution may be considered by the City Engineer. Adequate justification would include a cost estimate comparison between the required sidewalk improvement along Sherman Ave. and the cost estimate for the alternate solution. Alternate design solutions would require sufficient engineering design to prove feasibility to achieve necessary grade, width, side slopes, ADA compliance, etc. for evaluation of the design exception. This information must be provided to the Engineering Department prior to submittal of detailed engineering plan review.
25. **Frontage Improvements:** The City's TSP classifies Eugene St. as a local street. The existing conditions are not compliant with the City Standards for local streets. The existing ROW is 50 feet. The Applicant shall be required to build five foot (5') sidewalk on the north side of Eugene St. The extent of these improvements shall extend from tax lot 4900 to 17th St. These improvements will require ADA curb ramps and ADA compliant driveway approaches for tax lots 7200, 7300, 7400, and 7500 to be completed by the applicant.
26. **Frontage Improvements:** The City's TSP classifies Hazel Ave. as a local street. The existing conditions are not compliant with the City Standards for local streets. The existing ROW is 40 feet. The existing development configuration and information provided by the applicant does not require Hazel Ave. for access or circulation for the proposed development. However, if access to Hazel Ave. is required per the Hood River Fire Marshal for fire access or access to Hazel Ave. is otherwise required for the

development based on design changes, then the applicant shall pave a 24 foot width travel lane with two foot (2') gravel shoulders on each side. The extent of these improvements shall extend from tax lot 4900 to 16th St, if required.

27. **Frontage Improvements:** The City classifies the ROW connecting the east ends of Eugene St. and Hazel Ave. as a local street (Adams Creek Place). The existing conditions are not compliant with the City Standards for local streets. The applicant shall be required to provide half street, plus ten feet (10'), frontage improvements as outlined in the City's TSP, Figure 6E – Local Option A. The improvements required by the applicant shall include a five foot (5') separated sidewalk, five foot (5') planting strip, curb and gutter, new catch basin(s) aligned with the new curb line as required, pave a 28 foot travel lane, and provide a foot and a half (1.5') gravel shoulder on the west side of the ROW. These improvements will require a driveway approach for tax lot 7600 to be completed by the applicant. Street improvements shall be extended a minimum of 25 feet beyond the limits of the project when transitions to existing conditions are necessary.
28. **Frontage Improvements:** In order to comply with Americans with Disabilities Act (ADA) regulations, the City has adopted a policy dictating that sidewalks, including intervening driveway approaches, be completed in full by the developer. Federal law prohibits partially completed sidewalks. Damage incurred during the course of construction must be repaired prior to final acceptance.
29. **Frontage Improvements:** Access to the development, from Eugene St./Adams Creek Place, shall be via driveway approach. The proposed driveway approach shall be designed per the HRES and the design of the approach wings shall be detailed with grades and elevations. The approach shall meet ADA compliance. One (1) curb cut with a maximum driveway approach throat width of 29 feet will be allowed per HRMC 13.28.030 – Permit Issuance for Driveways. The width of the wings and transitions shall be adequate to meet all ADA requirements. Driveway approach to be completed at the time of building construction, as a condition of permit issuance.
30. **Frontage Improvements:** Per the HRMC, when a lot has frontage onto two (2) or more streets, access shall be provided from the street with lowest classification; thus vehicular access will not be allowed from Sherman Avenue. The existing driveway approach from Sherman Ave. will be allowed to remain for pedestrian access only. The existing approach shall meet ADA compliance, HRES, and HRMC requirements. If the existing driveway approach does not meet current standards the approach shall be required to be brought into compliance at the time of building construction, as a condition of permit issuance.
31. **Frontage Improvements:** Provide ADA curb ramps as necessary. At a minimum all curb ramps will be required to meet current ADA standards at the intersections of Eugene St. and Adams Creek Place, 16th St. and 17th St. Provide one (1) end of sidewalk style curb ramp to the west at the north end of Adams Creek Place (the driveway and approach may be used as the ADA return to street ramp if compliant with ADA standards). Provide one (1) single directional ADA curb ramp to the west on the NE corner of Eugene St. and Adams Creek Place. Provide one (1) single directional ADA curb ramp to the east on the

NW corner of Eugene St. and Adams Creek Place. Provide one (1) single directional ADA curb ramp to the west on the NE corner of Eugene St. and 16th St. Provide one (1) single directional ADA curb ramp to the east on the NW corner of Eugene St. and 16th St. Provide one (1) single directional ADA curb ramp to the south on the NE corner at the intersection Eugene St. and 17th St. A total of six (6) ADA curb ramps.

32. **Frontage Improvements:** Street Trees shall be required per the HRMC 16.12.050 – Street Trees at a spacing of 30 feet on center. Please refer to the City’s approved street tree list.
33. **Frontage Improvements:** Per the HRES, street lighting is required at intersections, mid-block, and at a maximum spacing of 300 feet. A street light will be required at the intersection of Eugene St. and Adams Creek Place. Street light shielding, and intensity shall comply the City of Hood River Standards. Contractor to install Pacific Power standard base. Applicant to coordinate purchase and installation of street light with the Public Works Department and Pacific Power.
34. **Public Streets:** Access spacing for local streets (Eugene St./Adams Creek Place) require a minimum separation between driveways and other driveways of 34 feet between adjacent edge of driveway throats and the minimum distance for local street driveway from an intersection shall be 28 feet from the end of the curb return to the nearest edge of driveway throat(s). Access spacing for local streets require a minimum separation of 200 feet between public streets, as described in the HRMC 13.28.040 – Driveways and Public Street Access Spacing Standards, Table 13.28, and the HRES section 7.2C
35. **Public Streets:** Access spacing for collector streets (Sherman Ave.) require a minimum separation between driveways and other driveways or public streets of 100 feet and 220-440 feet between public streets, as described in the HRMC 13.28.040 – Driveways and Public Street Access Spacing Standards, Table 13.28.
36. **Public Streets:** All utility street cuts must be repaved with a minimum of four inches (4”) or match existing asphalt depth, whichever is greater. Depending on the number of street cuts and the percentage of the existing street surface being disturbed, the City Engineer may require the applicant to grind and repave the entire frontage with a two inch (2”) asphalt overlay. See the HRES section 7.2O for more information.
37. **Stormwater:** A stormwater management plan as described in the HRES will be required for this development. Water quality treatment applies to all pollution generating surfaces, existing and new. Water quality treatment is not required for infiltration systems receiving roof runoff from one single family home, but detention requirements must be met. Water quantity treatment requirements apply to all impervious surfaces, new and existing, including runoff from existing streets. Underground detention/infiltration systems with a connection to the conveyance system are allowed, but not preferred. Except for roof drains, no underground detention/infiltration system will be allowed without an overflow connection to the public conveyance system. The City encourages low impact development methods such as small swales/rain gardens for the treatment and small storm detention and porous pavements throughout the site to reduce stormwater

management requirements. Include all required infiltration testing per Appendix G of the HRES. A final Stormwater Management Plan is required at Detailed Engineering Plan Review submittal.

- a. The Public Works & Engineering Department have concerns with the stormwater management concepts being proposed for the site. The stormwater narrative breaks down three proposed drainage basins; 1) east basin 2) parking lot and 3) Plaza.
- b. The east basin currently has no stormwater mitigation proposed. Any disturbance and/or proposed impervious surfacing (i.e paths) will require stormwater mitigation.
- c. The Parking Lot basin is proposed to be mitigated via retention pond. The City has concerns with civil sheet C9 and the retention pond shown; from the southwest corner to the northeast corner of the pond there is an elevation difference of approximately 9 feet. With the topography in this area it does not seem likely the HRES will be met for an open pond. The City would be willing to discuss an underground detention system under the parking lot area to mitigate this basin.
- d. The Plaza basin consists of the northern portion of the western bank of the site and is proposed to be mitigated via vegetated swale. The City again has concerns with civil sheet C9 and the approximately 3' wide and 33' long swale placed on an approximately 50% grade. With the topography in this area it does not seem likely the HRES will be met for a swale on this slope.
- e. During a meeting held between the City Engineering Department and the applicants Design Engineer, the Design Engineer assured the City that the HRES can be met for the site. Based upon this assurance, the City Engineer is willing to allow the project to move through the planning phase prior to full engineered design.

38. **Stormwater:** City stormwater infrastructure is available in Eugene St. (8 inch concrete) and Adams Creek (open channel).

- a. A 20 foot easement is required over the existing stormwater main extending through tax lot 4900 from Eugene St. to Adams Creek.
- b. If a connection is made to the existing stormwater line or the line is relocated, the line shall be upsized to 12 inch.

39. **Stormwater:** Catch basins must be located so that runoff does not flow across intersections and are at a maximum spacing of 300 feet between flow paths. Verify all inlets can adequately accept the 10-year storm event runoff, from their contributing area, without pooling. At a minimum, one catchbasin will be required at the intersection of Adams Creek Place and Hazel Ave and one catchbasin will be required at the intersection of Adams Creek Place and Eugene St.

40. **Stormwater:** Based on the presence of open channel flow and possible wetlands on the proposed site, the Applicant shall consult with the Oregon Department of State Lands (DSL) to determine the applicable permits. Applicant shall provide proof of communication with agencies.

41. **Water:** City water is available and the connection should be made to the four inch (4") waterline in Eugene St. and looped to the six inch (6") waterline in Sherman Ave. The developer shall field verify the potential connection configuration to ensure there is no conflict with existing pipes. The water line must be constructed to City Standards and be eight inch (8") minimum. The water line shall be centered in a 20 foot easement. An all-weather access road shall be constructed within this 20 foot easement per HRES section 5.2 This access road shall connect to Adams Creek Place via ADA compliant driveway approach and the access road shall be hard surfaced for a minimum of 20 feet behind the back edge of driveway. The access road shall extend to the bluff (approximately 50' further than currently shown), as determined by the City Engineer.

- a. Per information provided by the applicant that this development is "Co-housing", the City has determined that individual units are not required to be served by a public system. Therefore, all private connections to the public water system will require a meter and backflow device. The water system beyond the meter and backflow device will be private and must meet the requirements of the Oregon Plumbing Specialty Code (OPSC) as administered by the County Building Department.
- b. If the City fire marshal requires fire hydrants within the private development, then the water system serving the hydrant shall be public and meet all City standards.

42. **Sanitary Sewer:** Public sanitary sewer is available and the connection should be made to the eight inch (8") concrete line in Sherman Ave. The developer shall field verify the potential connection configuration to ensure there is no conflict with existing pipes. A design exception to directly connect to City manhole N35AA09 may be granted, at the discretion of the City Engineer. This connection, if allowed, shall come into the manhole at a 45 degree angle from the property line (requiring two cleanouts). In general sewer lines should be designed at a depth that accommodates standard manholes, cones sections, and frames and covers with grade rings. This usually necessitates a minimum cover of around five feet (5').

- a. Per information provided by the applicant that this development is "Co-housing", the City has determined that the sewer system beyond the ROW will be private and must meet the requirements of the OPSC as administered by the County Building Department.

Thank you,

Devry Bell
City of Hood River Engineering

Riston Andrews
City of Hood River Engineering



CITY OF HOOD RIVER

Engineering Department | (509) 493-3886

1200 18th Street, Hood River, OR 97031 | engineering@cityofhoodriver.gov

CITY OF HOOD RIVER ENGINEERING DEPARTMENT COMMENTS

THIS IS NOT A PERMIT

August 10, 2020

Joren Bass

Site Address: 1419 Sherman Ave.
Owner Name: Sherman Ave. Holdings, LLC
Legal Description: 03N10E35AA04900
Subject: Site Plan Review – Request for Comments Amendment
Project #: 2020-03

Based on the Traffic Assessment Letter dated 4/23/20, the Public Works and Engineering Department have the following items to address:

- 1. Transportation:** The proposed driveway access to the Adams Creek Co-Housing Development is located approximately opposite of Eugene St. Per the HRMC 13.28.040 – Driveways and Public Street Access Spacing Standards, Table 13.28, access spacing standards are not met. However, the HRMC allows for exceptions to be made by the City Engineer. The City Engineer has determined that an exception will be made to allow the driveway access directly opposite Eugene St. and perpendicular to Adams Creek Place. This will allow Eugene St., Adams Creek Place, and the proposed driveway to function as a T-intersection which is allowed by City code. The intersection shall be stop controlled by requiring vehicular traffic exiting the proposed development and southbound vehicular traffic on Adams Creek Place to both be stop controlled via stop bar and stop sign meeting MUTCD standards. The applicant shall not be required to complete a Traffic Impact Analysis (TIA) for the exception to the access spacing standards due to the low existing traffic levels on Eugene St., as determined by the City Engineer. The Traffic Assessment Letter (TAL) shall be updated to accurately reflect these conditions and requirements, including new site distance triangles, set forth by the City Engineer.
- 2. Transportation:** Per the HRMC, when a lot has frontage onto two (2) or more streets, access shall be provided from the street with lowest classification; thus vehicular access will not be allowed from Sherman Avenue. The existing driveway approach from Sherman Ave. will be allowed to remain for pedestrian access only. The TAL shall be updated to accurately reflect these conditions and requirements set forth by the City Engineer.
- 3. Transportation:** The Common House for the Co-housing development will be evaluated as a dwelling unit, for a total proposed Multi-Family dwelling units of 26. Therefore, the net increase in Trip Generation should be evaluated as the net increase from one (1) Single Family dwelling unit to 26 Multi-Family dwelling units. Based on project information provided to date, the City Engineer estimates the Net New Site Trips to be 11

AM peak hour trips, 14 PM peak hour trips, and 181 Weekday trips. The Trip Generation & Distribution shall be updated in the TAL to accurately reflect the proposed number of dwelling units as determined by the City Engineer.

Thank you,

Stoner Bell

City of Hood River City Engineer



CITY OF HOOD RIVER

Building Department | (541) 387-5202

211 2nd Street, Hood River, OR 97031 | building@cityofhoodriver.gov

Application Review

Date: June 22, 2020

Project Reference: Adams Creek Co-Housing

Property Reference: 3N10E35AA Tax Lot 4900, 1419 Sherman Ave with vehicular access off of Eugene St.

File Reference: 2020-03

Code of Reference: 2019 OSSC

Comments:

1. Upon submission for Building Permit, the submittal documents will be reviewed to the following applicable Codes & Standards:
 - a. 2019 Oregon Structural Specialty Code for Occupancy, Type of Construction, Allowable areas, Accessibility per Chapter 11 and ICC A117.1-2009
 - See 2019 OSSC Section 1109.6 for the minimum number of required Accessible Parking spaces. Current site plan showing 1 does not appear to meet the minimum amount.
 - b. 2019 Oregon Mechanical Specialty Code for Heating, Ventilation, Exhaust, Air Conditioning.
 - c. 2019 Oregon Energy Code for R-2, R-3 & R-4 Occupancies 3-Stories and less per the 2018 International Energy Conservation Code. US Department of Energy Com-Check software may also be used to show energy code compliance for the Building Envelope, HVAC systems and Interior & Exterior Lighting. R-1 Occupancies will fall under ASHREA 90.1-2016.
 - d. 2019 Oregon Fire Code for Fire Department Access & Water Supply (hydrants & fire sprinkler water supply)
 - e. 2016 NFPA 13 or 13R Water based fire protection systems
 - f. 2016 NFPA 72 for Fire Alarm Systems
 - g. 2016 NFPA 24 for Private water supply systems for Fire Protection.
2. Plumbing and Electrical reviews and permits are done by Hood River County
3. For submittal checklists in preparation for permit, please refer to the Residential and Commercial Checklists on the building department website:
<https://cityofhoodriver.gov/building/>

Amairani Santillan

From: Kevin Liburdy
Sent: Tuesday, July 28, 2020 8:40 AM
To: Jennifer Kaden
Subject: FW: Request for Comments - File No. 2020-03; Adams Creek Cohousing
Attachments: Req for comment.doc; Location map.pdf; ACC_PR_A1-2_site plan.pdf; ACC_PR_A1-7_elevations rec & pkg.pdf

From: Jim Winterbottom <Jimmie.Winterbottom@WasteConnections.com>
Sent: Wednesday, June 24, 2020 1:42 PM
To: Kevin Liburdy <K.Liburdy@cityofhoodriver.gov>
Subject: FW: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Kevin –

The location map looks good for our collection vehicle access off of Eugene. Once the project moves along we would need “scale” to determine gate opening and proper footprint for trash and recycle containers for total number of residents.

Thanks,

Jim

From: Jennifer Kaden [<mailto:J.Kaden@cityofhoodriver.gov>]
Sent: Tuesday, June 16, 2020 3:48 PM
To: Jim Winterbottom
Subject: FW: Request for Comments - File No. 2020-03; Adams Creek Cohousing

WARNING: This email is from outside of Waste Connections; Exercise caution.

Jim – FYI, please see below and attached request for comments. Kevin Liburdy suggested I also send this your way.

Thank you,

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215



DISCLAIMER: This e-mail is a public record of the City of Hood River and is subject to public disclosure unless exempt from disclosure under the Oregon Public Records Law. This e-mail is subject to the State Retention Schedule.

Amairani Santillan

From: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.state.or.us>
Sent: Wednesday, July 1, 2020 3:22 PM
To: Jennifer Kaden
Cc: Riston Andrews - Bell Design Company (ristonandrews@belldesigncompany.com)
Subject: RE: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Thanks, Jennifer. We've determined that limiting the Sherman Ave access to pedestrian only addresses our concerns. No further analysis or mitigation is needed on our end.

Thanks for the opportunity to review and have a great weekend.

Kate (Wihtol) Hawkins

Associate Planner, Development Review
ODOT Region 1
kate.w.hawkins@odot.state.or.us
(503) 731 – 3049
she • her • hers

From: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Sent: Wednesday, July 1, 2020 10:28 AM
To: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.state.or.us>
Cc: Riston Andrews - Bell Design Company (ristonandrews@belldesigncompany.com) <ristonandrews@belldesigncompany.com>
Subject: RE: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Kate –

Great – thanks. Don't worry about the 'deadline' tomorrow – you can take more time. I won't have time to focus on this file until after July 21st.

Thanks,
Jennifer

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215



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From: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.state.or.us>
Sent: Wednesday, July 1, 2020 10:17 AM

Attachment F

To: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Cc: Riston Andrews - Bell Design Company (ristonandrews@belldesigncompany.com)
<ristonandrews@belldesigncompany.com>
Subject: RE: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Thanks, Jennifer. This is very helpful. I'll discuss this with our team and get back to you by tomorrow's deadline if we have additional comments.

Kate (Wihtol) Hawkins
Associate Planner, Development Review
ODOT Region 1
kate.w.hawkins@odot.state.or.us
(503) 731 – 3049
she • her • hers

From: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Sent: Tuesday, June 30, 2020 8:54 AM
To: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.state.or.us>
Cc: Riston Andrews - Bell Design Company (ristonandrews@belldesigncompany.com)
<ristonandrews@belldesigncompany.com>
Subject: RE: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Hi Kate –
I should have sent this traffic assessment letter to you originally – sorry about that! The second attachment was provided in response to a letter we sent indicating the application (and TAL) were incomplete.

It doesn't look like the TAL includes safety analysis of the intersection at Sherman Avenue & 13th St/OR 281, however the existing driveway on Sherman Avenue will be converted to pedestrian access. We will no longer permit vehicular access in this location.

Please let me know if that addresses the concern or if ODOT recommends further analysis or mitigation.

Thanks,
Jennifer

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215



DISCLAIMER: This e-mail is a public record of the City of Hood River and is subject to public disclosure unless exempt from disclosure under the Oregon Public Records Law. This e-mail is subject to the State Retention Schedule.

From: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.state.or.us>
Sent: Monday, June 29, 2020 4:11 PM

To: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Subject: RE: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Hi Jennifer,

Do you know if the City is planning to require a traffic study or memo for this development? Our traffic engineer expressed some safety concerns related to the intersection at Sherman Avenue & 13th St/OR 281. If a traffic study were required, we would want to include this intersection in the analysis. Aside from that, we have no comments or concerns.

Thanks,

Kate (Wihtol) Hawkins

Associate Planner, Development Review

ODOT Region 1

kate.w.hawkins@odot.state.or.us

(503) 731 – 3049

she • her • hers

From: Region 1 DEVREV Applications <Region1_DEVREV_Applications@odot.state.or.us>

Sent: Tuesday, June 16, 2020 1:17 PM

To: ODOT_R1_DevRev <ODOT_R1_DevRev@odot.state.or.us>

Subject: FW: Request for Comments - File No. 2020-03; Adams Creek Cohousing

From: Jennifer Kaden[SMTP:J.KADEN@CITYOFHOODRIVER.GOV]

Sent: Tuesday, June 16, 2020 1:16:41 PM

To: Danielle Meyers; Brian Beebe; Duane Ely; Ian Stromquist;
Region 1 DEVREV Applications

Subject: Request for Comments - File No. 2020-03; Adams Creek Cohousing

Auto forwarded by a Rule

Greetings –

Attached is a **Request for Comments** on a quasi-judicial Site Plan Review application to develop a 25-unit multi-family cohousing project named Adams Creek Cohousing. The development site is located at 1419 Sherman Avenue with vehicular access proposed on Eugene Street. The proposed development includes 3 multi-family residential buildings, 2 common buildings (one with a shared kitchen & dining facility), a shared parking lot with partial carport, shared garbage & recycling, pathways and walkways, associated site improvements, and street frontage improvements. An existing house on the site will be demolished.

The site includes a stream and 3 delineated wetlands. A location map and concept site plan are attached.

The application will be considered at a public hearing held before the Planning Commission, with a tentative date of August 3, 2020.

Please provide comments by Thursday, July 2nd. And please let me know if you have any questions or need additional information.

Thank you,

Jennifer Ball Kaden Associate Planner



Wetland Land Use Notice Response

Response Page

Department of State Lands (DSL) WN# *

WN2020-0407

Responsible Jurisdiction

Staff Contact

Jennifer Kaden

Jurisdiction Type

City

Municipality

Hood River

Local case file #

2020-03

County

Hood River

Activity Location

Township

03N

Range

10E

Section

35

QQ section

AA

Tax Lot(s)

4900

Street Address

1419 Sherman Ave

Address Line 2

City

Hood River

State / Province / Region

OR

Postal / Zip Code

97031

Country

Hood River

Latitude

45.707093

Longitude

-121.526393

Wetland/Waterway/Other Water Features

There are/may be wetlands, waterways or other water features on the property that are subject to the State Removal-Fill Law based upon a review of wetland maps, the county soil survey and other available information.

The National Wetlands Inventory shows wetland, waterway or other water features on the property

Applicable Oregon Removal-Fill Permit Requirement(s)

A state permit is required for 50 cubic yards or more of fill removal or other ground alteration in wetlands, below ordinary high water of waterways, within other waters of the state, or below highest measured tide.

Closing Information

Additional Comments

A wetland delineation for this project was conducted in 2019 (WD2019-0415). Based on a review of the available information, this project will not impact identified wetlands, seeps and streams.

For your information, a permit will be required for removal and/or fill activities within the identified features that are 50 cubic yards or greater.

This is a preliminary jurisdictional determination and is advisory only.

This report is for the State Removal-Fill law only. City or County permits may be required for the proposed activity.

Contact Information

- For information on permitting, use of a state-owned water, wetland determination or delineation report requirements please contact the respective DSL Aquatic Resource, Proprietary or Jurisdiction Coordinator for the site county. The current list is found at: <http://www.oregon.gov/dsl/ww/pages/wwstaff.aspx>
- The current Removal-Fill permit and/or Wetland Delineation report fee schedule is found at: <https://www.oregon.gov/dsl/WW/Documents/Removal-FillFees.pdf>

Response Date

6/26/2020

Response by:

Chris Stevenson

Response Phone:

503-986-5246

Jennifer Kaden

From: Brent Emmons <brent.emmons@hoodriver.k12.or.us>
Sent: Monday, June 22, 2020 11:31 AM
To: Jennifer Kaden
Cc: Rich Polkinghorn; Donald Benefield; Catherine Dalbey
Subject: Request for Comment

Hi Jennifer,

Thank for you for sending me the letter and the opportunity to comment on the application for the 25 unit multi-family cohousing development. I have a question and one comment. Is it accurate to assume that 25 units could potentially manifest as 25 families with school-aged children? My comment is one around safety mitigations for what will be a large increase in traffic in the neighborhood. I would love some work around the intersection of 17th and May Street. This intersection is quite unusual and the source of annual "near misses" of student's. Another safety mitigation would be to improve the cross-walk visibility around HRMS. This could include adding flashing lights to the cross walks similar to what you can find in town or simply redoing the existing crosswalks with new reflective tape and safety poles.

Thanks Jennifer!

Brent

Brent M. Emmons
Principal
Hood River Middle School

Smart is something you become...not something you are

Inteligente es algo que te conviertes...no algo que eres



CITY OF HOOD RIVER

FIRE & EMERGENCY MEDICAL SERVICES

1785 Meyer Pkwy, Hood River, OR 97031 | HoodRiverFire.com



August 10, 2020

Re: 1419 Sherman Avenue, Hood River – Cohousing Project
Tax Lot I.D: 03N10E35 - 4900

Mrs. Kaden,

These notes are provided in regards to the plans and pre-application meeting held on May 26, 2019, along with any relevant updates that have been shared by the Planning Department (site plan dated 4/30/20). There may be more or fewer requirements needed based upon the final project design. However, Hood River Fire & EMS recommends conformance with the following provisions of the Oregon Fire Code (OFC), 2019 edition:

FIRE APPARATUS ACCESS:

1. FIRE APPARATUS ACCESS ROAD DISTANCE FROM BUILDINGS AND FACILITIES:

Access roads shall be within 150 feet of all portions of the exterior wall of the first story of the building as measured by an approved route around the exterior of the building or facility. An approved turnaround is required if the remaining distance to an approved intersecting roadway, as measured along the fire apparatus access road, is greater than 150 feet. (OFC 503.1.1)

2. FIRE APPARATUS ACCESS ROAD EXCEPTION FOR AUTOMATIC SPRINKLER PROTECTION: When buildings are completely protected with an approved automatic sprinkler system, the requirements for apparatus access may be modified as approved by the Chief (OFC 503.1.1 Exception 1)

- Both Building 3 and the Common House exceed the 150' requirement; a fully covered automatic sprinkler system throughout the project will be required.

3. AERIAL FIRE APPARATUS ROADS: Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)

- The entry of the parking lot appears to have been narrowed, and the width needs to be 26' in width similar to Adams Creek Place
- The daylight portions of Buildings 2 & 3 and Common House do not necessitate this requirement

4. **FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE:** Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1)
 - Vertical clearance would include vegetation, wiring, etc. that would prohibit movement of apparatus
5. **NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of the unobstructed driving surface, "No Parking" signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read "NO PARKING - FIRE LANE" and shall be installed with a clear space above the grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
 - Signs may be required on Adams Creek Place depending on the location of any proposed parking, or reduction of width or roadway with parking.
6. **PAINTED CURBS:** Where required, fire apparatus access roadway curbs shall be painted red (or as approved) and marked "NO PARKING FIRE LANE" at 25-foot intervals. Lettering shall have a stroke of not less than one inch wide by six inches high. Lettering shall be white on red background (or as approved). (OFC 503.3)
 - These should be done along the entrance portion of Building 1. Adams Creek Place along building (1) may also be required depending on proposed parking along Adams Creek Place (see comment #5 "no parking sign" as they are related).
7. **FIRE APPARATUS ACCESS ROADS WITH FIRE HYDRANTS:** Where a fire hydrant is located on a fire apparatus access road, the minimum road width shall be 26 feet and shall extend 20 feet before and after the point of the hydrant. (OFC D103.1)
8. **SURFACE AND LOAD CAPACITIES:** Fire apparatus access roads shall be designed and maintained to support the imposed loads of fire apparatus and shall be surfaced to provide all-weather driving capabilities. (OFC 503.2.3)
9. **ACCESS DURING CONSTRUCTION:** Approved fire apparatus access roadways shall be installed and operational before any combustible construction or storage of combustible materials on the site. Temporary address signage shall also be provided during construction. (OFC 3309 and 3310.1)
10. **TRAFFIC CALMING DEVICES:** Shall be prohibited on fire access routes unless approved by the Fire Marshal. (OFC 503.4.1).

FIRE SAFETY DURING CONSTRUCTION:

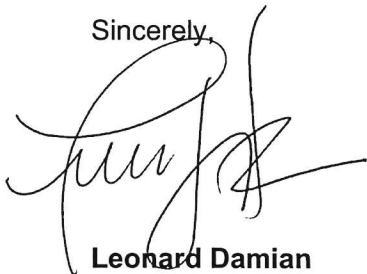
11. **PORTABLE FIRE EXTINGUISHERS:** Structures under construction, alteration or demolition, shall be provided with not less than one approved portable fire extinguisher. (OFC 3315)
12. **GENERAL PRECAUTIONS AGAINST FIRE (Chapter 3):** Open burning of construction materials is prohibited in the City of Hood River. Combustible Waste material, trash, and rubbish shall not be burned. Accumulations of such material shall be removed from the site as often as necessary to minimize the hazards. (OFC 307)

BUILDING FIRE SERVICE FEATURES

13. **FIRE PROTECTION SYSTEMS:** Fire Sprinkler Systems (required) An automatic fire sprinkler is required to be installed in accordance to NFPA 13, in all residential buildings.
14. **KNOX SYSTEM:** An entry system, padlock, or Knox key switch for gate access may be required. . Order via www.knoxbox.com or call 800-552-5669 or contact Hood River Fire & EMS for assistance and instructions regarding installation and placement. (OFC 506.1)
 - Should the applicant wish to limit access on the existing driveway off Sherman, as an example, the use of Bollards or other obstruction; the proposed barrier shall be submitted for review and approved by the City Engineer and Fire Chief. The use of a Knox branded lock can be utilized to allow access by the FD if needed.
15. **PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers, building numbers or approved building identification placed in a position that is legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)

If you have questions or need further clarification, or would like to discuss any alternative methods and materials, please feel free to contact me at (541) 386-9458 or l.damian@hoodriverfire.com

Sincerely,



Leonard Damian
Fire Chief
Hood River Fire & EMS

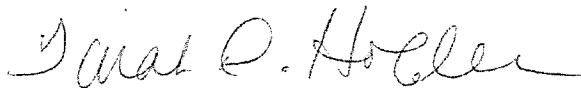
January 28, 2020

To Whom It May Concern,

My family and I are full time residents of Hood River. Our 8 year old daughter attends May Street Elementary and our 2 year old will also attend public school. We own our home in downtown Hood River, but have longed for more of a connection to our neighbors for some time. This is what has drawn us to Adams Creek Cohousing (ACC). We have spent the past year getting to know the members of this group, and have been nothing but impressed with what we have witnessed. The individuals of ACC are committed to and involved in our local community and beyond. Members of the community include health care providers, religious leaders, climate activists, teachers, scientists, and local business owners.

We are especially excited about the commitment to sustainability in this project. A large amount of the green space is being preserved on the site and will be restored to protect the creek. The proximity of the homes to local businesses will allow our residents to walk and bike to their errands, and in many cases, reduce the number of individually owned cars.

The intention of ACC is to function in an inclusive manner, not only to people who live in the homes, but to the neighbors nearby and the community of Hood River as a whole. We are interested in understanding the concerns of nearby neighbors and working together and with the city to come up with solutions.

A handwritten signature in cursive script that reads "Tarah Holden".

Tarah Holden

January 28, 2020

To Whom it May Concern,

I've been a property owner in the Hood River area since 1999 and a permanent resident since 2006. I have a beautiful home on two acres within the Columbia River Gorge National Scenic area, with a fabulous view of Mt Hood. That view is very important to me, as I grew up in the shadow of Mt Hood and it has always felt like "my mountain".

I first became aware of "cohousing" four years ago at an evening talk that was given by Chuck Durrett at the Columbia Art Center in Hood River. I was curious to learn more and joined the Gorge Cohousing group. We've gone through many ideas as to what we will develop into and where. With the purchase of our property on Sherman Ave with a fabulous view of Mt Adams (okay not Mt Hood, but it's really a fabulous view that I can live with) I find myself getting more excited about the development of our community. We have a team of professionals that are leading us and a community of cohousers that are committed to having a light footprint on the land. While we could remove all the trees on our property and culvert the creek, we are choosing to enjoy what nature is providing us. While our property is zoned for over 60 units, we are choosing to have only 25 with a common house and recreation storage. The members of Adams Creek Cohousing are a dedicated group of families and individuals that mostly are known in this community and committed to being good neighbors and community leaders.

So back to my story, I still struggle at times with giving up my beautiful home, but the idea of a community of friends right outside my door is so enticing. I'm single and 70 years old, it's time for me to move to where I know my neighbors and we're all looking out for each other, while still maintaining our individual privacy.

I encourage the City of Hood River to embrace and support our visionary cohousing community and to enjoy the value that we will add to our neighborhoods for years to come.

Elizabeth (Liz) Kinney
4430 Firwood Drive, Hood River

January 28, 2020

TO WHOM IT MAY CONCERN:

My name is Donna McCoy. I am an investor and will be a future resident of Adams Creek Cohousing. I have lived in Hood River for almost 20 years but have been coming to Hood River for over 35 years as my 2 children and some grandchildren live here. All my grandchildren have graduated from Hood River High School. I have strong ties to the community thru my church and volunteer work. So the community and its richness and diversity are very important to me.

I am looking forward to living in Adams Creek Cohousing community for many reasons. Most important to me is that I will be able to age in place with a healthy social life, eco-friendly sustainable environment, have young people and children in my life daily, and still be independent and close to my family. This will be a community where people are more important than cars, neighbors welcomed and embraced/included, and the earth and its resources valued. How exciting!

Thank you for your consideration and support of our project.

Donna McCoy,

1506 Belmont Dr, Hood River, OR 97031

January 28, 2020

To whom it may concern:

This letter is written to express my sincere support for developing Adams Creek Cohousing in Hood River, OR. My name is Rebecca Montgomery, and I currently own a home at 1956 Belmont Drive in Hood River. I have been researching the concept of cohousing for many years and strongly believe in all the benefits that have been proven in over 150 cohousing communities across the US. I attended an International Cohousing Conference in Portland in June 2019 with over 600 attendees. The testimonials from cohousing residents worldwide were overwhelmingly positive.

I hear the need of so many Americans who are disconnected from their neighbors. People are longing for community, sharing resources, a sense of belonging, ability to live lighter on the land, and neighbors who care about each other and the children in the community. Adams Creek Cohousing addresses these basic needs.

Adams Creek Cohousing is being designed with the future residents to facilitate cooperation between residents. Many of these people are long-time residents of Hood River who are active in many organizations across the greater community, working toward a vibrant, secure, healthy, and strong community with a sense of place.

I am looking forward to becoming a resident of Adams Creek Cohousing, living in a close-knit neighborhood where people and gardens are more important than cars. Where kids can run around and play safely. Where I can live simpler and smaller – and age gracefully in place. I believe that Adams Creek Cohousing will have a positive impact on the community and the city of Hood River.

I ask that you approve this project. Thank you.

Rebecca Montgomery

Peter Zurcher
1956 Belmont Dr.
Hood River, OR 97031

January 29, 2020

City of Hood River
Hood River Planning Dept
211 2nd Str. Hood River, OR 97031

To whom it concerns:

Re: Adams Creek Cohousing development:

I have been living here in Hood River since October 2013 and own my house at Belmont Dr. I have lived in Montana, California, Colorado, Texas, and Arizona and have observed first-hand the negative impact that urban sprawl has on environment, livability, and human interactions. Hence, it was very uplifting to me to see the strict land-use laws here in Oregon. It is important that we all embrace solutions that support these laws and cohousing is a perfect example. It concentrates development, increases human interaction, reduces stress on the environment and on our valuable open land, and minimizes resource waste.

Our current model of individual single family homes fosters disconnection and contributes to a lack of community feel; many people like to have the ability to live lighter on the land and share resources, and most would like to have neighbors who care about each other and the children in the community. Adams Creek Cohousing with its close-to-town location addresses all these points.

I am looking forward to live at Adams Creek cohousing in walking and biking distance of most important amenities needed for a peaceful, simpler, and responsible life, and enjoying common meals and spontaneous activities with good friends. Living simpler also gives me more time to engage with an extended neighborhood and all the challenges we face as a city and county.

I respectfully ask you to approve this forward-looking project.

With best regards,

Peter Zurcher

January 29, 2020

Dear Hood River Planning Department,

I am writing to express my support for the Adams Creek Cohousing project.

I have lived in Hood River for 30 years and have closely followed the development, planning, and strategic goals of the City and county.

I first heard of cohousing when over 100 community members attended an informational forum in Spring of 2016. Since that time, I have attended presentations such as "The Missing Middle" and the Westside area concept plan. I am aware of the planning goals of the city. I am firmly convinced that to maintain the integrity and natural beauty of our valley, creative ideas of using open space responsibly are of utmost importance. Adams Creek Cohousing is a beautiful example of this.

The project is also aligned with and committed to a "net zero ready" approach for energy conservation which is a responsible proactive approach to energy sustainability.

Finally, for 30 years, I have been employed at Providence Hood River Memorial Hospital. Most decisions I make or recommend are colored by the lens of provision of the value of health, whether it is physical, mental, emotional, or environmental. Interestingly, my medical news inbox yesterday listed some important statistics about a 2020 Loneliness Index from Cigna Insurance. Pooling an impressive 10,400 adults yielded the result that 80% of Generation Z, 70% of Millennials, and 50% of Baby Boomers report social isolation. This has significant impacts on individual and community health.

Before a shovel of dirt has been dug, Adams Creek Cohousing has hosted multiple house concerts, a pie making day for kids, untold numbers of potlucks, and ongoing community outreach events. Addressing the importance of community connection is a valuable priority for this group and can only serve to make our wider community healthier and more robust.

Thank you for your thoughtful consideration for this valuable project. I am certain you will be proud to be a leader in the Gorge for welcoming the cohousing concept.

All the best,
Rebecca Rawson, Family Nurse Practitioner
1368 Rawson Road, Hood River, OR 97031

January 30, 2019

Jennifer Kaden
Associate Planner
City of Hood River Planning Department
211 2nd Street
Hood River, OR 97031

Dear Ms. Kaden,

We are writing in support of the Adams Creek Cohousing project being proposed at 1419 Sherman Ave in Hood River. We moved to the Gorge in 2003 and have been lucky enough to raise our family here. We love Hood River and all it has to offer.

About a year ago, we connected with Adams Creek Cohousing, looking for opportunities to engage more intentionally with community and neighbors. We were Associate Members of the project for about six months when we decided to purchase our current home at 1502 Eugene Street (3 lots away from the proposed development). We were drawn to our current property in large part *because* of its proximity to Adams Creek Cohousing, and placed real monetary value on being neighbors with the folks at Adams Creek Cohousing.

As we considered cohousing for ourselves and our family, we learned a lot about the movement. Cohousing communities are designed to increase interaction between neighbors through social connection and the sharing of resources and property stewardship. There are about 170 cohousing communities in the United States, with 140 more in development phase, according to *Realtor Magazine*. Cohousing has demonstrated environmental, economic, and health related benefits that come from being more connected with your neighbors. Overall, real estate prices in established cohousing communities across the country have increased, and many developments have held value better than other housing stock during times of recession.

We understand the impact that the development of this property will have on our quiet residential street, and would prefer a proposal that incorporates additional vehicle access off Sherman Avenue if possible. As well, the 3-story block of homes at the end of Eugene Street will drastically change the visual appearance of the neighborhood. We encourage the City and the folks at Adams Creek to consider all options to lessen the visual and physical impact of the development on the historical character of the neighborhood. That said, we remain excited to be neighbors with Adams Creek Cohousing and look forward to the development's completion.

Sincerely,

Handwritten signatures of Lindsay and Tyler Miller in black ink.

Lindsay and Tyler Miller
1502 Eugene Street, Hood River, OR 97031

Attachment J.7

From: [Heather Hendrixson](#)
To: [Jennifer Kaden](#); [Dustin Nilsen](#)
Cc: [Heather Hendrixson](#); [Dan Bell](#)
Subject: Adams Creek cohousing comment letter for Site Plan Review Permit
Date: Friday, January 31, 2020 12:34:20 PM
Attachments: [1509 Eugene comments Adams Creek cohousing.pdf](#)

Hi Dustin and Jennifer,

Dustin, thanks for taking the time to talk to me and Dan this afternoon. We have sent our comments to the Adams Creek Cohousing group and their development partner so that they can submit them with their Site Plan Review Permit application. That said, we don't have a lot of confidence that they will accompany the permit application, so I am attaching them here.

Thank you, we will be in touch as this application process unfolds.

Heather Hendrixson
Dan Bell
1509 Eugene St.
Hood River, OR

541-705-5538

Heather Hendrixson and Dan Bell
1509 Eugene St.
Hood River, OR 97031
541-705-5538

Adams Creek Cohousing
1419 Sherman Avenue
Hood River, OR 97031

Dear City Planners,

We would like to bring forward our concerns about the Adams Creek Cohousing project, located at 1419 Sherman Avenue, Hood River, OR:

1. Neighbors were not properly notified about the required neighborhood meeting. The meeting notice was received by some on Saturday before the meeting and was scheduled for the middle of the day on the following Monday. Many people did not have enough time to plan to leave work for the meeting. There has been no feedback following the meeting, despite promises of sharing some reports and analyses that were supposedly completed (traffic study, wetland delineation and concurrence from DSL, etc.). The cohousing group has not reached out to neighbors effectively and consistently.
2. Increased traffic on Eugene street on a daily basis and during construction with heavy equipment and construction vehicles is not acceptable. Eugene Street is zoned R1 and is not used to carrying heavy traffic loads. Large construction vehicles may damage the street as well. There are no sidewalks, speedbumps, or speed limit signs. Parking on Eugene Street could be a major problem for landowners who live on Eugene Street.
3. The parking lot is focused in one location at the east end of Eugene Street. It will concentrate drivers and congestion in front of existing houses on Eugene Street. The proposed 35 parking spaces does not seem adequate for the number of residences and does not account for guest parking. I did not see any proposed handicapped parking in the design drawings.
4. The cohousing development is not compatible with the surrounding buildings (mainly single story, single family residences) and will not promote harmony within the surrounding structures and sites. Landowners who live on Eugene Street will be facing a parking lot and a three-story building that is proposed to be over 150 feet long. This is not compatible with the rest of the neighborhood and may decrease property values to the rest of the neighborhood.
5. Natural features such as Adams Creek and associated wetlands and springs and riparian areas should be protected. Increases in impervious surfaces in the development will lead to increased runoff and pollution and may negatively impact water quality and flows in Adams Creek. The impacts of the proposed development will not be minimal.
6. This development will not meet the needs of low income housing for the city. The proposed costs for the units are predicted to be well above Hood River standards for comparable sized units.

In general, this parcel is not appropriate for the proposed type of development. It is zoned R3 but should not be zoned that way. The site contains significant natural features that will be threatened with this development. Access is planned through a quiet, R1 neighborhood and will cause undue hardships on the landowners living on Eugene Street in terms of increased traffic, cars parking in front of their houses, and pollution from concentrated vehicles on the property. We have discussed this proposed development with our neighbors on Eugene Street and nobody supports this project. Please consider rejecting this site plan and proposed development.

Columbia Gorge Climate Action Network



To whom it may concern;

This letter is to express support for the co-housing movement and for its expression locally as Adams Creek Co-Housing. The Columbia Gorge Climate Action Network (CGCAN) is the local affiliate of 350.ORG and is a network of environmental and sustainable future advocates from throughout our region.

CGCAN advocates utilizing and complying with the Hood River Energy Plan to create practices that build a community around sustainable energy and reduction of carbon emissions. The reality of an expanding community requires us to be intentional about building housing that models an environmental footprint responsive to what the Hood River City Council has affirmed (12/19) as a "climate emergency".

The characteristics of co-housing, and Adams Creek Co-Housing in particular, are key to a more vibrant and livable and sustainable future for the Gorge. Adams Creek Co-Housing has made presentations to the Hood River Energy Plan Advisory Council and to numerous community groups about the design and benefits co-housing offers for a more livable future.

These qualities include, but are not limited to;

- Close-in location allows for walking/biking to shopping and restaurants which will help alleviate traffic congestion;
- Compact development with clustered residence and open space;
- A car sharing program focused on sharing of electric vehicles;
- Building construction consistent with Oregon Energy Trust guidelines (a net zero energy commitment, fossil fuel free energy use, and construction with environmentally conscious insulation, high efficiency heating and cooling and ventilation systems) all to establish an Energy Use (EUI) target;
- Developing and installing a system infrastructure (buildings, pathways, panel attachment structures, and capacity) for phased solar installation;

We encourage the City of Hood River and all its agencies to embrace and support this visionary co-housing community and to enjoy the value that it will add to our neighborhoods for years to come. Enabling the development of co-housing sends a positive message and models our commitment to smart growth, economic vitality, and sustainable development and energy practices to build a future for all of us.

Sincerely yours on behalf of the Leadership Team of CGCAN,
Rev. John Boonstra; Co-Facilitator

Jennifer Kaden
j.kaden@cityofhoodriver.org
(541) 387-5215

Phil Nies
608 14th Street
Hood River, OR 97031

Dear Jennifer Kaden, Dear City Planners,

As a homeowner in proximity of the proposed Adams Creek Cohousing LLC development, I would like to voice my opinion for your consideration.

- I am in favor of the concept of co-housing. The idea of improved community through deliberate design and stated intent has proven to work in many other cities and countries. Based on the published materials and the Adams Creek Cohousing website, I favor the general concept that the Adam Creek Cohousing LLC is advocating.
- However, I am NOT in favor of the density of the development in its proposed location. 25 units will cause a very noticeable increase in number of residents, and everything associated with that – mainly noise, and to a lesser degree traffic. Please note that my house will not be directly impacted by the traffic, and this is meant as a concern for the city at large.
- I am NOT in favor of the large scale of the proposed buildings, in stark contrast to the existing neighborhoods. The proposed buildings will be much larger than the surrounding 1 or 2-story single-family homes. This will negatively impact the neighborhood aesthetic. Again, please note that I will not have direct line of sight from my house.
- Please ensure the wetlands are protected. Keep Hood River green, even inside the city. Keep spaces for animals to live, and not just trees that line streets.
- Lastly, as evidenced by other low-income housing projects in Hood River, it is very difficult to maintain the initial intent of any neighborhood. Worthy goals - such as low-income housing, community strength, support of families, or diversity - get lost in a short number of years. This is especially true in case of owned units, as opposed to rented.

In my humble opinion, I would propose a significantly reduced scope – both in size of buildings, as well as number of units. This will ensure sufficient wetlands and “wild” greenery is kept untouched. It ensures more than enough parking is available. And to the extent possible, please ensure that the stated intent is achieved, and will survive for decades to come.

If the proposed cohousing concept does not work at a smaller scale, I would encourage Adams Creek Cohousing to find an alternate location.

With many thanks to the City Planners for all their hard work, and best regards,

Phil Nies

From: [john bishop](#)
To: [Jennifer Kaden](#)
Subject: Adams Creek Co-housing proposal
Date: Thursday, February 27, 2020 8:50:18 AM

Hello

As a neighbor, I'm concerned about the Adams Creek co-housing proposal's impact on my neighborhood. I would like to be considered a party of record and receive any notices regarding this project.

If possible I prefer to receive them by email:

bishopjg@icloud.com

Thank you,
John Bishop

805 Katies Lane
Hood River, OR 97031

From: [Jennifer Barwick](#)
To: [Jennifer Kaden](#)
Subject: Re: Planning & Permitting Questions for Adams Creek Cohousing
Date: Thursday, February 27, 2020 8:57:05 AM
Attachments: [image001.png](#)

Hi Jennifer,

I want to make sure that we are included in the notice for the public hearing. We should be since we share a property line. Is there an email list that I can be added to for the notification? I am really concerned about the size and scale of this development. When the cohousing group first introduced this proposal the scale and size was much smaller. The idea, at least how it was explained to me was for a neighborhood of small single family homes like Katies Lane. I am all for co-housing but I am not interested in looking out at a giant apartment building with a 30+ car parking lot.

Thanks. My email is below if there is a notification list I can be added to.
Jennifer

jenniferabarwick@gmail.com

On Wed, Feb 19, 2020 at 11:10 AM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Jennifer -

We received a Site Plan Review application for the Cohousing project a couple weeks ago and are in the process of reviewing the application materials to determine whether the application is complete or if additional information is required for review. After the application is deemed complete, it will be reviewed for consistency with required zoning and development code provisions and referred to other city departments for comment. A public hearing will be scheduled with the Planning Commission and notices of public hearing will be mailed 20 days in advance of the hearing date to all property owners within 250 feet of the project site.

To answer your question about 14th Avenue, it is an unnamed public right of way that we are referring to 14th Street (as illustrated on the attached map). It is not connected to the street where your property is located and there is no proposal to connect the two. You are welcome to come to City Hall and review the plans that were submitted any time during our public walk-in hours, Monday - Friday, 8am to 2pm.

Please direct any additional questions you have to me and I can reach out to staff in other departments if needed.

Thank you,
Jennifer

Attachment J.12

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215

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-----Original Message-----

From: Dustin Nilsen <D.Nilsen@cityofhoodriver.gov>
Sent: Wednesday, February 19, 2020 8:59 AM
To: Jennifer Barwick <jenniferabarwick@gmail.com>; Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Cc: jen@arroyobeach.com; Rick Peargin <R.Peargin@cityofhoodriver.gov>; Scott Bean <scott@arroyobeach.com>
Subject: Re: Planning & Permitting Questions for Adams Creek Cohousing

Jennifer,

I see your email below, but I don't have record of it making it to my email, so thank you for following up. A short answer to all your questions is yes.

Jennifer Kaden in the Planning Office is managing the Cohousing application and request and has access to all the plans submitted. I have cc'd her on this email. If you would like to view the plans, I would touch base with her and submit a records request to that we may best provide the information you are seeking.

Best,

Dustin Nilsen, AICP

> On Feb 18, 2020, at 8:21 PM, Jennifer Barwick <jenniferabarwick@gmail.com> wrote:

>

>

> Hi Rick and Dustin,

>

> Its been a few weeks and I haven't heard back. If you can't answer my questions can you direct me to someone in the planning dept who can?

>

> -Can you confirm the location of 14th Avenue as it relates to the development?

> -Once the architects submit plans to the city will there be and opportunity for community review of the plans before building begins?

> -Where can I find a copy of the plans?

>

> Thank you.

> Jennifer Barwick

> :: via mobile ::

>

> Jennifer Barwick

> :: via mobile ::

>

>

>> On Jan 13, 2020, at 11:12 AM, Jennifer Barwick <jenniferabarwick@gmail.com> wrote:

>>

>> Hello Rick & Dustin,

>>

>> I stopped by the city offices late in the day on Friday to ask some questions about the co-housing project, you were out but I was given your names as contacts who would be able to answer my questions.

>>

>> We live at 604 14th Street. Our property borders the co-housing property on the SE corner of their parcel.

>>

>> We understand from the architecture team (Urban Development Partners) for the site, that they intend to access the development with a driveway at Eugene St and 14th Avenue. We've been told that 14th Avenue is on the west side of the property, although we can find no street name in Hood River that is 14th Avenue. We're concerned that people will access the development via 14th Street and Eugene, on the east side of the property. Our neighbors to the north of us, cut several trees and poured gravel in their parking area from 14th west toward Adams Creek, making it look as though you can access the co-housing site from the east side.

>>

>> Our road, 14th Street, is very small and already traffic-challenged, so we do not support using it for permanent or temporary access. With the increasing development in HR Heights, entering or crossing traffic on 13th St/Hwy 281 at Montello has become increasingly difficult for both vehicles and pedestrians. The problem is exacerbated by school traffic using the Katie's Lane private drive.

>>

>> Can you confirm the location of 14th Avenue as it relates to the development?

>> Once the architects submit plans to the city will there be an opportunity for community review of the plans before building begins?

>>

>> Thank you for your time.

>> Jennifer

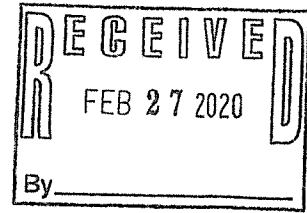
>>

>> --

>> Jennifer Barwick

>>

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, OR 97031



Via Hand Delivery

Re: Adams Creek Cohousing Proposal
Completeness of Application

Jennifer:

Please include the attached materials in the record for the Adams Creek Cohousing Site Plan Review. These are three letters that were hand delivered to property neighbors between September 2018 and August 2019. I am not aware of any specific outreach to area neighbors by the cohousing group during that time, which led to long periods with no communication to the neighbors. After the August 2019 letter, there was no other communication until we learned on January 11th of a "Neighborhood Meeting" on Monday, January 13th

As you'll see in the letters, Adams Creek Cohousing repeatedly said they were committed to engaging the neighbors and respecting the character of the neighborhood. For most of us that live nearby, that has not been the experience.

Dan Bell
Heather Hendrixson
1509 Eugene St.

Gorge Cohousing
1419 Sherman Avenue
Hood River, OR 97031

September 8, 2018

Dear Neighbor,

We are part of a group of households that has recently purchased the Akiyama home on the 2.4 acre property at 1419 Sherman Street, and we'd like to introduce ourselves to you. Our group is made up of primarily Hood River residents who plan to build a small neighborhood of individual private homes with some shared facilities for ourselves. You probably already know some of us!

Our goal is to create a multigenerational, cooperative, inclusive, and vibrant community-oriented neighborhood in accordance with present zoning for this area. It's a beautiful property and we couldn't be happier to be here. Our intention is to preserve and enhance the character of the existing home as well as the landscape, keeping as many trees and natural features as possible.

We want to be actively involved with adjacent neighborhoods and the larger Hood River community—in fact, many of us already are. Having just bought the property, we are in the very early planning and design stages, but we want to start getting to better know our new neighbors. Should you have any questions or concerns, please feel free to contact us. The best way to reach us is through two of our group members:

Becki Rawson, (541) 490-2025, rrawson@gorge.net

and/or

Matthew Barmann, (541) 829-9865, mbarmann@me.com, 417 17th Street @ Eugene Street

Please know that while realizing our vision we fully intend to be good neighbors, all the while aiming to integrate into and enhance the surrounding area and the Hood River community.

Sincerely,

Becki Rawson

Matthew Barmann

Becki and Patrick Rawson
Matthew Barmann and Nicole Goode
Jim Miller and Nashira Reisch
Jack and Janet Lerner
Ruth Tsu

Carol Jurs
Liz Kinney
Peter Zurcher and Becki Montgomery
Carolyn Nowosielski and Bruce Niemann

Current members of Gorge Cohousing LLC

Adams Creek Cohousing
1419 Sherman Avenue
Hood River, OR 97031

January 12, 2019

Dear Neighbor,

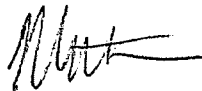
We hope you and your family are well in the new year. It's been four months since we reached out to introduce ourselves and felt it was time to reengage with you. We've made some significant progress in realizing our project, but there is still plenty that lies ahead.

What may already be apparent to you is that we've settled on a name, and that we've been utilizing the former Akiyama home to host regular meetings and other events. In the interim, we've also formed a partnership with an incredibly competent development group (udplp.com) and selected an acclaimed architecture firm (schemataworkshop.com). Additionally, we've increased our outreach in the community and have added two more households to our group.

The physical manifestation of our project is still in its very early stages. Last weekend we held the first of four design workshops with our architecture team. This one focused on overall site design, followed up by an initial meeting with city planners. Drawings of site element options will be provided to us in early March. Out of our discussions it was clear that it is our strong preference to retain the existing house in our plan, as originally intended. An initial project timeline has construction beginning in 2020 with completion and move-in the following year.

We'd like to invite you to visit the property next weekend to take a tour, introduce ourselves to one another or continue our previous conversations, learn more about the cohousing model, and ask questions or offer comments. We'll be having one of our regularly scheduled informational open house events on Sunday, January 20 from 1-3 pm. Please come, if you are able, and always feel free to reach out to us individually at any time with questions or concerns.

Take care,



Matthew Barmann, Membership/Marketing/Outreach committee
(541) 829-9865, mbarmann@me.com, 417 17th Street @ Eugene Street



Adams Creek Cohousing



Adams Creek Cohousing

Adams Creek Cohousing
1419 Sherman Avenue
Hood River, OR 97031

August 12, 2019

Dear Neighbor,

RE: Project Update

We hope you and your family are enjoying the summer and the chance to get outside and enjoy the beauty of our area. We last contacted you and our other neighbors back in April with a few updates about our development process. Our intent is to continue to keep our neighbors informed and updated every few months.

We have recently completed the final design workshop with our architect and development team. The workshop process allowed all our community members to work closely with our design team in shaping the look, feel and function of our new homes and community space. Our team is now completing the schematic design process. Our design team has also been coordinating with the city planning and engineering departments to define any needed improvements to service our new development. We continue to be very excited about the progress and possibilities the site and neighborhood have to offer.

The letter we sent in April mentioned that we will be holding a neighborhood meeting prior to formal planning submittal to the city. We anticipate scheduling this meeting in early fall. This will be a good way to share our vision for the project with all of you, answer questions and receive any feedback. This is the typical city process for development projects, and we look forward to sharing our vision. More information about this meeting will be sent out in the next month or so.

As always please feel free to reach out with comments, concerns, or questions.

Best,

Joren Bass

joren@urbandevelopmentpartners.com, www.udppa.com

Adams Creek Cohousing

friends@adamscreekcohousing.com

From: [George Borden](#)
To: [Jennifer Kaden](#)
Subject: Akima Property
Date: Thursday, February 27, 2020 11:40:58 PM

Hi,

I have some concerns about the proposal for this property. In particular; 1) The setbacks for the new buildings seem really close to the west side of the property; 2) There will be additional traffic brought to a neighborhood that has lots of kids playing nearby; 3) While the zoning allows for their plan, I think the plan for that zoning was related to the property's east side bordering 13th street, not the neighborhood (west) into which their traffic is now going to dump, and which will be most impacted by their development; 4) The west neighborhood infrastructure was never built out to deal with the new traffic (e.g. sidewalks are not complete, roads are in disrepair, and in some cases just dirt. 5) I think they need to build a bridge or some sort to get to 13th (east) for their traffic.

It'd be great to hear back on these items.

Thanks.

George Borden

From: [Dustin Nilsen](#)
To: [Erik Mall](#)
Cc: [Jennifer Kaden](#)
Subject: RE: Adam's Creek Housing Project
Date: Friday, February 28, 2020 4:57:11 PM
Attachments: [image001.png](#)

Erik,

Thank you for the email. I have cc'd Jennifer Kaden, who is handling the review and public comments for the application. If you wish, you can coordinate with Jennifer to ensure your email and comments are placed in the record and you can be added to the list for public hearing notification.

Best,

Dustin

Dustin Nilsen, AICP
Director of Planning & Zoning
City of Hood River CityofHoodRiver.gov
211 2nd Street Hood River, OR 97031 P 541.387.5210



From: Erik Mall <erikmall@gmail.com>
Sent: Friday, February 28, 2020 4:46 PM
To: Dustin Nilsen <D.Nilsen@cityofhoodriver.gov>
Subject: Adam's Creek Housing Project

Dustin -

I'm writing in regards to the Adams Creek Co-Housing Project. I would like to have my name added to any public comments in regard to the Adam's Creek project as it has been currently designed. Can I do this via email or do I need to submit a letter?

It is my understanding that the lot has been zoned for high-density housing, so I appreciate that there will be some type of multi-family housing on the lot. Ultimately, I hope that the project can be built in a way that is more in line with the current neighborhood. More specifically, something that doesn't involve 3 story buildings and a 38 car parking lot.

When you get a chance can you send me an email or give me a call so that I can better understand how I can participate in this process?

--

Attachment J.15

Erik Mall
1605 Sherman Ave.
c: 415-786-4800

Jennifer Kaden

From: Jennifer Barwick <jenniferabarwick@gmail.com>
Sent: Thursday, July 2, 2020 2:24 PM
To: Dustin Nilsen
Cc: Jennifer Kaden; Arthur Babitz; Dan Bell; Scott Bean
Subject: Disappointing Decision on Adams Creek Cohousing Application (1419 Sherman Avenue, file # 2020-03)
Attachments: ACC Neighbor Completeness Letter 20200526.pdf

To: Dustin Nilsen, Director of Planning, City of Hood River
cc: Jennifer Kaden, Associate Planner; Arthur Babitz, Planning Commission Chair; Dan Bell, Adams Creek neighbor

Mr Nilsen,

As owners of a property bordering the proposed Adams Creek Cohousing project, we're extremely disappointed by the Planning Department's recent decision to mark the group's building permit application as "complete." We ask that you please do a deeper review of the thoroughness of this application, and more carefully consider the impact this development would have on both the physical neighborhood and the community surrounding it.

On March 1, 2020, Dan Bell sent the planning department a letter detailing specific deficiencies in the cohousing group's initial application. Dan wrote on behalf of concerned neighbors in 26 neighboring households who co-signed, including us. We have also reviewed the plans and letters of opposition and support filed in the department's office, and registered our concerns about the project in email to HR Planning.

We were pleased that many of the items detailed in Dan's letter were also deemed missing or incomplete by the Planning Department in a response to the cohousing group dated March 4, 2020.

On May 26, again writing on behalf of ourselves and other concerned neighbors, Dan sent another thorough, thoughtful letter (attached) in response to the cohousing group's updated permit application submitted April 30. This letter details deficiencies we found in this revised application, including wetlands protection, grading issues, street improvements, grading and building heights, and other critical issues left insufficiently addressed.

On June 11, 2020, the Planning Department informed the cohousing group their application was "generally complete" for formal review, despite noting that "some of the missing information requested by city staff will not be provided at this time and that no further information will be provided." We understand the next step to be a public hearing, potentially in August of this year.

We're disappointed this application has been allowed to progress as it stands, despite clear acknowledgement of its inadequacies. The completeness decision, and the planning process, now appear arbitrary, capricious, and inattentive to valid concerns raised by the cohousing group's immediate neighbors, and a Hood River citizenry expecting transparency and accountability from public offices.

We look to further dialog about this decision and processes behind it.

Thank you,

Jennifer Barwick & Scott Bean
604 - 14th Street, Hood River

Attachment J.16

Garth and Bronwen Hager
1431 Sherman Ave.
Hood River, Or 97031

Adams Creek Cohousing
1419 Sherman Avenue
Hood River, OR 97031

Dear City Planners,

We would like to bring forward our concerns about the Adams Creek Cohousing project, located at 1419, Sherman Avenue, Hood River, OR:

1. The neighborhood meeting was not set at an appropriate time for many of the potential attendees to attend. Me and my wife were working that day in the afternoon. We did not receive advance notification of the meeting to appropriately plan for time off of work. We have not been updated about any results of that meeting by Adams Creek Cohousing.
2. Increased traffic on Eugene street on a daily basis and during construction with heavy equipment and construction vehicles is not acceptable. Eugene Street is zoned R1 and is not used to carrying heavy traffic loads. Large construction vehicles may damage the street as well. There are no sidewalks, speedbumps, or speed limit signs. Parking on Eugene Street could be a major problem for landowners who live on Eugene Street.
2. Increased traffic on Sherman Avenue, Eugene Street, Hazel Avenue, 14th, 17th and 13th streets. With the neighborhood capacity essentially doubling, this will have an effect on traffic, off site guest parking, overflow parking, sidewalk traffic, pollution and noise. 25 new units, could most likely house families as well. Density could easily approach 2-4 times the unit numbers; 50-100 people.
3. The parking situation with 38 spots for 25 units seems inadequate from other housing projects in hood river, where on street parking is quite evident. This will cause overflow in to adjoining streets and avenues. This situation creates more congestion to surrounding properties and forces more pedestrians to choose the middle of road for a walkway, as there are no consistent sidewalks through the neighborhoods.
4. The proposed sidewalk on Sherman Avenue does not go anywhere. Pedestrian traffic would most likely be directed to 13th Street, across Adams Creek towards one of the more dangerous intersections in Hood River. There should be a new crosswalk and flashing light on 13th Street proposed for the influx of residents.
5. Natural features such as Adams Creek and associated wetlands and springs and riparian areas should be protected. Increases in impervious surfaces (approximately 1 acre of structures, parking lot and paths) in the development will lead to increased runoff and pollution and may negatively impact water quality and flows in Adams Creek. The impacts of the proposed development will not be minimal.
6. This development will not meet the needs of low income housing for the city. The proposed costs for the units are predicted to be well above Hood River standards for comparable sized units.

When we were first approached by the Adams Cohousing group, the scale was quite smaller with minimal vehicular impact (3-5 electric cars), small, separate units and utilizing the existing home for a common space. Over time, the scope has grown as well as the number of residents and the size of the structures. This neighborhood is R1, with a R3 wetland lot in the middle. This should not be a high density area as the proposed parcel challenges, traffic, density, parking, safety, water quality, pedestrian access, middle school access and otherwise crowding quiet neighborhoods. We remain opposed to this development sited two lots away from our residence.

March 2, 2020 (updated)

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, OR 97031

Sent via email to j.kaden@cityofhoodriver.gov

Re: Adams Creek Cohousing Proposal
Completeness Review

Dear Jennifer:

Thank you again for sharing materials on the proposed Adams Creek Cohousing project at 1419 Sherman Avenue. This letter is signed by 26 households that will be impacted by this project and that wish to express their concern. We understand that the City Planning Department is undergoing a "Completeness Review" of the Site Permit Review application and intends to notify Adams Creek Cohousing of its determination on or before March 4th.

As a matter of the Site Plan Review process, we regard this proposed project to be "unusually complicated or contentious". Decision on this project should not be at the staff level. Final decision should be with the full Planning Commission (17.16.020). The Adams Creek Cohousing Project should be subject to a Quasi-Judicial review, including public hearings (17.16.020(B)).

The purpose of this letter is to point out likely deficiencies in the Adams Creek application materials, all of which should influence the City's determination as to whether the application package is "complete". As neighbors and homeowners around Adams Creek, **we request that the Planning Department apply the applicable sections of city code and require the following items to be addressed before deeming the Adams Creek Cohousing application complete:**

1. Natural Resources Overlay (NRO).

- According to the Applicant's Wetland Delineation, the property includes three state-recognized "wetlands" (natural springs) and three streams with mature riparian forest cover. Under Hood River city code 17.22, wetlands and riparian areas are protected through a Natural Resources Overlay (NRO). For projects that include wetlands and riparian areas (as this does), site permit applications are required to incorporate the NRO as part of their application materials. There is also a required narrative and supplemental application materials for Site Plan Reviews.

Attachment J.18

- Based on a review of the materials submitted to the City, **the Applicant did not include any of the required NRO materials.** The Project Narrative does not mention the phrase “Natural Resources Overlay”, despite its acknowledgment of state-delineated wetlands and streams across the entire property. There is not a Natural Resources Overlay included in their site drawings.
- When a Natural Resources Overlay applies, the City requires a narrative to *explain existing conditions, proposed activities, and how the proposal complies with the NRO requirements and applicable criteria* (Hood River Natural Resources Overlay Application p. 2). No such narrative has been provided with the application materials. This is a significant omission.
- **The applicant’s Site Plan Review application should not be deemed complete until the Natural Resources Overlay requirements of 17.22 related to wetlands and riparian corridor protection are fully met and incorporated into the application materials.**

2. Traffic Impact Analysis (TIA).

- Under section 17.20.060(C), an applicant is required to submit a Traffic Impact Analysis (TIA), when *(a) the proposed action is estimated to ... generate 25 or more weekday AM or PM trips (or as required by the City Engineer) ... or (e) a change in internal traffic patterns that may cause safety problems, such as back up onto public streets or traffic crashes in the approach area.* The TIA is also required as part of the Site Permit Review per 17.16.050(D).
- The 1400-1500 blocks of Eugene Street (zoned R-1 and classified as a local street) are proposed to be the main entrance to the Cohousing development for its residents, visitors, deliveries, postal service, garbage pick-up, general services (i.e. landscaping, contractors, snow removal etc.) and events. The applicant’s “conservative” estimate (p. 2 of TAL) is between 12-14 AM and PM trips per weekday. However, the Analysis does not project traffic counts at the intersection of 17th & Eugene. This is particularly critical in light of morning school traffic (vehicle and pedestrian) along 17th. With the addition of 25 new residential units, the impact to Eugene Street could approach or exceed 25 new trips during weekday rush hours. Regrettably, the applicant’s “Transportation Analysis Letter” (TAL) does not include traffic data, projections or mitigating measures for the impact along Eugene Street, Hazel Avenue or at the Eugene-17th intersection.
- Equally important, it does not address the pedestrian traffic to and from Hood River Middle School, nor propose any safety measures for students walking to school, nor addresses how it does/ does not align with the *Hood River Middle School “Safe Routes to School”* plan. The Hood River TSP (2010) already identifies deficiencies and safety issues at the Eugene-17th intersection.
- Separately, Applicant’s site designs include a two-space “pullout parking” area on Sherman Avenue near the intersection with 13th. Sherman Avenue is classified as a collector street and the Sherman/13th intersection is one of the more hazardous in Hood

River. Particularly during rush hour and over the summer months, this intersection experiences high volumes of automobile traffic, along with a fair amount of bike and pedestrian traffic. Such a proposal that envisions delivery trucks using these spaces, then backing out on to the public street (Sherman) is the very definition “a change in traffic pattern that may cause safety problems”.

- **Under subsections 17.20.060 (C)(a) and/or (e), applicant is required to submit a Traffic Impact Analysis (TIA) and meet all of the relevant requirements of Chapter 17.20. Applicant did not submit a Traffic Impact Analysis, but instead a Transportation Analysis Letter (TAL).** Per 17.20.060(D) a TAL is only acceptable when a TIA is not required by 17.20.060(C). Under the City’s own code, a TAL is not recognized to meet the higher standards of a TIA.
- **Under a clear interpretation of section 17.20.060, the applicant is required to submit a Transportation Information Analysis under either/both subsections (a) and (e). Applicant has failed to meet that requirement.** Applicant has submitted a “Transportation Analysis Letter”, which represents both a lower standard and fails to fully address all of the potential traffic impacts. This lesser plan does not satisfy the code requirements or adequately address the traffic and safety impacts of the project.
- As one of the requirements under Section E, an applicant is required to complete a pre-application review conference with the City Engineer. While it appears that this consultation may have occurred around April 2019, the Sherman Avenue pullout parking was presumably not part of the proposed plan at that time. Consequently, the City Engineer did not consider this potentially dangerous element of the project that represents “a change in internal traffic patterns that may cause safety problems, such as back up onto public streets”. Applicants should be required to have another pre-application review of the current, revised proposal with the City Engineer.
- **The City should require Applicant to submit a Transportation Impact Analysis (TIA) as required by 17.20.060 prior to deeming the application complete. The TIA should fully address the specific impacts to the 1400-1500 blocks of Eugene, the impacts of the two Sherman Avenue parking spaces, and safe pedestrian access along the 17th Avenue route to Hood River Middle School.**

3. Mandatory Neighborhood Meeting.

- Developers were required to hold a Neighborhood Meeting per 17.09.130(B)(3) since the development application is “likely to have neighborhood or community-wide impacts (e.g. traffic, parking, noise, or similar impacts)” given its large scale and contrast with the surrounding neighborhood. An application cannot be deemed complete until the Neighborhood Meeting requirement is satisfied (17.09.130(A)).
- **The third paragraph of the City provided “Neighborhood Meeting Packet” includes this specific direction to developers: *Meetings should occur at a facility that is accessible to persons with disabilities and be scheduled during the weekday evening to enable***

working residents to attend. It is suggested that written notice is mailed at least 12 calendar days prior to the meeting date.

- The applicant claims by Affidavit that they mailed notification of their January 13th Neighborhood Meeting to all property owners within 250' of the subject property- roughly 50 individual property owners. Anecdotally, several residents within that zone claim never to have received the mailed notice. Other residents outside the required 250' (such as those on Eugene Street) did not receive an invitation to the meeting at all. Rather than build an inclusive mailing list, applicant met the bare minimum standard and excluded property owners that would be impacted.
- For those that received mailed Notice, some claim it arrived via mail on Friday, January 10th or Saturday, January 11th. The Notice announced a mid-day meeting on Monday, January 13th. For those neighbors fortunate to receive notice of the meeting, it arrived only a couple days in advance. **Applicant only further confuses the issue in their Affidavit, where they claim that mailings were sent out on January 13th (the day of the meeting). Applicant should be required to correct the Affidavit so it can be determined when they mailed the notices and if the 12-day guidance was followed.**
- Moreover, despite the city's guidance, the Adams Creek Cohousing Neighborhood Meeting was held on a Monday afternoon at 1:30 PM. It was not held during a weekday evening, which certainly had an impact on attendance- as evidenced by the fact that only eight property owners attended after 50 notices were mailed. Obviously the short notice further limited people's ability to attend the Neighborhood Meeting.
- Together, the approach and pattern of the Cohousing group has been to not constructively engage surrounding property owners. The January 13th Neighborhood Meeting further evidenced that, and more importantly this Neighborhood Meeting did not meet city standards for inclusivity, engagement and access.
- **The applicant's Neighborhood Meeting should be deemed insufficient to meet the spirit and standards of the city requirements in 17.09.130. Applicant should be required to hold another Neighborhood Meeting, this time with appropriate notice and at a time that enables working residents to participate consistent with City guidance. The Applicant's Site Plan Review application should not be deemed complete until the Neighborhood Meeting requirement has been appropriately satisfied (17.09.130(A)).**

4. Parking (Guest, Deliveries, Garbage and Events).

- The applicant proposes to build a parking lot to serve residents at the bare minimum required under city code (1.5 cars per unit/ 38 spaces total). The parking lot appears to use at least five "tandem spaces", and it is not clear that handicap spaces are provided.
- With today's average family owning two or more cars, it seems likely that the proposed parking lot will not meet basic resident demand- pushing people to on-street parking along Eugene St., Hazel Ave. and around the intersection of Sherman Ave and 13th.

- Beyond Adams Creek residents, it should be expected that 25 new residential units will also create a need for parking by delivery trucks (FedEx, UPS, Amazon, USPS and others), service contractors and short/ long-term visitors.
- In addition, the Cohousing group regularly advertises and holds “events” such as house concerts, potlucks and lectures. The volume of parking for these events is already evident, often resulting in a line of parked vehicles along Sherman Street near the hazardous intersection with 13th.
- Outside of the parking lot, Applicant has not addressed the parking demand anywhere in their application. Of great concern, it does not appear that the standard Site Plan Review application materials will adequately address the off-street parking issue, or require applicant to assess their parking demand and impact.
- **In light of the fact that the applicant met the bare minimum parking requirements and openly hosts open community events, the proposed development will create a significant parking impact on the surrounding neighborhoods. Before deeming the application complete, the City should require Applicant to incorporate a Comprehensive Parking Study and Parking Plan into their application materials.**

5. Stormwater Management Plan (SMP).

- The Adams Creek property includes a significant stormwater corridor for the City of Hood River. Adams Creek conveys water from several upper neighborhoods (including Katie’s Lane and Andy’s Way), and there is a major tie-in to the storm water system at the property’s northern boundary at Sherman Avenue.
- The Preliminary Stormwater Management Plan appears incomplete and, as prepared, is incomprehensible for a normal reviewer. The document includes no Table of Contents, no List of Appendices, and no descriptive narratives. Despite numerous references throughout the application materials to stormwater collection features (swales, rain gardens, planters), the SMP does not include a single map showing the proposed location or character of those features.
- The SMP does not include any descriptive analysis of the function or capacity of the “as built” design, making it impossible to determine whether the applicant’s claim that all stormwater will be collected and treated is valid.
- **The Applicant’s Site Plan Review application should not be deemed complete until a comprehensive Stormwater Management Plan is submitted. The SMP should clearly assess and demonstrate the suitability of the proposed collection and treatment facilities. Moreover, applicant must demonstrate that the stormwater treatment and infrastructure are consistent with the wetland and riparian Natural Resource Overlay (protecting wetlands and streams), as well as demonstrate that there will not be an impact on the City’s critical stormwater conveyance infrastructure through Adams Creek.**

Finally, we encourage city planning staff to ensure all of the site plan requirements of 17.16.030 have been met. Though we have had limited opportunity to review the site plans, some elements worth particular attention may include:

- Location of loading facilities (subsection 3)
- Location and size of exterior signs (subsection 7)
- Location and species of trees greater than 6" in diameter (subsection 9)
- Identification of all three wetlands (natural springs) on site drawings (subsection 12)
- Service areas for loading and delivery (subsection 16)
- Statement of operations narrative (subsection 19)
- Construction erosion control plan (required per 17.16.050(B))

Thank you for consideration of our points. For all of the above-stated reasons, the City should determine that the Adams Creek Cohousing Site Permit Review application is incomplete until such time as all required materials are submitted.

Sincerely,

** denotes direct neighbor of Adams Creek Cohousing property*

Dan Bell & Heather Hendrixson
1509 Eugene St.

Van Miley
610 14th St.

Kathan Zerzan & Rich Miller
711 Katie's Lane

Romeo & Melody Robichaud*
1301 Sherman Ave.

AJ & Amy Kitt*
1422 & 1428 Eugene St.

Roy & Addie Schwartz
1516 Eugene St.

George & Faye Borden
1515 Sherman Ave.

Steve Winkle & Paige Browning
1521 Eugene St.

Katie Scheer
505 17th St.

Gordon Hinkle
1501 Eugene St.

Kelley Morris*
603 Andys Way

Jim Meckoll
1420 Sherman Ave.

Scott Bean & Jennifer Barwick*
604 14th St.

John Bishop & Elizabeth Cook
805 Katie's Lane

Chet & Kathy Johnson*
1419 Eugene St.

Dale & Sonja Cook
715 Katie's Lane

Brian & Becky Rapecz
1421 Eugene St.

Garth & Bronwen Hager
1431 Sherman Ave.

Jim Thornton
607 Andys Way

Andrew McElderry
224 13th St.

Erin Thompson
1705 Eugene St.

Lissa & Brad Noblett
1380 Sherman Ave.

Gloria Collie
1406 Katie's Lane

Erik & Jen Mall
1605 Sherman Ave.

Phil Nies
608 14th St.

Jean Vercillo
611 Andys Way

Cc: Dustin Nilsen, Planning Director

From: [ROY SCHWARTZ](#)
To: [Jennifer Kaden](#)
Subject: Re: Adams Creek Cohousing Proposal
Date: Friday, March 6, 2020 6:06:42 AM

March 4, 2020

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, Oregon 97031

Re: Adams Creek Cohousing Proposal

Dear Jennifer,

Having lived at 1516 Eugene Street, Hood River for about 38 years, I understand the complexity of the neighborhood and the on street parking issue. The street is comprised of mostly 1950's homes with single car garages and few sidewalks. Needless to say, there is presently on street parking at almost all homes, with children playing in the street and pets running freely.

In addition to the above mentioned crowded street parking, there is always public parking on Eugene and 17th streets, when an event occurs at the middle school or community pool.

There is another safety issue with the Eugene and 17th Street intersection and students walking to the middle school or the pool. Often they have headphones in and aren't paying attention to their surroundings. Adding another 25-50 cars per day using this already dangerous intersection is unthinkable.

With the only access to the Adams Creek Cohousing being Eugene Street, the construction equipment, noise, dirt, and hazards will be present daily. The constant traffic flow presents huge danger to the residents backing out of their driveways!

If Adams Creek Cohousing residents own more than 1.5 automobiles, those automobiles will be permanently parked on Eugene Street. In addition there will be visitors, moving vans, utility trucks, and garbage trucks also competing for Eugene Street parking.

Knowing healthy evergreen trees will be removed, known wetlands altered, and Indian Creek ravine permanently changed, Adams Creek Cohousing isn't designed to generate harmony with the existing neighborhood. Seeing other approved designs in both Hood River and The Dalles that haven't been successful, it appears more study and research need to be done on this project.

Thank you for your consideration of these concerns and the time you have spent on this project. We appreciate all your effort and hard work.

Respectfully

Roy and Addie Schwartz

From: [Dan Bell](#)
To: [Jennifer Kaden](#)
Cc: [AJ Kitt](#); [Andrew McElderry](#); [Bea Hager](#); [Brian Rapecz](#); [Chet Johnson](#); [Dale Cook](#); [Dan Bell](#); [Erik Mall](#); [Erin Thompson](#); [Garth Hager](#); [George Borden](#); [Gloria Collie](#); [Gordon Hinkle](#); [Heather Hendrixson](#); [Jean Vercillo](#); [Jen Barwick](#); [Jim Meckoll](#); [Jim Thorton](#); [John Bishop](#); [Kathan Zerzan](#); [Katie Scheer](#); [Kelley Morris](#); [Lissa Noblett](#); [Melody Robichaud](#); [Paige & Steve Browning](#); [Phil Nies](#); [Rich Miller](#); [Romeo Robichaud](#); [Roy Schwartz](#); [Scott Bean](#); [Dustin Nilsen](#); [Amy Kitt](#); [Van Miley](#)
Subject: Re: Adams Creek Cohousing- Completeness of Application
Date: Friday, March 6, 2020 7:50:56 AM
Attachments: [image001.png](#)
[image.png](#)

Hello Jennifer.

Thank you for sharing the City's letter with our group of neighbors. Together, we are pleased to see the City's agreement that the Adams Creek Cohousing application lacks the essential and required information to proceed at this time. Your letter shows a thoughtful review, and I appreciate the specific identification of the application's numerous deficiencies. It helps us to understand the City's expectations for the remainder of the Completeness Review.

We are also glad to hear confirmation that this application will go before the Planning Commission, including a public hearing. No doubt that we- and a growing number of concerned neighbors- will continue to stay engaged if this proposal makes it to the Commission.

While we agree with the Incompleteness Determination, it is important to reiterate our concerns about increases to local traffic, on-street parking and hosted events (refer to announcement pasted below). These concerns are foremost in our mind, and will degrade the livability of neighborhoods around the proposed development. Regrettably, the City's response speaks very little to these issues and asks very little of the Applicant. Given the scale and potential impacts of this project, we would hope our City would demand more.

Once again, thank you for considering our concerns. We believe that the additional information the Planning Department has requested will raise further questions about the suitability, feasibility and compliance of the Adams Creek Cohousing proposal. We look forward to continuing to work with you throughout this Site Plan Review.

Sincerely,
Dan and the Adams Creek neighbors

On Thu, Mar 5, 2020 at 1:23 PM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Dan and neighbors –

Thank you for your interest in the Adams Creek Cohousing Site Plan Review application (File No. 2020-03). The application has not yet been deemed complete by the city. A copy of the City's completeness letter is attached in response to your request.

Formal review of File No. 2020-03 will begin after the application is deemed complete. Approximately 2 months after the file is deemed complete, a public hearing will be scheduled with the Planning Commission. I will add your comments to the record for the

project and you will all receive a Notice of Public Hearing in advance of a Planning Commission hearing (the notice is typically mailed 20 days in advance of the hearing date). A staff report will be available approximately one week in advance of the hearing. The Planning Commission will have the authority to review the application and approve the proposal, approve it with conditions, or deny it.

Thank you,

Jennifer

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215

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From: [Dan Bell](#)
To: [Jennifer Kaden](#)
Cc: neighborsofadamscreek@gmail.com
Subject: Adams Creek Cohousing Follow-Up
Date: Wednesday, March 25, 2020 2:29:04 PM

Hello Jennifer.

I hope that you and your colleagues are staying healthy and well. Despite the world feeling like it is at a standstill, I was reminded of the cohousing project when a survey crew was doing work along Eugene Street last week for the Cohousing company. Prompted me to send along this follow-up email to you seeking an update and some additional information. I'd appreciate your response when you have an opportunity.

- Has the Adams Creek Cohousing applicant provided any new application materials and/or delivered a written response to the City's letter of March 4th regarding the incompleteness of their application materials? If so, please share all new documents by email if possible.
- The March 4th letter references several points of feedback/ guidance that was related to guidance from the City Engineer to the Applicant during their pre-application meeting. When I reviewed the application materials last month, it did not include the Engineer's report or a summary of the recommendations from the pre-application conference. Please share the report, notes or any other documentation that summarizes the concerns and guidance from the City Engineer on the Adams Creek Cohousing project. The City's letter to Applicant references a number of application deficiencies related to this report, and I would like to get the full context.
- I understand that in-person meetings are not advisable at this time. If people want to review the application materials in the City's file, how do we approach that?

Thank you for the assistance. Take care and hang in there.

Sincerely,

Dan Bell

1509 Eugene St.

Attachment J.21

From: [Dan](#)
To: [Jennifer Kaden](#)
Cc: neighborsofadamscreek@gmail.com
Subject: Re: Adams Creek Cohousing Follow-Up
Date: Tuesday, April 7, 2020 10:37:27 AM

Hello Jennifer.

Thanks for this response- it is definitely a challenge for me being away from my paper files.

At this point (presuming nothing new has been submitted) I am primarily interested in the City Engineer guidance. Please do send that along when you have the opportunity.

Sounds best to just check in with you regularly about new/ revised submissions, so I will continue to do that. Thanks and all the best.

Dan Bell

On Mar 30, 2020, at 3:29 PM, Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Hello Dan -

I am catching up after a week out of the office and, as you might imagine, I am working from home. Here are responses to your questions:

- No, no new or revised application materials have been submitted.
- I don't have access to our server and, thus the pre-application conference summary you requested. I will retrieve it or email it to you the next time I am at City Hall which will be some time in the next couple days.
- For now, the best way to review either existing or revised application materials will be by email. You can email a request for a specific application document and I will provide it by email. Because I'm working from home, please allow at least one-two days for such requests.

Stay safe -

Thanks,

Jennifer Kaden
Associate Planner
City of Hood River
j.kaden@cityofhoodriver.gov
541-387-5215

From: Dan Bell [danbell22@gmail.com]
Sent: Wednesday, March 25, 2020 2:28 PM
To: Jennifer Kaden
Cc: neighborsofadamscreek@gmail.com
Subject: Adams Creek Cohousing Follow-Up

Hello Jennifer.

Attachment J.22

I hope that you and your colleagues are staying healthy and well. Despite the world feeling like it is at a standstill, I was reminded of the cohousing project when a survey crew was doing work along Eugene Street last week for the Cohousing company. Prompted me to send along this follow-up email to you seeking an update and some additional information. I'd appreciate your response when you have an opportunity.

- Has the Adams Creek Cohousing applicant provided any new application materials and/or delivered a written response to the City's letter of March 4th regarding the incompleteness of their application materials? If so, please share all new documents by email if possible.
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- I understand that in-person meetings are not advisable at this time. If people want to review the application materials in the City's file, how do we approach that?

Thank you for the assistance. Take care and hang in there.

Sincerely,

Dan Bell

1509 Eugene St.

From: [Dan Bell](#)
To: [Jennifer Kaden](#)
Subject: Re: Adams Creek Cohousing Follow-Up
Date: Tuesday, May 12, 2020 6:17:26 PM

Good afternoon Jennifer.

Hoping all continues to go as well as possible under the circumstances. I was just checking in to see if there was any new communication with or submissions by the Cohousing applicant?

Also, do you have a sense of when it may be possible to review the paper application again? I don't have anything urgent, but eventually would like an opportunity to review the materials again.

Thanks and stay well-

Dan Bell
1509 Eugene St.

On Tue, Apr 21, 2020 at 8:22 AM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:
Hello Dan -
No, I have not received anything new on the cohousing project.

Thanks,

Jennifer Kaden
Associate Planner
City of Hood River
j.kaden@cityofhoodriver.gov
541-387-5215

From: Dan [danbell22@gmail.com]
Sent: Tuesday, April 21, 2020 7:53 AM
To: Jennifer Kaden
Cc: neighborsofadamscreek@gmail.com
Subject: Re: Adams Creek Cohousing Follow-Up

Good morning Jennifer.

Hope you are doing well and still hanging in there. Wanted to check in to see if there has been any new correspondence with or submissions by the cohousing applicants?

Dan

On Apr 7, 2020, at 11:07 AM, Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Dan -

Attachment J.23

Attached is the summary of the pre-application conference for the Cohousing proj

including the comments from the Engineering Department, for your reference. Please note, these are preliminary comments based on plans presented at the pre-application conference.

We have not yet received revised project plans for File No. 2020-03.

Thanks,

Jennifer Kaden
Associate Planner
City of Hood River
j.kaden@cityofhoodriver.gov
541-387-5215

From: Dan [danbell22@gmail.com]
Sent: Tuesday, April 7, 2020 10:37 AM
To: Jennifer Kaden
Cc: neighborsofadamscreek@gmail.com
Subject: Re: Adams Creek Cohousing Follow-Up

Hello Jennifer.

Thanks for this response- it is definitely a challenge for me being away from my paper files.

At this point (presuming nothing new has been submitted) I am primarily interested in the City Engineer guidance. Please do send that along when you have the opportunity.

Sounds best to just check in with you regularly about new/ revised submissions, so I will continue to do that. Thanks and all the best.

Dan Bell

On Mar 30, 2020, at 3:29 PM, Jennifer Kaden
<J.Kaden@cityofhoodriver.gov> wrote:

Hello Dan -

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- For now, the best way to review either existing or revised application materials will be by email. You can email a request for a specific application document and I will provide it by email. Because I'm working from home, please allow at least one-two days for such requests.

Stay safe -

Thanks,

Jennifer Kaden
Associate Planner
City of Hood River
j.kaden@cityofhoodriver.gov
541-387-5215

From: Dan Bell [danbell22@gmail.com]
Sent: Wednesday, March 25, 2020 2:28 PM
To: Jennifer Kaden
Cc: neighborsofadamscreek@gmail.com
Subject: Adams Creek Cohousing Follow-Up

Hello Jennifer.

I hope that you and your colleagues are staying healthy and well. Despite the world feeling like it is at a standstill, I was reminded of the cohousing project when a survey crew was doing work along Eugene Street last week for the Cohousing company. Prompted me to send along this follow-up email to you seeking an update and some additional information. I'd appreciate your response when you have an opportunity.

- Has the Adams Creek Cohousing applicant provided any new application materials and/or delivered a written response to the City's letter of March 4th regarding the incompleteness of their application materials? If so, please share all new documents by email if possible.
- The March 4th letter references several points of feedback/guidance that was related to guidance from the City Engineer to the Applicant during their pre-application meeting. When I reviewed the application materials last month, it did not include the Engineer's report or a summary of the recommendations from the pre-application conference. Please share the report, notes or any other documentation that summarizes the concerns and guidance from the City Engineer on the Adams Creek Cohousing project. The City's letter to Applicant references a number of application deficiencies related to this report, and I would like to get the full context.
- I understand that in-person meetings are not advisable at this time. If people want to review the application materials in the City's file, how do we approach that?

Thank you for the assistance. Take care and hang in there.

Sincerely,

Dan Bell

1509 Eugene St.

<19-12 CoHousing pre-app summary.pdf>

From: [Dan Bell](#)
To: [Jennifer Kaden](#)
Cc: [AJ & Amy Kitt](#)
Subject: Re: FW: Adams Creek Cohousing Follow-Up
Date: Friday, May 15, 2020 7:52:09 AM
Attachments: [image001.png](#)

Good morning Jennifer.

Ideally, I would ask that you make the Cohousing plans available to all 26 neighbors that signed on to March 2, 2020 letter. You should have their email addresses- let me know if you need those again. At the very minimum, please ensure that I and AJ Kitt (copied on this message) have access to the drawings.

I certainly recognize and appreciate the challenges of our operating environment right now, But I have great concern if the Planning Department would consider finishing its Completeness Review when the public and impacted neighbors have limited access to the applicant's revised drawings or other application materials.

As has been typical from the Cohousing group, there has been no communication or sharing of revised plans with the neighbors.

Thanks again for taking time on your day off to work on sharing these drawings. I look forward to hearing back from you.

Dan Bell

On Thu, May 14, 2020 at 5:57 PM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Dan –

I am working on finding a way to share the larger documents. I will check in briefly tomorrow to see if we were able to set up a drop box or shared drive of some kind.

Yes, we have 30 days to review the revised plans for completeness. I hope to wrap that up next week.

Thanks,

Jennifer

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215

Attachment J.24

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From: Dan Bell <neighborsofadamscreek@gmail.com>
Sent: Thursday, May 14, 2020 8:30 AM
To: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Subject: Re: FW: Adams Creek Cohousing Follow-Up

Thanks Jennifer.

The two narratives files came through. What would be the best way to get a copy of the revised plans?

On Wed, May 13, 2020 at 9:29 AM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Dan –

I'll try again with the smaller of the attachments.

Jennifer

From: Jennifer Kaden
Sent: Wednesday, May 13, 2020 9:28 AM
To: Dan Bell <neighborsofadamscreek@gmail.com>

Subject: RE: Adams Creek Cohousing Follow-Up

Hello Dan –

Yes, I did receive revised plans for the cohousing project. I have electronic plans only, not paper copies. Attached is the plan set, letter, and updated narrative.

City staff is in the process of reviewing the revised plans for completeness.

Please let me know if you have any questions.

Thanks,

Jennifer

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215

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From: Dan Bell <neighborsofadamscreek@gmail.com>

Sent: Tuesday, May 12, 2020 6:18 PM
To: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Subject: Re: Adams Creek Cohousing Follow-Up

Good afternoon Jennifer.

Hoping all continues to go as well as possible under the circumstances. I was just checking in to see if there was any new communication with or submissions by the Cohousing applicant?

Also, do you have a sense of when it may be possible to review the paper application again? I don't have anything urgent, but eventually would like an opportunity to review the materials again.

Thanks and stay well-

Dan Bell

1509 Eugene St.

On Tue, Apr 21, 2020 at 8:22 AM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Hello Dan -

No, I have not received anything new on the cohousing project.

Thanks,

Jennifer Kaden

Associate Planner

City of Hood River

j.kaden@cityofhoodriver.gov

541-387-5215

From: Dan [danbell22@gmail.com]
Sent: Tuesday, April 21, 2020 7:53 AM
To: Jennifer Kaden
Cc: neighborsofadamscreek@gmail.com
Subject: Re: Adams Creek Cohousing Follow-Up

Good morning Jennifer.

Hope you are doing well and still hanging in there. Wanted to check in to see if there has been any new correspondence with or submissions by the cohousing applicants?

Dan

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We have not yet received revised project plans for File No. 2020-03.

Thanks,

Jennifer Kaden

Associate Planner

City of Hood River

j.kaden@cityofhoodriver.gov

541-387-5215

From: Dan [danbell22@gmail.com]
Sent: Tuesday, April 7, 2020 10:37 AM
To: Jennifer Kaden
Cc: neighborsofadams creek@gmail.com
Subject: Re: Adams Creek Cohousing Follow-Up

Hello Jennifer.

Thanks for this response- it is definitely a challenge for me being away from my paper files.

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Sounds best to just check in with you regularly about new/ revised submissions, so I will continue to do that. Thanks and all the best.

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Stay safe -

Thanks,

Jennifer Kaden

Associate Planner

City of Hood River

j.kaden@cityofhoodriver.gov

541-387-5215

From: Dan Bell [danbell22@gmail.com]
Sent: Wednesday, March 25, 2020 2:28 PM
To: Jennifer Kaden
Cc: neighborsofadamscreek@gmail.com
Subject: Adams Creek Cohousing Follow-Up

Hello Jennifer.

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Thank you for the assistance. Take care and hang in there.

Sincerely,

Dan Bell

1509 Eugene St.

<19-12 CoHousing pre-app summary.pdf>

From: [Dan Bell](#)
To: [Jennifer Kaden](#)
Cc: [AJ & Amy Kitt](#)
Subject: Re: FW: Adams Creek Cohousing Follow-Up
Date: Monday, May 18, 2020 7:28:27 AM
Attachments: [image001.png](#)

Good morning Jennifer. Hope that you had a nice weekend.

I had a chance to review the letter and narrative. As you would understand, it is very challenging without all of the associated drawings and other referenced documents. I hope to get those today.

In addition, please share the following documents referenced in the narrative:

- Wetland Delineation Report (including cover letter)
- Grading Plan (referenced in 17.20.030)
- "Civil cover sheet" (referenced in Design Exceptions)

If there are any other documents that were submitted, I would appreciate copies of those as well.

I am assuming these did not change in the re-submission. Please confirm or send the updated versions.

- Traffic Analysis Letter
- Preliminary Stormwater Plan
- Documentation of Neighborhood Meeting

Thank you and look forward to hearing more today about access to the plans.

Dan Bell

On Fri, May 15, 2020 at 1:45 PM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Dan –

I have asked the applicant if they can provide access to a link to their plans and have not heard back. If I still haven't heard back on Monday we'll try to find an alternative way to share the large documents. Please keep in mind that once an application is deemed complete, the review process includes a public comment period and, in this case, a public hearing.

I'll follow up again on Monday.

Thanks,

Jennifer

Attachment J.25

From: [Lissa Flater Noblett](#)
To: [Jennifer Kaden](#)
Subject: Adams creek cohousing.
Date: Tuesday, May 19, 2020 5:08:11 PM

Hello,

We own a home @ 1380 Sherman Ave. This cohousing development will impact our home/neighborhood negatively. The traffic is already a nightmare, adding this high density housing development will only make things horrible. No one wants to look out their windows and see a huge parking structure. I hope the city will take into consideration the opinions of the current residents and the negative impact this will have on our neighborhood and property values.

Sincerely,
Melissa Noblett
1380 Sherman Ave
HR, OR. 97031

Feel free to call
Me w/ any questions
949-274-5596

Sent from my iPhone

From: [Dan Bell](#)
To: [Jennifer Kaden](#); [Dustin Nilsen](#)
Cc: [Roy Schwartz](#); [Paige & Steve Browning](#); [Gordon Hinkle](#); [Chet Johnson](#); [Gloria Collie](#); [Garth Hager](#); [Bea Hager](#); [Dale Cook](#); [Scott Bean](#); [Jen Barwick](#); [Romeo Robichaud](#); [Melody Robichaud](#); [Rich Miller](#); [Kathan Zerzan](#); [George Borden](#); [Katie Scheer](#); [Kelley Morris](#); [Van Miley](#); [AJ Kitt](#); [Amy Kitt](#); [Dan Bell](#); [Heather Hendrixson](#)
Subject: Adams Creek Cohousing Application Completeness
Date: Tuesday, May 26, 2020 8:26:32 AM
Attachments: [ACC Neighbor Completeness Letter.pdf](#)

Good morning Jennifer and Dustin.

Please accept the attached letter signed by sixteen neighbors of the proposed Adams Creek Cohousing Site Plan Review application. Back in March, the City noted more than 30 issues to be resolved before the application could be deemed "complete". While we have only had access to the revised application documents for a week, we still note that there are numerous critical issues still to be resolved. Serious deficiencies and conflicts on wetland impacts, grading, landscaping and street improvements are only a portion of the issues we noted. We ask that you give serious consideration to the points raised in our letter.

All of the signatories to this letter are copied on this message. After sharing the Planning Department's completeness response with the Applicant, we also request that you share it with everyone copied on this message.

Please confirm receipt of this message. Thank you.

Dan Bell
1509 Eugene St.

May 26, 2020

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, OR 97031

Sent via email to j.kaden@cityofhoodriver.gov

Re: Adams Creek Cohousing Proposal
Completeness Review- Resubmission

Dear Jennifer:

Thank you again for sharing materials under challenging circumstances on the proposed Adams Creek Cohousing project at 1419 Sherman Avenue. This letter is signed by 16 households that will be impacted by this project and that wish to express their concern. We understand that the City Planning Department is undergoing a "Completeness Review" of the re-submitted Site Plan Review application and intends to notify Adams Creek Cohousing of its determination before May 31st.

The March 4th letter to Applicant from the City Planning Department outlined more than thirty instances of missing or incomplete information, and rightly deemed the application "Incomplete". Applicant submitted revised plans and narrative on April 30th. We have similarly reviewed these materials and- based on a number of items outlined below- **we once again urge the City Planning Department to deem the Adams Creek Cohousing application "Incomplete"**. As neighbors and homeowners around Adams Creek, **we request that the Planning Department require the following items to be addressed before deeming the Adams Creek Cohousing application "Complete"**:

1. Wetland Disturbance and Impacts

- Applicant acknowledges the presence of jurisdictional wetlands, but states that "no wetlands or waterways are being disturbed" during this project (Narrative, p.11).
- After reviewing the previous Application, City planners noted in their March 4th letter that the submitted plans conflict with the statement "wetlands not to be disturbed" (p.2).

The submitted plans conflict with the statement "wetlands not to be disturbed." The proposed plans show the sanitary sewer line within a wetland and it is not clear whether any wetland disturbance will result from proposed stream crossings and retaining wall construction. Please reconcile the differences with revisions as applicable.

- The revised Application materials do little to clarify the Applicant's statement, and it remains impossible to reconcile their claims that "no wetlands will be impacted" with the submitted application materials.
 - Sanitary Sewer Line: The Proposed Sanitary Sewer Line passing through the middle of the wetland is still shown on the Grading Plan (sheet C-8). The Narrative does not mention the sewer line, nor explain how the placement and maintenance of an 8" pipe several feet below the surface would not have an impact on the wetland. Based on the plain evidence of the application materials, installation and maintenance of this permanent sewer mainline would necessarily have "an impact" on the jurisdictional wetland.
 - Proposed Stream Crossings: Applicant proposes a paved path up to the edge of Adams Creek as part of their Design Exception on Sherman Avenue (Item 4). Grading, construction and maintenance of the path could impact the Adams Creek wetland. Furthermore, proposed topography would indicate that stormwater from the asphalt path would drain directly into Adams Creek from both directions.
 - Retaining Walls: Applicant does not provide suitable information on proposed retaining walls, stating that information would not be submitted as part of the Site Plan Review (Narrative, p.6):

Retaining walls less than four (4) feet in height are permitted within or on all setback lines when the retaining wall retains earth on the parcel on which the retaining wall is built. Detail for proposed retaining walls will be provided at time of building permit submittal.

- Separately and additionally, City staff instructed Applicant to assess whether the wetlands on site are “locally significant” (p.2):

If the delineated wetlands identified on the site are deemed significant based on criteria in Oregon Administrative Rules (OAR) 141-86-0300 through 0350, please submit a detailed written analysis explaining how the proposed development addresses and is consistent with the requirements in HRMC 17.22.010.E and, if applicable, HRMC 17.22.010.F.
- In response to this request, Applicant cited its wetland delineation report and the cover letter provided by Schott & Associates (Cover Letter, p.2)

Significant wetlands designation. See analysis provided in the cover letter of the wetland delineation report.
- OAR 141-86-300 through 0350 include specific criteria to be applied to determine whether wetlands should be categorized and protected as “locally significant”. OAR 141-86-350(2) outlines these criteria, which include measures of habitat value, hydrologic function and presence of rare plant communities (among other items).
- In the referenced cover letter, Applicant’s consultant did not evaluate the wetlands based on the outlined criteria. In fact there is no mention of the criteria or its applicability to this site. Instead, there is simply a reliance on the “no wetlands impact” statement (Wetlands Delineation Cover Letter, p.2).

S&A has reviewed HRMC 17.22.1010.E and 17.22.101.F as indicated by the City of Hood River. These sections describe allowed and prohibited uses *within locally significant wetlands* as well as variance, as needed, for activities within locally significant wetlands. An updated development plan is provided with this letter. As shown on the attached plan, no development of any sort is proposed in onsite wetlands or waters. Building 3 has been moved north as far as possible to avoid wetland impacts. All stream crossings will be bridged with no activities occurring below Ordinary High Water (OHW). No activities will be conducted in either significant or non-significant wetlands and this project is in compliance with HR codes. No activities are proposed within *any* onsite wetlands therefore no assessment to determine wetland significance should be required to determine that the project is in compliance with City codes.
- This response entirely misses the point of the request and wholly fails to support a determination that these are (or are not) “locally significant wetlands”. Applicant should be required to document and apply the criteria of OAR 141-86-350 so the City can determine whether or not these are “locally significant wetlands” under Oregon law. The current application materials fail to answer the fundamental question posed- are these wetlands “locally significant”?
- In its earlier determination, the City determined that the ambiguity around wetland impacts was significant and a contributing factor to deeming the Application Incomplete. Because the revised application materials only confuse this issue of wetland disturbance further, the City should deem this application incomplete until such time as there is (1) consistency within the application materials, (2) a clear understanding of impacts to the site’s wetlands, and (3) a determination as to whether a Natural Resources Overlay, mitigation, and/or further permits may be required.

2. Stormwater Treatment/ Stormwater Management Plan

- Applicant is required to submit a Stormwater Management Plan (SWMP) as part of its Site Plan Review application. Per materials provided by the City, the most recent SWMP included in the Application is dated February 10, 2020. This would indicate it was last revised prior to the Incomplete Letter and the most recent revisions to the construction drawings. The submitted SWMP does not incorporate a Site Plan, so it is not possible to tell which version of the plans were being evaluated. It appears that the SWMP reflects drawings submitted in January. Nonetheless, there are significant and concerning inconsistencies between the SWMP and the application materials- particularly the construction drawings.
- Site Plans show an area identified as “the Plaza” near the driveway entrance. “The Plaza” is also identified as one of three primary stormwater drainage areas on the property. This drainage includes all of the developed and landscaped portions of the project, as well as the northern portion of the parking lot according to proposed contours on the Grading Plan (Sheet C-8). The SWMP’s statement that “the entire parking lot is drained into the Retention Pond” does not reflect the Proposed Contours underneath the lot, which would seem to indicate a “crown” east of the Rec Center that directs stormwater away from the Retention Pond. Setting aside that inconsistency, the SWMP describes the drainage area and proposed treatments (Sec. 2.2):

The Plaza is the balance of the west bank area outside of the parking lot. The roofs and landscaped areas will drain in vegetated swales to a detention facility on the west bank upstream of the Sherman culvert. Water quality treatment will be provided in the swales. Flood control will be provided in the detention facility where post-developed peak rates will be regulated and discharged at rates that mimic the historic condition. Reducing the post-developed to historic peak flow rates requires a pond volume of sufficient size to store the higher amounts of runoff caused by increasing the amount of impervious area. The detention pond is sized at a preliminary stage to predict the volume that will be required.

- The submitted SWMP reaches the conclusion that the post-development condition will have no impact to the wetlands or jurisdictional waters. The Plan bases this conclusion in large part due to a series of planned vegetated swales and a detention pond system:

The retention pond adjacent to the parking lot will be sized to retain runoff from storms up the 100-year flood frequency and provide both water quality and quantity control.

The discharge from the Plaza will drain in vegetated swales to provide water quality treatment and discharge to extended-dry detention pond designed to provide flood control.

- Applicant cites a swale and detention pond system in the Narrative (p.3)
Stormwater from roofs and paving are collected and distributed to water quality swales and detention areas sized for a 100-year storm. Where feasible, these required facilities augment the landscaping with a greater diversity of plant type, texture, and color. See the provided Preliminary Stormwater Management Plan and Civil drawings for more detail.
- The Grading and Storm Drainage Plan (Sheet C-8) seem to indicate that the area below the Plaza will be left in the natural topography that drains directly into Adams Creek. The Grading Plan and Proposed Contours show no evidence of a swale system (per the SWMP) that directs stormwater towards a detention pond.
- For that matter, the Grading and Storm Drainage Plan does not show a Detention Pond on the downstream portion of Adams Creek. That feature seems to have been removed in this most recent set of drawings and replaced with a single swale that is oriented downslope so as to deflect rather than detain water. The removal of this feature is inconsistent with the SWMP conclusion that a Detention Pond would be essential.
- Applicants construction drawings now show a proposed stormwater pipe collecting water near the Plaza and discharging it downhill (Sheets C-8, 9). That drainage pipe terminates roughly 10' away from (and drains directly into) Adams Creek. No treatment of that stormwater is indicated.
- As stated before, these are critical inconsistencies between the SWMP and the construction drawings. If the applicant is proposing a stormwater swale and detention pond system to manage stormwater from the developed portion of the property, those features should be shown on the relevant drawings.
- Alternatively, if the Applicant is now proposing to pipe the stormwater directly into Adams Creek (as the drawings would suggest) the SWMP must be revised to reflect that design, and a new analysis of post-development impacts to water quality and localized flooding should be completed.
- Until there is clarity between the construction drawings and the Stormwater Management Plan as to the treatment and management of stormwater from the developed area, the City should not consider this application complete. This is a significant issue. Submitted drawings raise doubt as to the conclusions included in the Stormwater Management Plan that there will be no impacts to jurisdictional wetlands or water quality from this proposed five-building development with thousands of square feet of impervious surface.

3. Design Exceptions

- Applicant proposes three Design Exceptions as a component of their submitted plans: (1) Sherman Avenue Street Improvements, (2) Eugene Street Street Improvements and (3) Adams Creek Place design. These Design Exceptions are listed on the Cover Page (Sheet C-1) and noted in the Narrative. In the Narrative, Applicant simply and only says "Design Exceptions will be required" (p.11). Beyond that, no further explanatory material or justification is provided in the application materials.

- In its Pre-Application Summary, the City provided specific guidance (p.5)
Any proposed design exception to City standards such as sidewalk and planter strip locations must be discussed with the City Engineering Department prior to the plan submittal, and must include a written request explaining why the exception should be approved at the time of plan submittal.
- Applicant provides no evidence that a Design Exception has been discussed or formally requested from the City Engineering Department for Exception 1 or 2. Applicant states- but provides no evidence- that City Engineering has approved Exception 3. Copies of all written requests, if submitted, are not referenced in the Narrative or included in the application materials. Proposed Sherman and Eugene Design Exceptions present their own set of concerns addressed separately in this letter (Items 4 and 5).
- As directed by the Engineering Department, the City should not deem the Application complete until all required Design Exceptions are requested in writing, considered and decided upon. If and when the Applicant has submitted these requests, the City should insist that these be included with the application materials.

4. Proposed Design Exception: Sherman Ave. Street Improvements

- Pre-application guidance was clear on the need for street improvements along Sherman Avenue frontage: outlined in the City's TSP, Figure 6D – Residential Collector. The improvements required by the applicant shall include separated sidewalk, planting strip, new curb and gutter, and provide new catch basin(s) aligned with the new curb line as required. Applicant must remove existing pavement a distance of two feet (2') away from new gutter edge and repave up to new gutter per City Standards. Street improvements shall be extended a minimum of 25 feet beyond the limits of the project when transitions to existing conditions are necessary. The applicant shall also provide bike lane striping.
- Instead of building the required traditional sidewalk and associated street improvements along Sherman Avenue, Applicant proposes a paved path that extends on to their property and crosses Adams Creek over a wooden bridge. This would be a significant variance from the City's typical curb and gutter sidewalk construction.
- Applicant does not provide the required justification or explanation in the Narrative or application materials for the decision not to complete the required Sherman Avenue improvements.
- The proposed Design Exception presents several elements which should make them unacceptable to the City. The proposal is very clearly not consistent with City street improvement requirements and standards.
 - Applicant proposes constructing a bridge over Adams Creek. If this were to serve as the official city "sidewalk" that bridge should be built to City standards, including footings, handrails and ADA accessibility. Applicant does not include specifications, elevations or other details on the proposed Sherman Ave. bridge other than to show it is "wooden".
 - Applicant proposes an asphalt path (rather than the required concrete sidewalk) that would go to the edge of Adams Creek on both sides. Like the bridge, a paved path that is to serve as a City sidewalk must meet safety, stability and ADA requirements. This may require a raised approach to transition from the pavement to the wood bridge.
 - In the event this proposed path were to serve as the city sidewalk, it is essential that Applicant grant a perpetual easement to the City for pedestrian access and maintenance along the corridor. Neither the application materials nor drawings show such a perpetual easement. A public access easement would be critical to ensure that future landowners could not abandon the pathway or inhibit public access.
 - The required bike lane striping is not referenced in the application, nor is it shown on the site plan or construction drawings. Sherman Avenue, particularly at this intersection, receives a significant amount of bike use. Particularly with the increased bike use envisioned by the new Cohousing residents, Applicant should be required to complete this important traffic control and safety feature.
- Per the direction from HREC and the City Engineering Department, the City should deem the Application incomplete until Applicant has proposed all necessary Design Exceptions in writing- with appropriate description and justification- to City Engineering and included relevant documentation in the Site Plan application. The proposed Design Exceptions are significant and would eliminate the required sidewalk along Sherman Ave. The City should not support this Exception, nor is it in the City's best interests. In the event the Sherman Avenue Design Exceptions are

not permitted, significant revisions to the application materials would be required. It is not prudent to deem the Application complete and begin a public review with this Design Exception decision outstanding.

5. Proposed Design Exception: Eugene St. Street Improvements

- Pre-application guidance was clear on the need for street improvements along Eugene Street:
Frontage Improvements: The City’s TSP classifies Eugene St. as a local street. The existing conditions are not compliant with the City Standards for local streets. The existing ROW is 50 feet. The Applicant shall be required to provide half street, frontage improvements as outlined in the City’s TSP, Figure 6E – Local Option A. The improvements required by the applicant shall include separated sidewalk, planting strip, new curb and gutter, and provide new catch basin(s) aligned with the new curb line as required.
- Construction drawings now indicate that Applicant is intending to install a sidewalk, driveway and ADA improvements along the north side of Eugene Street, as directed in the pre-application consultation (Sheet C-8). The map does not show the full extent of the sidewalk and does not include the intersections of 16th or 17th and Eugene.
- The proposed alternative is not consistent with City street improvement requirements. Again, the application does not provide the required justification or explanation for the proposal not to complete all of the required Eugene Street improvements.
- Applicants sole reference to the Eugene Street sidewalk is in this note on Sheet C-8:

-PROPOSED 4 ADA RAMPS,
445 LF OF SIDEWALK
& 4 DRIVEWAYS
- This reference is less than clear, but does not appear to reflect the required 16th Street curbing, sidewalk or ADA ramps. Applicant should be required to submit a drawing showing the full length of the Eugene Street sidewalk and street improvements from Tax Lot 4900 to 17th St.
- Moreover, construction of this proposed sidewalk will cross the land of six private homeowners between 14th and 17th. These neighbors deserve to understand the proposal and its impact on their property. The City should require a survey map showing the location of the sidewalk in relation to existing conditions as part of the application materials. That map should also be shared by the Applicant directly with all of the potentially impacted landowners.
- Per the direction from the City Engineering Department and HREC, the City should deem the Application incomplete until Applicant has proposed all necessary Design Exceptions in writing- with appropriate description and justification- to City Engineering and included relevant documentation in the Site Plan application. This should be clarified before deeming the application “complete” and initiating the quasi-judicial review with the Planning Commission.

6. Hazel Street ADA Improvements

- In the Pre-Application guidance from the City Engineer, ADA improvements along Hazel Avenue from the project site to 17th are required (p.16):
ADA improvements along Eugene & Hazel between the project site and the intersections of 16th & 17th, and along 14th Street where it fronts the project site;
- In it earlier attempt, Applicant failed to include the ADA improvements along Eugene and Hazel. Among several street improvement projects omitted, City raised the Hazel Avenue ADA improvements in the Incomplete Letter and asked they be included in the revisions (p.3):
ADA improvements along Eugene & Hazel between the project site and the intersections of 16th & 17th, and along 14th Street where it fronts the project site;
- In its most recent submission, Applicant does not show the required Hazel Street ADA Improvements through the intersection with 16th. (Note: there is no intersection with Hazel and 17th). Nor has Applicant identified it as a Design Exception. Once again, the City should request that Applicant address this issue or proceed through the proper processes to justify and secure a Design Exception.

7. Transportation and Access

- Neighbors (particularly those along Eugene St.) remain extraordinarily concerned with the potential traffic impacts of this 25-unit multi-family development. As before, we would request that the City recognize the potential impacts to the residents of Eugene Street (Zoned R-1) that is proposed to be the sole vehicle access to this condominium development for residents, visitors, deliveries, mail and garbage collection. Not to mention demolition and construction traffic. The City should require a Transportation Impact Analysis for this project. Please refer to the additional detail included in our March 2nd letter.
- Noting the absence of substance, the City provided specific direction to Applicant to enhance its Narrative substantiating compliance with Hood River's Transportation Management requirements (p.2)
Transportation Circulation & Access Management (HRMC 17.20) – Please provide a detailed written analysis that explains how the proposed development addresses and is consistent with the criteria in HRMC 17.20.030.B.
- While Applicant did provide a written analysis in the Narrative (p.9), it is undeniably short on details. For a project that proposes to convert a dead-end R-1 residential street into the driveway for at least 40 cars, Applicant included a narrative that measures barely ½ page – a total of fifteen sentences.
- The City should expect a more thoughtful and detailed narrative to illustrate compliance with the City's transportation requirements. The City should once again deem the Application insufficient and incomplete as it relates to compliance with HRMC 17.20.030.B.
- HRMC 17.20.030.B 3 directs that Applicant show that “the road system shall provide adequate access to buildings for residents, deliveries, emergency vehicles and garbage collection”. Applicant's response is wholly inadequate- especially in light of the removal of the two “delivery pull-ins” previously proposed for Sherman Ave. The response to removing those two parking sites was to add one additional space to the parking lot. They chose not to address the additional impacts of having all deliveries down Eugene St. (p.11):
In addition to resident and visitor passenger vehicles, the proposed access road is designed to provide adequate access for other types of vehicles. Both Adams Creek Place and the access road are designed to meet the Oregon Fire Code criteria for Fire Apparatus Access Roads. Garbage collection is proposed at the Recreation Building via access gates in that building's west face. Sanitation vehicles can enter/exit the site in a forward motion with minimal backing up distance. While off-street loading spaces are not required, the proposed Plaza provides an informal area for drop-off of deliveries and passengers.
- Rather than address the adequacy of the road system in a thoughtful and justifiable fashion, Applicant simply describes how all traffic will now enter on Eugene Street and that is “designed to provide adequate access”.
- HRMC 17.20.030.B(5) requires that “the access shall be consistent with the access management standards adopted in the Transportation System Plan.” Applicant's response:
Access will be consistent with the adopted Transportation System Plan in effect at time of off-site permitting.
- The purpose of the Narrative in the Site Plan Review is for Applicant to demonstrate that the proposed plan is consistent with the TSP. Not will be. If the plans are in fact consistent with the access standards, the Narrative should have a statement to that effect and demonstrate that consistency. This response does neither.
- The Applicant has not demonstrated that their proposal meet the requirements of HRMC 17.20.030. The City should consider the Site Plan Review application incomplete until Applicant demonstrates through its Narrative that the project application meets those requirements.

8. Building 3 Fire Access

- Elevation drawings indicate that the height of Building 3 is 33'-3” when measured from the uphill elevation (Sheet A-1.6). This building includes a concrete foundation (described as “basement”) that is 10' tall on the downhill side. The “basement” is accessed by a walking path, a full-sized entrance door and includes windows- yet the building is categorized as “two-story”.
- In the course of the pre-application review, Hood River Fire and EMS provided this direction:

AERIAL FIRE APPARATUS ROADS: Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)

FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE: Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1)

- Commonly speaking, “grade plane” is defined as “a reference plane representing the average of the ground level adjoining a building at its exterior walls.” City planning codes measure building height from the uphill elevation (seemingly different for Fire & EMS). The height of Building 3 using “grade plane” would be estimated at 38’-3”.
- Using either approach, Building 3 is greater than 30’ in height, the critical figure stated in the Fire and EMS guidance and the Oregon Fire Code. Accordingly, it would seem that Building 3 must be served by a “fire apparatus access road...with an unobstructed driving surface width of not less than 26 feet.”
- Applicant does not include a fire apparatus access road for Building 3. At best, the building is served by a gravel pedestrian path estimated to be 10’ in width that would be accessed from Sherman Ave. The Narrative does not address fire access to Building 3, and the drawings do not indicate the proposal is in compliance with Hood River Fire and EMS requirements. There is no evidence that a variance or exception (if one is needed) to the fire apparatus access road requirement has been requested or secured for Building 3.
- Until such time as the application materials and drawings address required fire access to Building 3- including the required fire apparatus access road or an approved exception- the City should deem the application Incomplete. Fire access and public safety are paramount for a building that proposes to house six families. Applicant should be required to demonstrate clear compliance with relevant fire access requirements.
- Note: Using “grade plane”, the height of Building 2 is proposed to be approximately 31’-6” and should also be subject to this Fire & EMS requirement. Presumably the Plaza area would serve for fire apparatus access, but Applicant has not addressed its suitability or demonstrated that it meets Hood River Fire & EMS requirements.

9. Final Grading Plan

- In the City’s Incomplete Letter, the lack of detail in the Grading Plan was raised, particularly highlighting the lack of information on the “as developed” condition (p.1).

On the grading plan, please provide proposed contours and finished grade information.

- Additional information was also requested in the Narrative (p.3)

Grading Plan – please provide a summary of proposed cuts and fills.

- Applicant has not provided adequate and complete information in response to these requests. Applicant declined to provide the requested final grade information in its Site Plan application materials (Cover Letter, p.1):

Proposed contours. See sheet C8 for preliminary grading. Please note that detailed grading information will be submitted at time of building permit.

- The drawings and application materials seem to suggest that Applicant is going to: (1) demolish and remove three existing structures; (2) remove a portion of the existing driveway; (3) develop and use a construction staging area; (4) install significant new utility, pedestrian and road infrastructure; (5) build five structures (including one of the largest multi-family housing buildings in the City of Hood River); and (6) install a 39-space parking lot with almost no change to the existing topography. Outside of building footprints, its proposed contours are depicted as exactly matching existing conditions. That would seem infeasible and unlikely. If the Applicant is intending to grade back to existing conditions, that is not explained in the Narrative. Particularly when the Applicant estimates 2600 CY of cut and fill, changes in topography seem likely.

- Rather than providing the summary of cuts and fills as requested, Applicant indicates this information will be submitted with a building permit application- not during the Site Plan review. (Cover Letter (p.2):
 - Cut and fill.** Detailed grading information will be submitted at time of building permit. Preliminary calculations are as follows: Cut = 1,600 CY ; Fill = 1,000 CY.
- Applicant proposes to move 2600 CY of material on the site. Again, no additional detail is provided. Applicant does not provide cut and fill diagrams or depict cut/fill on the Grading Plan. Based on the Applicant' statement, however, the cut and fill proportions are not balanced- 600CY of excess cut material appears to be generated. Assuming an average dump truck load of 15CY, this excess material represents 40 trucks worth of unused and unaccounted for cut material. Overall the amount of cut and fill is more than 170 dump trucks. This would seem to indicate that there is more grading and earth removal for the development than currently reflected in the proposed plans and drawings.
- Equally important, it is not possible to determine whether jurisdictional wetlands would be impacted in the earth movement without cut and fill diagrams.
- Applicant has not provided the grading or cut and fill information requested or required. With the additional information that was provided in this latest revision, however, there appear to be critical inconsistencies in the Application materials that raise further questions. The Application should not be considered complete until an acceptable Grading Plan with Proposed Contours is developed (including cut-and-fill diagrams and confirmable calculations) and enough detail is provided to confirm that wetlands on site will not be impacted. In the event that wetlands are to be impacted by grading, a Natural Resources Overlay should be required.

10. Landscaping Plan & Tree Protection

- In the City's Incompleteness letter, the lack of required specificity to the site's landscaping was raised and additional information was requested (p.2):
 - Please provide a summary of the quantity, species, and sizes of proposed trees and shrubs.
 - Please also provide a total square footage of area proposed to be landscaped and proposed to be retained in its natural condition.
- As to the specifics of proposed trees and shrubs, that information was not provided. Applicant instead chose to provide general categories (lawn, screening, decorative, etc.) and leave the specifics to the landscaping installers (Narrative, p.9):
 - The following narrative in conjunction with the Preliminary Site and Landscape Plan is provided to satisfy the functional objectives of landscaping as detailed in this ordinance. A final landscaping plan will be submitted at the time of building permit review.
 - To acknowledge the variability of available plant species and the specific knowledge of those who will install the work, the "type of plant materials" at this conceptual stage is described in narrative form. In all cases, specific species will be selected to minimize upkeep, complement or supplement surrounding natural vegetation, and fit the climate. The "types" of plant materials are categorized below. See the site plan for locations and placement criteria.
- This is inadequate to satisfy the specific request of the City, and the requirements of HRMC 17.17.030. City code requires that a landscaping plan "shall identify the placement and type of plant materials to provide an effective means for evaluating whether the chosen plant materials will (1) Survive in the climate and soils of the proposed site; and (2) satisfy the functional objectives of landscaping as detailed in this ordinance, including erosion control, screening, and shade, within a reasonable time." HRMC 17.17.040(2) goes on to describe the functional objectives, noting that "landscaping shall be selected and located to deter sound, filter air contaminants, curtail erosion, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character."
 - Trees are only identified on the construction drawings as "evergreen". No description of size, species or suitability for the site.
 - New trees along Adams Creek Place provide important screening for the adjacent R-1 neighborhood. Those trees also need to be a height below 15'. Applicant has not identified the species of trees to be used in that planting strip.
 - Screening is only generally defined, and does not consider visual and noise screening around mechanical equipment. Screening trees are only described as "decorative" (Narrative, p.9).

Screening: Mix of ground cover, mulch, decorative trees, and tightly spaced evergreen shrubs. This landscaping mix is used predominately at the parking area.

- Applicant states that there will be no roof mounted machinery and that all machinery will be on the ground and “screened”. This makes it all the more important to have detailed landscaping information, as the vegetation will be essential visual and sound screening for dozens of heating/cooling units and other mechanical equipment (Narrative, p.7).

Equipment Storage. Exterior mechanical equipment will be small-scale and mounted at ground level behind appropriate vegetative materials or fencing. No rooftop equipment is proposed. Final locations will be provided at time of building and trade permit submittals.
- City also instructed the Applicant in the pre-application summary to provide detailed information on tree retention, removal and protection (Pre-Application Summary, p.4):

Retention of existing vegetation is encouraged by HRMC 17.16.050(A), Natural Features. The preliminary site plan or grading plan should depict existing trees and trees to be removed. Where existing trees cannot be retained, please explain in the project narrative submitted with the application. Please provide a protection plan for trees that will be retained.
- Applicant has not adequately identified trees nor addressed tree protection consistent with the Pre-Application guidance. Each of these items need to be addressed.
 - Location and species of trees greater than 6” in diameter (subsection 9): What appear to be the larger trees are shown on the Existing Conditions map (Sheet C-6). (Note: The green symbols are not shown in the legend). While there appear to be more than 40 “large” trees on the site, Applicant does not identify the species or size of any of them.
 - Applicant proposes to remove at least 15 trees (unknown size and species), including at least four immediately adjacent to one of the designated wetlands (Sheet C-7). Applicant has not provided the required explanation in the Narrative for their decision to remove those trees. The sole mention of cutting down trees is a single sentence- “[t]he design strives to retain as many existing mature trees as feasible” (p.4). One sentence for the removal of 15 trees (roughly one-third of the large trees on site) is inadequate and entirely inconsistent with the intent behind the pre-application guidance.
 - Neither the Erosion Control & Demolition Plan (Sheet C-7) nor the Landscaping Plan (Sheet A1.2) include provisions for tree protection during construction or post-construction (i.e. trees next to paved paths and parking).
- As to the square footage of area proposed to be landscaped and proposed to be retained in its natural condition, Applicant makes this curious statement (Narrative, p.10):

Minimum landscaping as a percent of gross site area is 20% for multifamily development. After subtracting for the property dedications, approximately 44% (45,000 sf) of the site is retained in its natural condition with an additional 10% (9,985 sf) in new landscaping. See the site plan for boundaries and a legend. The total site area
- Per HRMC 17.17.040(7) the “minimum landscaping as a percent of gross area” for multi-family housing is 20%. Applicant provides the information for the net area (“after dedication”), which is not applicable in applying the city code. There is no explanation or further justification of the Applicant’s failure to meet the minimum landscaped area requirement (10% vs. required 20%) based on gross area. If Applicant is seeking a variance to the minimum landscaping requirements, that should be clearly stated and justified.
- Applicant has not provided sufficient information in its Landscaping Plan to satisfy the applicable requirements and properly evaluate the functional purposes of the vegetation screening, including visual screening, noise abatement, erosion control, and stormwater treatment. The application should not be deemed complete until the Landscaping Plan includes sufficient detailed information to make these functional evaluations as required by HRMC 17.17.030 and 17.17.040.

11. Garbage/ Recycling/ Compost Collection

- Applicant proposes a paved, double-gated 8’ x 25’ area to serve as the collection site for garbage, recycling and household compost. Waste services will need to accommodate the residents of all 25 units, with a total capacity of 59 bedrooms. The Cohousing group routinely advertises and holds public events including concerts and potlucks which also generate additional waste.

- The pre-application review summary includes this direction:
Outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing. Please verify the proposed location of garbage and recycling facilities is acceptable and accessible to Hood River Garbage.
- Access to the Garbage collection site from the proposed Eugene Street driveway requires trucks to make a tight right turn, block access to/from the parking lot during collection and then back up to leave the development. The Application does not indicate that the proposed location has been shared with nor approved by Hood River Garbage.
- Applicant should be required to provide an Elevation Drawing of the Garbage/ Recycling/ Compost facility to clarify discrepancies in their Narrative and ensure compliance with vision clearance and other requirements (Narrative, p. 6):
 - A. Fences and walls not more than six (6) feet in height are permitted within or on all property lines and on corner lots or parcels when vision clearance requirements are met. No fences are proposed at this time.

(Narrative, p. 7):

Storage. Proposed garbage collection areas are covered and enclosed by a sight-obscuring fencing.

Equipment Storage. Exterior mechanical equipment will be small-scale and mounted at ground level behind appropriate vegetative materials or fencing. No rooftop equipment is proposed. Final locations will be provided at time of building and trade permit submittals.

12. Signage Plan

- Applicant states that “No exterior signs are proposed at this time” and state that they do not need to address HRMC Title 18 as part of their Application (Narrative, p. 4).
- It would seem infeasible that a 25-unit, five building, 39-parking space development would not put up signage. Directional and building signage will be essential for visitors, emergency responders, deliveries and USPS.
- Building 1 and the adjacent 26’ asphalt road are being developed primarily for fire department access. Signage will certainly be required for this area, as directed in the pre-application review by Hood River Fire & EMS.
 - NO PARKING SIGNS:** Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
 - PREMISES IDENTIFICATION:** New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)
- Because of its layout and large size, the proposed site development necessarily requires signage. The City should ensure that the Applicant fully identifies the required signage and specify the locations of installed signs. As it currently stands, the Applicant has not acknowledged that signage will be both needed and required. The City should deem this Application Incomplete until a signage plan is submitted, including the location of signs on the Site Plan, and demonstrates compliance with HRMC Title 18.

13. Additional Elevation Drawings of Proposed Features

The City should request further elevation drawings and/or design for several proposed features:

- Bridges, particularly the Sherman Avenue pedestrian bridge which is proposed to replace the mandated public, concrete sidewalk along the roadway (Item 4)
- Garbage/Recycling/Compost including proposed fence (Item 11)
- Built stormwater features, particularly the Retention Pond that treats the southern half of the parking lot (Item 2)
- Mail/ postal facility (if applicable)

- Adams Creek Place, including the proposed “raised walk” (Narrative, p. 6). It is unclear from the application materials and drawings whether this would be elevated and/or impede utility access along the water easement. pedestrian safety, a raised walk along the north edge of the service drive provides convenient access to the public sidewalk on Adams Creek Place.

14. Additional Considerations

Finally, we encourage city planning staff to ensure all of the site plan requirements of 17.16.030 have been fully met and all materials are submitted in order to appropriately evaluate this large-scale project. Though we have had only a week to review the plans and application materials, some elements worth particular attention may include:

- **Building Floorplans:** For a development proposal of this size, the City should require conceptual floorplans of all buildings as part of the application. Sheet A1.1 includes this summary:

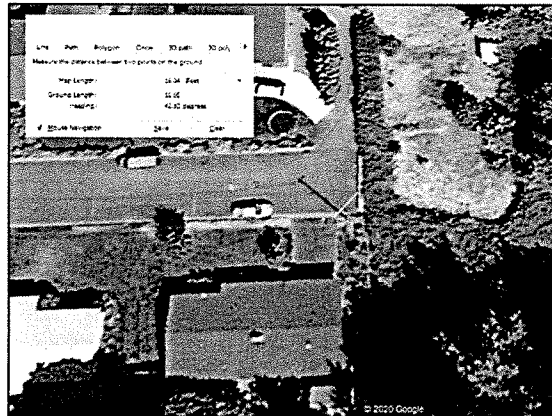
CONDOMINIUM UNITS	1-BED	3
	2-BED	10
	3-BED	12
	TOTAL	25

However, there is no additional information provided about building configurations. An informed review of this application requires the additional information that will show which units are in which buildings, the proposed use of the large walk-in “basements” and general location of

HVAC and other mechanical equipment. Because each unit will be independently owned and metered for utilities it is important to understand the building configurations as part of the Site Plan Review.

- **ADA Parking Spaces:** Confirm compliance with requirements for ADA accessible parking spaces. ORS 447.233 (which includes requirements for ADA accessible parking spaces) suggests a parking lot with 39 spaces should have two ADA spaces, including one that is van accessible. Applicant proposes one ADA parking space.
- **Compliance with Driveway Access Standards:** Applicant’s Transportation Analysis Letter (TAL) indicates that the driveway spacing between this project and Adams Creek Place is in excess of the 22’, thereby satisfies the Access Spacing Standards in HRMC 17.20.030.B.2. Applicant

TAL appear to ignore the driveway on the south side at Eugene St. The driveway for that single family residence leads into the garage) is very close to and parallels Applicant’s western property line (alongside the proposed parking lot). This existing driveway should be on the Existing Conditions map (Sheet C-6).



and its 1419 (which shown St. city

Approximate measurements of the distance between the Cohousing driveway and the driveway at 1419 Eugene appear to be approximately 15’- noticeably below the code’s required Access Spacing. Applicant does not address this issue, or indicate that they are pursuing a Design Variance from the required Access Spacing.

- **Lighting Plan:** Applicant shows light poles on the construction drawings, but does not provide required detail regarding height, material, or shading. Despite the City’s request for an exterior lighting plan in the Incomplete Letter (p.3), Applicant declined to provide that information at this time (Cover Letter, p.2). Additional specifications on external lighting in the drawings and in Narrative are required.
- **Existing Utilities:** Location of water, sewer and other utilities to the existing house and garage are not shown on the Existing Conditions or Demolition drawings (Sheets C-6, 7)
- **Operations Narrative:** The Site Plan Review application requires a “written narrative” that addresses several specific items. Applicant has not included a Narrative in the application materials or addressed the specific application requirements. Some (but not all) responses are included on Sheet C-2 mingled with other general construction notes.
- **Mail Facilities:** Applicant does not show or describe USPS mail delivery facilities in the application materials. If USPS mail delivery will be at a central location near the parking lot (the only vehicle access), this facility should be shown on the Site Plan and construction drawings.
- **Neighborhood Meeting:** We still believe that the required Neighborhood Meeting did not satisfy the City’s requirements. Please refer back to the letter of March 4 for a complete statement of those concerns.

Thank you for consideration of our points. While this is regrettably a lengthy letter, it is indicative of the numerous inadequacies, inconsistencies and omissions from Applicant's Site Plan Review application. For all of the above-stated reasons, the City should determine that the Adams Creek Cohousing Site Permit Review application is incomplete until such time as all required materials are submitted.

Sincerely,

** denotes direct neighbor of Adams Creek Cohousing property*

Dan Bell & Heather Hendrixson
1509 Eugene St.

Kathan Zerzan & Rich Miller
711 Katie's Lane

AJ & Amy Kitt*
1422 & 1428 Eugene St.

Dale & Sonja Cook
715 Katie's Lane

Chet & Kathy Johnson*
1419 Eugene St.

Cc: Dustin Nilsen, Planning Director

Katie Scheer
505 17th St.

Kelley Morris*
603 Andys Way

Scott Bean & Jennifer Barwick*
604 14th St.

Van Miley
610 14th St.

Romeo & Melody Robichaud*
1301 Sherman Ave.

Roy & Addie Schwartz
1516 Eugene St.

Steve Winkle & Paige Browning
1521 Eugene St.

Gordon Hinkle
1501 Eugene St.

Garth & Bronwen Hager
1431 Sherman Ave.

George & Faye Borden
1515 Sherman Ave.

Gloria Collie
1406 Katie's Lane



May 29, 2020

Jennifer Kaden, Associate Planner
City of Hood River
via email J.Kaden@cityofhoodriver.com

RE: Site Plan Review for Adams Creek Co-housing, 1419 Sherman Avenue, Hood River
03N10E3AA Tax Lot 4900

Dear Ms. Kaden:

I am writing on behalf of Thrive Hood River in support of Adams Creek Co-housing's application for development of a 25-unit co-housing community. Thrive is one of Oregon's oldest land use advocacy organizations, our mission is to protect farmland, forests, wild places and promote livability in Hood River County.

The project application for Adams Creek Co-housing is very thorough and seeks to achieve housing goals that are in line with the site's R-3 high-density zoning while also sensitively handling the specific site. The proposal includes design choices that respect the very special natural features – Adams Creek, wetlands and existing mature trees – of the property. The applicant also seeks to create a development that is compatible with the neighborhood with special efforts made in building and parking lot placement, landscaping and "Dark Sky" lighting.

We are excited to see the first co-housing project in Hood River. Co-housing communities address many of the needs identified in Hood River's 2015 Housing Needs Analysis especially creating a greater variety of housing choices for the changing demographics of our community. Hood River households are getting smaller and our elder population is growing. Co-housing is an excellent alternative for many. People are also seeking home in walkable neighborhoods where many of their daily errands can be completed by foot. This project in this location is an exemplar project for walkable living.

We urge the City of Hood River to approve the Adams Creek Co-housing project.

Best regards,

Heather Staten
Executive Director

Attachment J.28

From: [Dan Bell](#)
To: [Jennifer Kaden](#)
Subject: Re: Adams Creek Cohousing
Date: Tuesday, June 16, 2020 11:10:47 AM
Attachments: [image001.png](#)
[image001.png](#)

Thank you Jennifer. This is very discouraging and disheartening to see. It shakes my faith in my city government and the Planning Department to see this entire process happen with no communication to me or the other neighbors.

Lesson learned that I cannot rely on the Planning Department to share information, despite every effort to engage, get on lists and receive notifications. I have tried to be courteous and not badger you with emails every other day asking for an update. I will apologize in advance, but apparently the only way to learn information is checking in more often than either of us has time for. I wish that were not the case.

I will share this information with the other 20+ people that sent you a letter on this application just a couple weeks ago. I hope that many of them share their frustration with planning staff and commissioners as well.

Sincerely,
Dan Bell

On Mon, Jun 15, 2020, 3:52 PM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Dan -

Yes. Additional materials were submitted on June 3. They are attached for your reference, along with the city's letter regarding completeness.

Thanks,

Jennifer

Jennifer Ball Kaden Associate Planner
City of Hood River cityofhoodriver.gov
211 2nd Street Hood River, OR 97031 P 541-387-5215

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-----Original Message-----

From: Dan <danbell22@gmail.com>

Sent: Monday, June 15, 2020 12:45 PM

To: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>

Subject: Adams Creek Cohousing

Hello Jennifer.

I hope that you had a nice weekend. I wanted to check in to ask if you received any written communication, additional materials or other submissions from Adams Creek subsequent to your Completeness Letter?

Thanks

Dan Bell

From: [Chester Johnson](#)
To: [Jennifer Kaden](#)
Subject: Adams Creek cohousing
Date: Thursday, June 18, 2020 12:32:46 PM

I am Kathleen Johnson at 1419 Eugene St.

My family has lived in Hood River since the 1880'S. We still live here because we love our town, Our family has owned this house for 60 years.

We love it here on our quiet street with our wonderful neighbors and families with children.

If You let Adams Creek build a 25 unit property at the end of our street We will have constant traffic and constant worry for the safety of the children.

.They have made spaces for 39 parking spaces. Do You know of any family who only own one vehicle? Most families own two or three.

. Where will their additional cars park? Also their visitors will need parking.Where In front of all our properties. I think too large of a venture for size of the property. Thank You Kathleen Johnson

From: [Chester Johnson](#)
To: [Jennifer Kaden](#)
Subject: Adams Creek Cohousing
Date: Thursday, June 18, 2020 12:58:33 PM

I am Chester Johnson 1419 Eugene St. I have the same concerns about venture as my wife sent to You , But now I cannot see how You can say the application was complete--We have not seen or heard any answers to our

Question and fears about their application. You don't have time to let us know the answers about the problems that were on our letter. I think the owners of affected properties are due to them.

Are You going to complete the application before or after the start of construction. Thank You Chester Johnson

From: [George Borden](#)
To: [Jennifer Kaden](#); [Dustin Nilsen](#)
Cc: [Dan Bell](#)
Subject: Adams Creek Application
Date: Thursday, June 18, 2020 6:22:52 PM

Hi Jennifer and Dustin,

I was disappointed to learn that despite a very detailed letter indicating the incompleteness of Adams Creek Cohousing Site Plan Review application, the city deemed it complete. I have a couple of questions. Who read the letter we sent on May 26? Why did they and who decided to indicate the application as complete when it was obviously lacking in so many ways including ones that the City itself had pointed out in its earlier determination? Please help me better understand the thought process leading to this decision.

Thank you,
George

From: ROY SCHWARTZ
To: ROY SCHWARTZ; Dustin Nilsen; Jennifer Kaden
Subject: Adams Creek Cohousing application "Complete"
Date: Friday, June 19, 2020 2:24:26 PM

Dustin and Jennifer,

This letter is to inform you both that we neighbors are in disbelief that the planning department chose to deem the Adams Creek Cohousing application "Complete". Many of the items outlined in the City's May 28th "Incomplete" letter were not addressed by Jordan Bass of MFA. But the city notified Adams Creek, on June 11th, that their application was "Complete"!

I have email Jennifer previously and signed with neighbors asking to be notified with any information concerning this project, but we (neighbors and I) have NOT been notified.

Please respond so that I know you are in receipt of this email....thank you.

Best,
Addie Schwartz

From: [Mark Zanmiller](#)
To: [Jennifer Kaden](#)
Subject: Adams Creek Co-Housing. File 2020-03
Date: Friday, July 31, 2020 8:08:34 AM

Hello Jennifer,

I am writing this as a resident and neighboring property to the 1419 Sherman development. I will have written and probably oral testimony during the planning commission hearing. Can I get some additional details about the plans? Bigger / electronic copies of the drawings would be great. The following are some of my questions (that I assume would be answered by the public process):

- a. Tree removal requirements along 14th (Adams Creek Place?) and Hazel adjacent to the project. The small drawing provided does not describe the hazel interface very well.
- b. Nature of the easement clearing along the west edge (north side) of the property. Is that a fire truck lane in the lighter grey going North from the end of hazel?
- c. Are there drawings of the 3 story building that show the form of the building and location of the balconies?
- d. Details on vegetative buffer between Adam Creek Place and the 3 story building
- e. Earthwork requirements to get the sidewalk along Sherman. How does that interface / get finished off at the western property line to not impact that steep grade on our property?
- f. How does the path to the east (that has a bridge get terminated at Sherman by the house at the corner of Sherman and 13th?
- g. Are the pathways public access?
- h. I was really hoping that a public access trail that would go from Katy Lane and/or the middle school field to Sherman would be part of the plan. Provides a safe shortcut to the school for kids coming from Sherman/13th. I understand that at this time Katy Lane does not want that connection, but I think having it stubbed out would enable a future change-of-heart.

Any information is appreciated. Thank you,
Mark

Mark Zanmiller

+1 541 387 4287 (cell), mzanmiller@gmail.com



Paige Browning and Steve Winkle
1521 Eugene Street
Hood River, OR 97031
(541) 490-9568
ppbrowning2@gmail.com

February 2, 2020

Dustin Nilsen, AICP
Director of Planning & Zoning
Jennifer Ball Kaden
Associate Planner
City of Hood River
211 2nd Street
Hood River, OR 97031

Re: Adams Creek Cohousing Community Development Proposal, 1419 Sherman Ave.

Dear Dustin and Jennifer:

We are the owners of the property located at 1521 Eugene Street. Along with others on our street, we also feel that our neighborhood will also be negatively impacted by the Adams Creek Cohousing development. We have resided in our home since 1997 and feel that this development is in no way compatible with our neighborhood. Initially when this Coop was proposed they mentioned 8 dwellings with a vehicle and pedestrian access to Sherman Avenue. That proposal seemed reasonable and compatible with the existing neighborhood.

We are strongly opposed to several portions of this development.

1. Access – The applicant proposes to shut off the Sherman St access to vehicle traffic, and the proposed sole vehicle access is through Eugene Street. The Eugene Street Neighborhood is in an R1 zone. It is a quiet neighborhood, which for all practical purposes is a dead-end street, that will be overwhelmed by the addition of 25 dwellings-worth of new vehicle traffic. Vehicle access should be through multiple access points, including Hazel St., the driveway from Sherman Ave. and looking at adding a connection from 13th Street.
2. Parking Lot – Nothing could be more INCOMPATIBLE with an R1 neighborhood than a 38-car, 8,500 sq. ft parking lot. In addition, this parking lot is proposed to have a roof covering half of it and include a maintenance building. This parking lot is proposed to be situated directly next to a modest single-level home in the adjacent neighborhood, which will heavily impact the livability and quiet enjoyment of the residents.
3. Scale – It is proposed that there will be multiple buildings, each containing multiple residential dwellings. Some of these buildings will be up to 3 stories in height. One of the buildings is approximately 150' long and 40' tall. This building is situated directly next to an existing single family,

February 2, 2020

Page 2

2-story home that is only +/-45' long; and across the street from a modest 1-story home. This 'wall' will dwarf everything in the neighborhood and will create the sense of a downtown urban setting for the adjacent neighbors.

4. Natural features - Adams Creek and associated wetlands and springs and riparian areas should be protected. Increases in impervious surfaces in the development will lead to increased runoff and pollution and may negatively impact water quality and flows in Adams Creek. The impacts of the proposed development will not be minimal.

The Eugene St. neighborhood has been in existence since the 1950's as a group of 10 single-family homes in an R1 zone. It is unfortunate that the zoning of the surrounding area did not properly step from R1 to R2 to R3, as is ordinary practice to buffer a low-density neighborhood from the impacts of a high-density neighborhood. It is also unfortunate that the natural features of this property were not considered in the zoning, a natural pocket park would have been ideal.

To direct the sole vehicle access to this development through a small low-density neighborhood, suddenly quadruples the volume of cars in the Eugene St. neighborhood. Traffic for an R3 use should not be directed through an R1 neighborhood.

I understand that the R3 zoning provides for multi-family housing as a permitted use. But that doesn't mean that it is the right use for this property. This is not the right location for multi-family housing. I would be in favor of low-density development that comprised detached single-family home(s), each with their own parking; rather than grouping all the parking in one place, (or as stated above a park or something that would better preserve the naturalness of this property).

Finally, as a personal but shared side note, the neighbors were not properly notified about the last required neighborhood meeting. The notice was received by some as late as the Saturday before the Monday meeting or not at all. We got the notice on Saturday for the Monday meeting and I was unable to have enough time to plan to leave work to attend. I work for the school district and would have had to plan for a substitute, which would have been recorded as time without pay. It is very suspect that the meeting was scheduled during the work day instead of a more inclusive time when more neighbors could have attended. I was told that the city does not have to inform us about such meetings since our property is supposedly outside the required notification area. We strongly disagree with this because our property fronts the street that the Adams development is proposing to use as their only vehicular access point. This increased congestion and traffic will be a drastic negative impact on our neighborhood and we are emphatic that we have a say to voice our concerns/opinions on this development's proposals that will affect our existing way of life and property values.

Sincerely,



Paige Browning and Steve Winkle

Jennifer Kaden

From: Kathleen Patton <mok.patton@gmail.com>
Sent: Monday, August 10, 2020 1:21 PM
To: Jennifer Kaden; Becki Rawson
Subject: Adams Creek CoHousing Proposal

To the Members of Hood River City Council and Planning Committee:

I write to endorse approval for the Adams Creek CoHousing project.

This planned mini-neighborhood is designed to thoughtfully meet city standards for wetlands. Beyond that, the future residents have already demonstrated a commitment to improvement of the watershed by clearing huge amounts of invasive species from the creek, and revealing a lovely habitat for native vegetation and animals. This little bit of wildness in the urban setting may add value to all the surrounding homes, and ecological, spiritual and esthetic value to the wider community.

Faithfully,

Kathleen Patton

--

The Rev. Kathleen Patton, Vicar
St. Anne's Episcopal Church, Washougal WA mok.patton@gmail.com
360 751-5849

Paige Browning and Steven Winkle
1521 Eugene Street
Hood River, OR 97031

City of Hood River
Planning Department
211 2nd Street
Hood River, OR 97031
Attn: Jennifer Kaden

August 10, 2020

Dear Planning Department

We are the owners of the property located at 1521 Eugene Street. Along with others on our street, we also feel that our neighborhood will also be negatively impacted by the Adams Creek Cohousing development. We have resided in our home since 1997 and feel that this development is in no way compatible with our neighborhood. Initially when this Coop was proposed they mentioned 8 dwellings with a vehicle and pedestrian access to Sherman Avenue. That proposal seemed reasonable and compatible with the existing neighborhood.

We are strongly opposed to several portions of this development.

1. Access – The applicant proposes to shut off the Sherman St access to vehicle traffic, and the proposed sole vehicle access is through Eugene Street. The Eugene Street Neighborhood is in an R1 zone. It is a quiet neighborhood, which for all practical purposes is a dead-end street, that will be overwhelmed by the addition of 25 dwellings-worth of new vehicle traffic. Vehicle access should be through multiple access points, including Hazel St., the driveway from Sherman Ave. or look at adding a connection from 13th Street. As noted by others, conditions of approval should include a requirement of ‘right turn only’ traffic flow while using the Sherman St. access in and out; posting signage on Sherman and the Driveway. This would alleviate any traffic issues at Sherman St. This may require the improvement of the driveway with widening and retainage, but a proposal of this scale should be required to do such access improvements to minimize their added impact on adjacent neighborhoods
2. Parking Lot – Nothing could be more INCOMPATIBLE with an R1 neighborhood than a 36-car, 8,500 sq. ft parking lot. In addition, this parking lot is proposed to have a roof covering half of it and include a maintenance building. This parking lot is proposed to be situated directly next to a modest single-level home in the adjacent neighborhood, which will heavily impact the livability and quiet enjoyment of the residents.
3. Scale – It is proposed that there will be multiple buildings, each containing multiple residential dwellings. Some of these buildings will be up to 3 stories in height. One of the buildings is approximately 150’ long and 40’ tall. This building is situated directly next to an existing single family, 2-story home that is only +/-45’ long; and across the street from a modest 1-story home.

This 'wall' will dwarf everything in the neighborhood and will create the sense of a downtown urban setting for the adjacent neighbors.

4. Natural features - Adams Creek and associated wetlands and springs and riparian areas should be protected. Increases in impervious surfaces in the development will lead to increased runoff and pollution and may negatively impact water quality and flows in Adams Creek. The impacts of the proposed development will not be minimal.

The Eugene St. neighborhood has been in existence since the 1950's as a group of 10 single-family homes in an R1 zone. **It is unfortunate that the zoning of the surrounding area did not properly step from R1 to R2 to R3, as is ordinary practice to buffer a low-density neighborhood from the impacts of a high-density neighborhood. It is also unfortunate that the natural features of this property were not considered in the zoning, a natural pocket park would have been ideal.**

To direct the sole vehicle access to this development through a small low-density neighborhood, suddenly quadruples the volume of cars in the Eugene St. neighborhood. Traffic for an R3 use should not be directed through an R1 neighborhood.

I understand that the R3 zoning provides for multi-family housing as a permitted use. But that doesn't mean that it is the right use for this property. This is not the right location for multi-family housing. I would be in favor of low-density development that comprised detached single-family home(s), each with their own parking; rather than grouping all the parking in one place, (or as stated above a park or something that would better preserve the naturalness of this property).

Finally, as a personal but shared side note, the neighbors earlier in the year were not properly notified about the required neighborhood meetings. There was a time we got the notice on a Saturday for the next Monday meeting and we were unable to have enough time to plan to leave work to attend. We also were told that the City did not have to inform us of meetings concerning this development because our property was outside of the required notification area. We strongly disagree with this because our property fronts the block of Eugene Street that the Adams development is proposing to use as their only vehicular access point. This increased congestion and traffic will be a drastic negative impact on our neighborhood and we are emphatic that we have a say to voice our concerns/opinions on this development's proposals that will affect our existing way of life and property values.

Sincerely,

Paige Browning and Steven Winkle

Jennifer Kaden

From: Garth Hager <garthhager@google.com>
Sent: Monday, August 10, 2020 9:13 PM
To: Jennifer Kaden
Subject: adams creek

Garth and Bronwen Hager
1431 Sherman Ave
Hood River, Or 97031
(541)399-0007

Adams Creek Cohousing
1419 Sherman Ave
Hood River, Or 97031

Dear City Planners,

We are property owners located two homes away from the proposed project. We feel the neighborhood will be negatively impacted with the addition of the development. The initial proposal consisted of 8 dwellings with minimal impact to the surrounding neighborhoods with access being located on Sherman Ave. Since then, the project has grown without neighborhood input. The one meeting scheduled was not greatly attended due to a late announcement.

We would like to highlight our concerns with the Adams Creek Cohousing project, located at 1419 Sherman Avenue.

1. Access is planned for Eugene Street (currently without consistent sidewalks). With 25 planned units, this will create quite a bit of traffic in and out through the neighborhood. During construction where will the work trucks park? We feel the traffic study was incomplete considering there could be many more cars introduced into the neighborhood. Sherman and 13th are already a dangerous intersection, (I have witnessed 4 automobile accidents and 3 pedestrian incidents in the past two years). A crosswalk should be considered for the South side of Sherman and 13th, and across Sherman Avenue at the same location. A flashing light is recommended for the 13th crossing.
2. Scale has gone up dramatically from 8 to 25 units. This R3 lot is calculated on square footage, but half of it is unusable due to the wetland designation. This has created the need for a three story complex next to the existing two and one story neighborhood homes.
3. Parking is currently all accessed from Eugene Street. 35 parking stalls for 25 units might be the minimum requirement, but where will the overflow and guests park? Where will the delivery vans turn around? Where will the fire engines turn around?
4. Sherman sidewalk is proposed with a unique wooden bridge on the property. Will this be a public crossing? Or will the public continue to cross the creek on the road. With access to the property from Sherman Avenue and no neighboring sidewalk, will there be a crosswalk installed to the North side of Sherman for safe pedestrian access? This is a major capillary street for North and Eastbound traffic for anyone West of 13th. How is the city addressing the very busy intersection at 13th and Sherman as Hood River Middle School traffic often gets backed up on Sherman to access 13th.
5. Lack of neighborhood input as to escalation, we have all sent in letters, we feel our issues have not been addressed or acknowledged.

We feel the project does not fit in with the existing neighborhood and would cause undue congestion, loss of property values, increased on street guest and tenant parking, creates unwanted density in a quiet neighborhood and imposes a safety risk.

--

Garth Hager

Data Center Facilities Technician

(541)399-0007

garthhager@google.com

Jennifer Kaden

From: Barbara V Bailey <bvb1@hey.com>
Sent: Tuesday, August 11, 2020 7:06 AM
To: Jennifer Kaden
Subject: Letter of Support for Adams Creek Cohousing

August 11, 2020

To: City of Hood River Planning Department

I am writing in support of the Adams Creek Cohousing project. The group has worked long and hard to define shared values and build community together.

Its values include active care for the environment, reflected in their ongoing (but already amazing) work restoring Adams Creek, and the planned availability of shared electric cars. The central location was chosen for walkability, with a view to focused support of local businesses.

The group includes community leaders, thought leaders, and community-oriented individuals and families who are determined to make a positive contribution to Hood River and beyond. A single-family use underutilizes this centrally-located property and only exacerbates housing shortage issues facing Hood River. I can imagine immediate neighbors fearing this change but fully expect that these neighbors, and Hood River generally, will find that the benefits of a mini-neighborhood of such friendly, compassionate and community-minded folks at Adams Creek are many, and the disadvantages minor and few.

Thank you for your consideration of this innovative and important project.

Barbara Bailey

Jennifer Kaden

From: Milt Markewitz <miltmarkewitz@gmail.com>
Sent: Tuesday, August 11, 2020 8:15 AM
To: Jennifer Kaden
Cc: Becki Rawson
Subject: Adams Creek CoHousing

Jennifer and Hood River Planning Commissioners,

Thank you for the opportunity to convey my support for the Adams Creek CoHousing (ACC) project, as well as all the other good work you are doing.

My name is Milt Markewitz. I moved to Hood River 27 months ago, and am an Equity Member of the ACC. Shortly after getting involved I was asked to facilitate a group to define what a 'New Normal' might look like, and the ACC role in its implementation. I new that we were on solid footing when I re-read the ACC Vision and Guiding Principles, and was pleasantly surprised when a half dozen members joined our study team. I was even more pleased when team members shared their connection to our particular site, and its connection to the original Native inhabitants as well as all the owners that followed. Group members have us well on our way to restoring the Creek area with its beauty and the sound of flowing water. Our work is integrally connected to several other ACC efforts such as communal gatherings to learn more about our land and neighbors; connection with co-housing groups across the U.S. and the World; sharing efforts among ourselves of gardening, car pooling; and tools and other equipment.

In short, I look forward to being much more active in bringing life to the Hood River community, and my new co-housing family.

Thanks again for you consideration in this matter,

Milt Markewitz
1950 Sterling Place, #212
Hood River, OR 97031
503 248-0432

Jennifer Kaden

From: Donna McCoy <donna.mccoy@hotmail.com>
Sent: Tuesday, August 11, 2020 9:08 AM
To: Jennifer Kaden
Subject: FILE NO.2020-03 - Adams Creek Cohousing SPR

TO WHOM IT MAY CONCERN:

I am writing this letter in support of the Adams Creek Cohousing application to the City Planning Commission.

I have been a resident of Hood River for 16 years and my 2 grown adult children and most of my grandchildren live in Hood River, have attended Hood River Public Schools and work in the community. Since retiring here I have been an active volunteer in many community organizations: Providence Hospital, Next Door, The Food Bank, the Warming Shelter, the Lions Club for many years, and Riverside Community Church as well as many others.

I have witnessed the growth and some of the problems the Hood River community has encountered, i.e., urban growth and housing for one. I believe Adams Creek is a viable options to some of our problems because it provides multi-family, intergenerational housing with a focus on environmental and ecological rewards by providing sustainable housing with a minimal impact on our resources while also restoring the habitat on its 2.4 acres. The members are cognizant and honor the land's heritage while maintaining it benefits.

Another reason that I whole-heartily support this development is that it offers its members, especially the older members, an option for community living that does not exists in Hood River. If you are an elder and do not desire to put your economic, physical, and emotional resources into maintaining a "family home" any more, what choices do you have in Hood River? A retirement center? an apartment? a condo? Many of these are beyond affordable to seniors with the current condo prices and multi-levels you must navigate. And they do not offer the community benefits that cohousing offers. Adams Creek Cohousing offers an alternative for families to raise children with "adopted" grandparents, aunts, uncles, and for seniors to contribute to the welfare of the families, children and the community.

Many of Adams Creek Cohousing members are very much involved in the community through their jobs, volunteer work, and churches. They have much to offer and the community as a whole would be an example of what a "new Normal" could be for Hood River.

I urge you to approve their application and support their effort as a model for future living in community who share and care about each other and their neighbors.

Sincerely,
Donna McCoy
1506 Belmont St
Hood River, OR 97031

PH: 541-380-1702

August 10, 2020

Jennifer Kaden
City Planning Department
211 2nd St.
Hood River, OR 97031

Dear Ms. Kaden and Honorable Members,

Regarding the Adams Creek Cohousing development now under your consideration, we would like to call your attention to one aspect of the development you may not know about, that we feel is pertinent to your deliberations.

An important part of Adams Creek Cohousing's values is our goal to live more lightly and sustainably on the planet. To support that goal, we plan to implement a car-sharing program. Not only will this allow us to have fewer cars parked on the property itself, it will also mean fewer cars on the road. Our plan will include a website that allows folks in our community to not only reserve cars when they're needed, but also to inform each other about planned destinations, and how many seats are available on any particular outing, and make offers to pick up groceries for each other when the destination is a supermarket, etc. We are excited about the many ways this program will allow us to be better stewards of the earth's resources, especially fossil fuel, and also the way it will allow us to share with and care for each other, which is another one of our ACC core values.

Thank you for the work you do to ensure that Hood River continues to thrive and grow in ways that support and enhance the entire town.

Sincerely,
Kate and Peter Hand
Equity Members
Adams Creek Cohousing

Jennifer Kaden

From: Richard Green <fr.richardgreen@gmail.com>
Sent: Tuesday, August 11, 2020 11:52 AM
To: Jennifer Kaden
Subject: Comment on Proposed Adams Creek Cohousing Development

Honorable Members:

I write to you in support of the proposed Adams Creek Cohousing multi-unit development at 1419 Sherman Avenue. Having just recently seen the plans, talked with members, and walked the property, I am impressed by the proposal. There is particular attention being paid to fitting into the neighborhood with as small a carbon footprint as possibly. Plans are being developed for car sharing within the cohousing community to reduce traffic and tie up less land in parking. Already, members are working with wetlands restoration experts and have begun restoring Adams Creek where it crosses the property. While there may be some who are anxious about change in the neighborhood, it is my considered opinion that this change will be an enhancement that will increase its positive impact for years to come.

The Rev. Richard L. Green
Longview, WA

City of Hood River Planning Department
211 2nd Street,
Hood River, OR 97031

Honorable Members of the Planning Commission:

I am writing to urge your approval of the site plans submitted by Adams Creek Cohousing (ACC). I moved to Hood River 15 years ago soon after my husband died to live close to my daughter and her family. I have loved much about the community and have been actively involved in a variety of ways. I am grateful for the neighborhood in which I currently live, but I yearn to live more lightly on the land: sharing and using fewer resources, leave a smaller foot-print, and enjoy meals together regularly.

I learned about co-housing when I was in Sweden nine years ago, and I knew that was how I wanted to live. But it wasn't until April 2016 that I learned to know others in Hood River who shared this interest. We have talked and worked through the various planning stages - developing our community of ACC, purchasing the property at 1419 Sherman, hiring Urban Development + Partners, working with architects, and so much more. We are committed to caring for the land, and restoring Adams Creek. There is lots of clean-up that needs to be done, but we are excited about the results of the work we are doing on the land, and we know our buildings will be attractive and will enhance the existing neighborhood. The majority of us are eager to develop a car-sharing program. Cohousing communities which have car-sharing programs have found that members begin to think differently about transportation needs. Throughout all of this work within ACC, individually we continue to be involved in the community of Hood River and the Columbia River Gorge, and we will continue to do so.

I realize that the fear of change is real - including the fear that property values will fall because of a nearby cohousing community. This has not been a reality in other communities where cohousing communities were built. I urge you to embrace this opportunity for a much-needed change in housing options in Hood River.

Sincerely,

Ruth Tsu
1990 7th Court
Hood River, OR 97031

Dear Planning Commission:

August 11,, 2020

I am writing on behalf of the Adams Creek Cohousing Community. The project's vision of reducing residents' car footprint, enhancing the property and contributing to the community of Hood River is exciting.

The community's development goals align with Hood River's 2018 Energy Plan. The plans call for high efficiency/low impact construction and a goal of being fossil fuel free. Further, residents plan for walking and biking as much as possible and will have a vigorous gardening and car-sharing program.

The residents of Adams Creek are passionate about caring for the land and the creek on the property. Already they have put many hours into the removal of invasive plants and garbage from the land and water. Under the guidance of professionals, they plan to continue to tend the long neglected creek with life-enhancing indigenous plants and soil restoration.

Adams Creek Community does not wish to be an island. They plan to both contribute to the community and to use the local goods and services of Hood River. They plan to shop at local businesses, eat at local cafes and attend local venues, not live by mail order. The residents are clergy, educators, health care providers, lawyers, artists, writers, engineers and musicians. They volunteer in the arts, at the Farmer's Market, with the spiritual life of town and for the health of the trails and the Columbia River. While Adams Creek does have some newcomers, most are long time locals who are already integral parts of the community and who wish only to contribute to the health of the town they love.

Finally, not only does the Adams Creek Community hope to participate in the town at large, it wishes to add to Hood River's vibrancy and be an asset to the community. Before the pandemic, ACC held house concerts with local musicians, supporting both the artists and the audience. They held social events for families and children and plan to continue this open-hearted embracing of the community when the project is complete. Some ideas are yoga classes, writing circles, book groups, potlucks, game nights and musical gatherings. This is a community that wants to be part of the neighborhood, not isolated from it.

In short, the Adams Creek Cohousing project is a model for community-scale solutions. It is a multi-generational community that hopes to live in harmony with nature, with one another and with the town at large. Thank you.

Sincerely,
Anne Meadows
Hood River
503-703-0846
am87532@gmail.com

Jennifer Kaden
Associate Planner
City of Hood River
211 2nd St., Hood River

Dear Hood River Planning Commission,

I am writing to urge you to deny the site plan permit for the Adams Creek Cohousing Development, located at 1419 Sherman Avenue, Hood River, OR. I live at 1509 Eugene Street, four houses away from the proposed development. This construction will drastically change my neighborhood.

- The street is noticeably quiet, with very minimal traffic. I am genuinely concerned about the impact this development will have on traffic, noise, parking, and the very nature of the R1 zoned street. The modelled increase in vehicular traffic to up to 185 trips per day is absurd for an R1 zoned neighborhood that dead ends. The street, its residents, and the neighboring Middle School are not intended for such heavy traffic use. I do not believe it was the intent of the R3 zoning of 1419 Sherman Avenue to route all vehicle traffic through the R1 neighborhood on Eugene Street. I feel it will reduce the safety of the neighborhood and our property values.
- Currently Eugene Street residents and their guests are able to park on the street in front of their houses. If this property gets developed, Co-housers and their visitors will park on Eugene Street. People looking for parking on the street will concentrate congestion in front of the existing houses on Eugene Street. The proposed parking lot does not seem adequate for the number of residences and does not account for guest parking. The Adams Creek Cohousing would like to believe they won't have that many cars, but as far as we know vehicle ownership restrictions are not in their bylaws or Covenants and may not be enforceable anyway. The co-housing group also promotes concerts and other events regularly on their website, attracting more visitors to the site. I question whether they will need an event permit for their activities.
- The cohousing development does not fit in with the existing, mainly single story, single family residences. The towering buildings will dwarf the existing neighborhood and be an eyesore.
- The creek will not be protected. Removing a third of the trees larger than 10 inches dbh on the property will leave the creek without shade to keep water temperatures cool. The construction plans do not show any trees smaller than 10 " dbh which makes it look like not much will be removed, but I question why no trees in the 6-10" range were mapped. Many smaller trees and shrubs will be scraped from this site and will lead to less shade for the creek. The whole west side of the creek will be completely denuded to make way for the parking lot and residences. This is not protective of the creek at all.
- The proposed stormwater retention plan is not adequate, and I have serious concerns about whether the site will support the amount of stormwater treatment needed for a project of this size.
- The springs on the property will be destroyed by placing buildings and pathways immediately adjacent to and uphill from them. The whole hillside surrounding the proposed development contains seeps and springs, and the water will have to go somewhere when an impenetrable wall is placed in the flow path. I completely support the extra geotechnical investigations proposed by the city. What a mess it would be to put in a bunch of buildings and immediately

have water, erosion, and slumping issues. I am concerned that building anything so close to the springs will plug them and the water will simply show up in someone else's yard or house. The shallow groundwater flowing to those springs and seeps will likely be completely cut off if buildings are situated immediately upstream of them.

- I question what will happen to the community when the original inhabitants move on and new people rent or buy the apartments. How will the intent of the co-housing community be maintained over the long term? Will the landscaping and other shared features be maintained over the long term?
- The cost of these condominiums will be too high for most working residents to afford. This development does not fill a niche for affordable, or even reasonable cost, housing. People who want to live there become "members", pay substantial monthly dues, are mandated to participate in obligatory maintenance activities, and must abide by HOA rules. It is a very conformist and non-diverse neighborhood.
- I question the ability of the city and the applicants to adequately follow up on all 72 conditions listed in the permit. If the approval needs 72 conditions, is it really a project ready for approval?

In general, I don't believe this property can support the proposed development, nor do I believe it is in the best interest of the neighborhood or broader community to approve this development. I urge you to deny the Site Plan Review application.

Thank you,

Heather Hendrixson
1509 Eugene St.

Jennifer Kaden

From: Kathan Zerzan <kathan@easystreet.net>
Sent: Wednesday, August 12, 2020 10:27 AM
To: Jennifer Kaden
Cc: Heather Hendrixson; AJ Kitt; Amy Kitt; Andrew McElderry; Bea Hager; Brian Rapecz; Chet Johnson; Dale Cook; Dan Bell; Erik Mall; Erin Thompson; Francine Emmons; Garth Hager; George Borden; Gloria Collie; Gordon Hinkle; Jean Vercillo; Jen Barwick; Jim Meckoll; Jim Thornton; John Bishop; Kathan Zerzan; Katie Scheer; Kelley Morris; Lissa Noblett; Meredith Martin; O'Shea, Sean; Paige & Steve Browning; Phil Nies; Rich Miller; Romeo Robichaud; Roy Schwartz; Scott Bean; Susan Johnson; Van Miley; Dan Bell
Subject: SAVE THE CREEK

Dear Jennifer and Planning Commission Members:

This letter is in response to Application 2020-03 for the proposed condominium development at 1419 Sherman Avenue.

I want to endorse the objections raised by Heather Henderson in her letter submitted letter to the planning commission urging them to deny the Adams Creek Cohousing project application.

I am motivated by Heather Henderson's letter to write to the planning commission and appreciate how her objections to the proposed project have clarified my own objections to the project.

My husband and I have recently looked into co housing possibilities in Portland and I believe well researched and responsible projects can be very beneficial to individuals and communities. Ideally, a co housing project can be very beneficial in this time of dramatic climate change. There are projects in Portland that exemplify and advertise their low environmental impact and take pride in their creative application of green energy.

Unfortunately, the proposed Adams Creek Co Housing proposal is not one of these. As Heather so aptly points out, the cutting of the trees and dense building on and around the creek will devastate and destroy the very creek that the project gratuitously names itself after.

I respectfully request that the planning commission immediately deny the Adams Creek Cohousing project application. Respect the objections of our community members and neighbors and protect our trees and forest. SAVE the CREEK.

Thank you to our friends and neighbors for the sincerity and diligent research and attention to the details of this ill conceived and harmful project.

Kathan Zerzan
711 KATIES LANE
HOOD RIVER, OR

Jennifer Kaden

From: Alison McDonald <alisonhr@icloud.com>
Sent: Wednesday, August 12, 2020 1:50 PM
To: Jennifer Kaden
Subject: Adams Creek Cohousing

August 12, 2020

Dear Ms Kaden,

I am a 25 year resident of Hood River, having lived both in the city and in the county. I am writing in support of the Co-housing project on Sherman near 13th that is currently in process.

I have been to the site for many years, having lived at 1102 Sherman, and worked at the Hood River Middle school for 16 years. During this past year I have had the pleasure of revisiting this lovely spot many times: I have attended open houses, community gatherings, music concerts in the meeting hall, parties with elders, families with kids, recently retired couples, etc. The people have been very gracious, informed, eager to fit their housing project into this area while simultaneously protecting and grooming the natural stream we Hood River-ites have always treasured.

At first I was wary about development in this lovely space, but I was so relieved to see their designs, how they are integrating themselves into the landscape, making people and nature friendly spaces for a small community to share. Considering what could have gone in there, this project is a blessing, and i know that these people will be both good stewards of the land and good citizens who participate in our community.

Sincerely,

Alison Bryan McDonald
4150 Post Canyon Drive

Susan & Jurgen Hess
412 24th Street
Hood River, OR 97031
Aug. 11, 2020

City of Hood River
City Planning Department
j.kaden@cityofhoodriver.gov
Hood River, OR

We support the Adams Creek Cohousing development.

This cohousing uses land efficiently.

- Housing units are small 700 to 1400 square feet
- Paved areas are minimized: parking area is shared thus reducing individual driveways.

They are to be commended for investing in the heart of the city, rather than building on prime agricultural or wild lands. Residents can walk to shopping, health care, restaurants. When they drive, the shorter distances mean less carbon dioxide is emitted—our cars being the largest contributor to global warming. And they are right on CAT's bus route.

The central city location uses Hood River's investment in existing infrastructure: streets, water and sewer pipes, electrical lines.

Susan and Jurgen Hess

Jennifer Kaden

From: Heidi Venture <heidiventure@gmail.com>
Sent: Wednesday, August 12, 2020 3:57 PM
To: Jennifer Kaden
Subject: Written Testimony for August 17, 2020 Planning Commission Meeting: Support for Adams Creek Cohousing.

To Jennifer Kaden:

Please read my written testimony, below, into the record at this meeting.

Dear Planning Commissioners,

I am a neighbor of the proposed Adams Creek Cohousing project you are considering tonight. I live at 713 Katies Lane, just a few houses south of their proposed parking area. I whole-heartedly support this proposed development, and hope that you will approve their plans at this meeting.

I look forward to seeing the land taken care of, instead of continuing to decline into disrepair. In its current state, the property is home to invasive plants and animal pests, and is of little use for humans.

My request to you, as public servants, is that you would follow the regulations that apply to this application. Follow the applicable codes and precedents. Act in fairness toward the group of people who purchased this land and planned a wonderful community for it.

The land to be developed is private property, properly zoned for the intended use. It isn't public property, for the enjoyment, use, and control of its neighbors.

I look forward to having a thriving cohousing community in my neighborhood. One day soon, I believe the Adams Creek Cohousing development will become a center of community for the whole neighborhood, including those who now oppose it.

Thank you for your service to the City of Hood River,

Heidi Venture

541-490-8689

(she/her)

Patrick Rawson

1368 Rawson Rd.

Hood River, OR 97031

541-490-9903, prawson@gorge.net

Letter of support for Adams Creek Cohousing

Dear Sir/Madam:

This letter is to express my enthusiastic support for the proposed Adams Creek Cohousing project in Hood River. Like the majority of the future residents of this project, I am a long-time resident of Hood River County. Over the past 32 years, I have seen the city of Hood River grow and prosper due to thoughtful city planning and citizen support. I am convinced that the proposed site of Adams Creek Cohousing is an excellent opportunity for the City of Hood River to affirm its commitment to the following:

- Close-in location for walking/biking to shopping and restaurants which will help alleviate traffic congestion
- Infill development that will not contribute to sprawl
- Compact development with clustered residences and open space
- Built using sustainable green building practices and maintenance of Adams Creek habitat.

We future residents have been meeting for several years and have done much to assure that this project fits in well with the neighborhood. I assure you we will continue to do this, and those neighbors who have concerns will soon see that we will thoughtfully add value and vibrancy to the entire neighborhood. We hope to build positive bonds of sharing and cooperation in the years ahead. As our Adams Creek Cohousing motto states: A life well shared is a life well lived – This applies also to our neighborhood and the entire city of Hood River.

Please vote to support this creative housing project as one solution to the need for quality housing in our city.

Sincerely,

Patrick Rawson

Jennifer Kaden

From: Barnaby King <barnabyking@gmail.com>
Sent: Thursday, August 13, 2020 6:45 AM
To: Jennifer Kaden
Subject: Re Adams Creek Co-Housing proposal

For the Attention of: Hood River Planning Commission, 211 2nd Street, Hood River, OR 97031

Re. Adams Creek Co-Housing SPR

Dear Commissioners

Thanks for this opportunity to express support for Adams Creek Cohousing project.

I, my wife and two children were attracted to move to Hood River due to this inspirational co-housing project. We plan to live in the co-housing property and to contribute to the wonderful culture and community offered by the city of Hood River.

I am a producer and director of outdoor performance, circus and theatre, with twenty years experience of creating community arts projects in different parts of the world. I hope to bring this expertise to the Hood River area and to work with local communities and artists to produce local events, and the co-housing project is the perfect place for us to base ourselves, as it espouses exactly these values of community, collaboration, resource-sharing and creativity.

I have firsthand experience of several co-housing projects elsewhere and have seen the tremendous value they add to the social, cultural and economic health of any town or city. Likewise the presence of a co-housing project in a town is a sure indicator that there is something particularly forward-thinking and free-spirited about that town.

While there is always sure to be fear and negativity for some individuals around the very idea of co-housing, it is important to remember a) that it is not the majority of the community that feels this way, and b) that the anxiety usually dissipates once neighbors realise that the co-housing members are pretty ordinary people committed to finding better ways to live together and contributing a lot of cultural and economic value to the local area.

I close with the hope that this project will be given the support it needs in the true spirit of community and diversity. This community spirit and diversity have been clearly present in the development of this special town and may it continue with your acceptance and blessing for a vital and necessary element of specialized housing.

Sincerely

Dr. Barnaby King
B.A., M.A., PhD
1601 Venice Lane
Longmont
CO 80503

Jennifer Kaden

From: Melody Robichaud <melody@gorge.net>
Sent: Thursday, August 13, 2020 9:45 AM
To: Jennifer Kaden
Subject: Re: Co-op proposal

Dear Jennifer and Dustin,

I know and agree with all the technical reasons so many before this have proposed to you on the Akiyama property on Sherman whereby the new owners want to put a Co-op. Truly it does not make sense to alter that area to accommodate what they want to do. There are so many restrictions that need to be met, it needs to be explained to me and all the others how that has been met.

My husband and I with our 2 sons bought our home in the early 1990's. We questioned being on 13th Street, but Adam's Creek that borders our backyard tipped the scales for us and helped us decide to buy. We were told this Creek was a protected wild space. As years went on, we did experience one of the large trees from the creek coming down on our house. We had prior to this, with Sab's permission, tended to the trees health with a licensed Arborist removing a large tree that was diseased next to our property to prevent it from coming down on our house. Sab's insurance company would not take responsibility for it. We continued to maintain the trees down the creek closest to our property. The tree that fell was not near our property so was not looked at by our Arborist, we couldn't afford to cover the whole creek. Had that tree been maintained, we probably could have avoided the tragedy we went through. Sab's insurance company had to take responsibility for that one. After 5 years, we could say the construction and refurbishing of the landscape around our house was finally completed. We wouldn't want anyone to have to go through what we went through. From our Arborists report written after the main tree fell, all other trees in question were removed and others were treated. This practice needs to continue by those who own the property now to keep the remaining trees healthy. Adams Creek is a beautiful hidden space amongst the downtown area. It is surrounded by numerous single family homes. Homes bought by people who, like us, were in love with the area to bring up our families. Homes we've invested in to live out our dreams. Sab Akiyama was a

wonderful neighbor who also loved the beauty and quiet of his property. What is perplexing to me as well as all the other neighbors I have spoken to is that the Co-op that bought Sab's home is willing to bring in this huge development on such a small piece of property, so small that what they are proposing will not only tower over other homes right next to it, but will bring in an exorbitant amount of street traffic as well as encroach upon other peoples parking spots in front of their homes because the parking availability shown in their plans can't cover all the cars they will bring in. What they are proposing just is not compatible with the surrounding neighborhood. Just because it is zoned R-3 doesn't mean you should literally cram in everything you can.

Originally we were falsely told (as was the Akiyama family) that a single family wanted to buy Sab's property. As a neighborhood we were ecstatic and looked forward to meeting the new neighbors. After the sale of the house we were notified that they had planned on putting 8-9 small homes on the property in the vein of a small Co-op. We were so disappointed to hear this and heard the owners were "concerned" with the neighbors views on this which has not proven to be true. As time went on it turned in to a cluster of large multi storied buildings with a large parking structure. Sab's home that was originally going to be used for their meeting building, will now be torn down to make way for their new plan. It seems they are trying to make as much money off of the property in order to justify their Co-op. They actually said they are just trying to live out their dream .

THEIR dream! Their dream at the sake of everyone else's dream who settled here years before them! How does this factor into what Hood River is all about? Are we then just going to be like all the other areas that allow anyone to come in and destroy the areas around them for the sake of their dreams? For the sake of who ever has enough money so that they can do what they want? I thought Hood River was different. This is what attracted us to this area many many years ago. We have to have more forethought into the growth of this jewel in the Gorge.

Please please rethink what is being proposed here. We are at a precipice of a fork in the road of which we cannot return from once all is said and done. I look forward to the meeting this coming Monday. I pray you take the time to read all the letters from the neighbors regarding this situation so that you can understand both sides completely, and hopefully take OUR concerns to heart.

Thank you so much for your time,

Melody Robichaud
1301 W. Sherman Ave.

Jennifer Kaden

From: Romeo Robichaud <romeo@rbsbattens.com>
Sent: Thursday, August 13, 2020 10:07 AM
To: Jennifer Kaden
Cc: Romeo Robichaud; Melody Robichaud
Subject: Adams Creek Cohousing Proposal

Romeo & Melody Robichaud
1301 Sherman Avenue
Hood River Or. 97031
541-380-1322

RE: Adams Creek Co-housing Development Proposal, 1419 Sherman Ave.

Dustin & Jennifer,

We are the owners of the property located at 1301 Sherman Ave just due east and across the creek from where the Adams creek co-housing property is located. We have owned our home since 1993. One of the deciding factors in buying the home was the view of the creek on the west side of our house. Due to the current proposal from the Adams Creek co-housing group, we feel that our neighborhood will be negatively impacted. We are strongly opposed to several portions of this proposed development.

Parking Structure: They've paved paradise and put up a parking lot.

A proposed 8,500 sq ft parking lot with a maintenance building we feel is incompatible with the surrounding neighborhoods. It just doesn't fit.

It's peculiar that one of the reasons that they chose this property was because of the creek and the vegetation. What they are proposing is totally contrary to their original objectives.

Scale:

It's simply not compatible with the surrounding neighborhoods on so many levels.

In the meeting that we attended they mentioned that it was their dream, what about the dreams of the other people who bought property that will be grossly effected. They said they they wanted to be good neighbors but did not listen or if they did they certainly did not react to what we were saying.

What will become of it when their dreams fade. Their dream become our nightmare. We will all be stuck with the results.

Natural features:

The springs on the property will be destroyed by placing buildings and pathways immediately adjacent to and uphill from them. The whole hillside surrounding the proposed development contains seeps and springs and the water will have to go somewhere when an impenetrable wall is placed in the flow path, this is a major concern of ours due to the spring that runs under our house and across 13th street. As you probably know the city just a few weeks ago had to research and fix the leak that eroded Sherman Ave. For as long as we've lived here we have had seeping on the Sherman side of our house, we are concern that this may make it worse.

We completely support the extra geotechnical investigations proposed by the city.

Traffic Jams:

We feel sorry for our neighbors that have homes on Eugene.

The increase in traffic and overflow parking is unimaginable, and the children crossing the street going and coming to and from school is a bit worrisome.

Quality of Life:

Profit vs quality of life. These decisions are sometimes difficult, but they really shouldn't be especially when you're affecting so many people.

It would be nice if they could or would compromise.

Original Proposal :

We would be less opposed to their original plan of 8 or 9 small bungalows surrounded by trees and nature, that makes more sense and a better fit for the neighborhood.

We feel that this parcel is not appropriate for their current proposal and we would ask to consider rejecting this site plan and proposed development.

Don't it always seem to go that you don't know what you've got till it's gone. (Joni Mitchell)

Sincerely,

Romeo and Melody Robichaud

Romeo Robichaud

RBS Inc.

Office- 541-386-7677

Mobile- 541-380-1322

www.rbsbattens.com

[Skype: romeorobichaud](https://www.skype.com/romeorobichaud)

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August 13, 2020

City of Hood River
Planning Commission
211 -2nd St.
Hood River, OR 97031

By email to j.kaden@cityofhoodriver.gov

Re: Public Hearing, File No. 2020-03 Adams Creek Cohousing Site Plan Review

Commissioners:

I write in support of the approval of the site plan for the Adams Creek Cohousing multi-family development, which is before you on August 17. I have been considering residing in one of the units planned for construction and have studied the site plan and the unit plans. I believe that the landowners and the developer have done an excellent job of taking an underutilized site with real challenges in terms of topography and wetland features and generated a plan that promises to be both beautiful and fully consistent with the multi-family zoning requirements and the planned unit development criteria set out in 17.16 of the City Code.

The code calls for protection of natural features to the extent possible. By leaving intact tiny Adams Creek and the ravine that holds it and proposing to build a small footbridge to allow the public to cross it at ground level, the site plan both protects the creek and makes it more accessible to the community.

In addition, I am impressed that the site plan anticipates that the development will make a number of upgrades to infrastructure in the neighborhood that will benefit neighboring properties, including upgrades to Adams Creek Place (the street along the west side of the property which will link Eugene St. and Hazel Avenue), construction of a sidewalk and plantings along Sherman Avenue, and addition of new lighting at the intersection of Eugene St. and Adams Creek Place.

Finally, and most exciting to me, the development anticipates building net zero ready homes. This means that the development will contribute to helping Hood River County reach its goal to reduce the energy consumption of new buildings by 50% by 2030 (see <https://www.co.hood-river.or.us/?SEC=9357761E-763C-448F-B54D-A177D35892E5>), by investing in design features not required by the code at this time. Inasmuch as the City of Hood River has endorsed the plan (see <file:///C:/Users/Crider/AppData/Local/Temp/Resolution-2019-16-Climate-Change-signed.pdf>), approving this site plan would be an important step toward implementation of the City's green energy strategy.

I urge you to approve the site plan.

Sincerely,

A handwritten signature in black ink, appearing to read "Lynn-Marie Crider". The signature is written in a cursive style with some loops and flourishes.

Lynn-Marie Crider

3122 NE 9th Ave.

Portland, OR 97212

Lynnmarie.crider@gmail.com

AJ Kitt & Family
1428 & 1422 Eugene St.
Hood River, OR 97031
541-400-0008
aj.kitt13@gmail.com

August 12, 2020

City of Hood River Community Development/ Planning Commission
211 2nd Street, Hood River, OR 97031

Re: Adams Creek Cohousing Community Development Proposal, 1419 Sherman Ave.

Dustin & Jennifer-

I am the owner of both properties located at 1422 & 1428 Eugene St. Both of these homes, along with 8 others in the Eugene Street neighborhood will experience a significant negative impact due to the construction of the Adams Creek Cohousing development. While I'm not against new development, and I certainly support the improvement of the subject property, I have strong reservations with the current proposal. This proposal is in no way compatible with the surrounding residential neighborhoods on Eugene St, Sherman Ave, Katie's Ln and 13th Street.

Although the subject property is zoned R3, which allows high density and multi-family residential development, the subject property and all of the neighboring properties have historically been used more like R1 zoning; Detached Single family homes, and with the exception of the Katie's Way neighborhood, the lot sizes are greater than 7,500sf. **The zoning in this part of Hood River is an anomaly.** Zoning normally progresses from high density to low density to buffer differing uses and densities. In this case the Adams Creek development proposes to develop a very high density neighborhood adjacent to an R1 zoned low density neighborhood. Many of the consequential impacts of such a development anomaly are outlined below.

I am strongly opposed to several portions of this proposed development.

1. Access – The applicant proposes to shut off the Sherman St access to vehicle traffic, and the proposed sole vehicle access is to be through Eugene Street. Since the 1950's this street, and the neighborhood that it serves, have been a composition of single-family homes on lots in size of not less than 7,500 sq ft., some upwards of 15,000 sq ft. The Eugene Street Neighborhood is in an R1 zone. It is a quiet neighborhood, which for all practical purposes is a dead-end street, that will be overwhelmed by the addition of +/-25 dwellings-worth of new vehicle traffic. This new development will instantly quadruple the amount of vehicle traffic on Eugene St. Vehicle access should be through multiple access points, and the driveway from Sherman Ave. Conditions of approval should include a requirement of 'right turn only' traffic flow while using the Sherman St. access in and out. Posting signage on Sherman and the Driveway would alleviate any traffic issues at Sherman St. This may require the improvement of the driveway with widening and retainage, but **a proposal of this scale should be required to do such access improvements to minimize their added impact on adjacent neighborhoods. This development is an R3 use that places 100% of its traffic burden on an R1 neighborhood street that was never intended to accommodate it.**
2. Parking Lot – Nothing could be more INCOMPATIBLE with the neighborhood than a 38-car parking lot that **covers more than 19,000sf of ground.** In addition, this parking lot is proposed to

have a roof covering half of it., and also include a maintenance building. This large facility is proposed to be situated directly next to (+/- 20 feet) a modest **single-level home sitting on a 13,000sf lot** in the adjacent neighborhood, which will heavily impact the livability and quiet enjoyment of the residents. Headlights and tail lights of 38 cars will be aiming directly at the neighboring homes. It should be required that the parking spaces are oriented north/south to minimize this impact. And the visual impacts of the structures will negatively affect homes in all directions. Parking for this development should be in clusters of no more than 4 parking spaces throughout the neighborhood, rather than grouping the majority of the parking in one location. Also, the on-street parking on Eugene will certainly be used for overflow by the Adams Creek neighborhood. Just observe the streets around the Indian Creek Apartments off Pacific Ave. There are ample parking lots for the residents, and yet the streets are always full of cars. The code requires a minimum of 1.5 off street parking spaces per dwelling. Because of the large volume of homes, which will have associated guests, it is wise to require at least 2 off street spaces per dwelling for the development. Again, **a development of this scale surrounded by existing neighborhoods of single-family homes, each with their own off-street parking should be held to more compatible design standards.**

3. Scale – It is proposed that there will be multiple buildings, each containing multiple residential dwellings. Some of these buildings will be up to 3 stories in height. One of the buildings, containing **15 dwellings, is approximately 150' long and 38' tall**. This building is situated directly next to an existing single family, **2-story home that is only +/-45' long**; and across the street from a modest 1-story home. This massive 'wall' will dwarf everything in the neighborhood and will create the sense of a downtown urban setting for the adjacent neighbors. The impact of buildings of this scale in a neighborhood of mostly single-story homes will be hugely consequential. This is not compatible with the surrounding neighborhoods. Maximum building heights should be limited to 2 stories (28'), and no longer than 45' in any horizontal dimension to be compatible with the surrounding homes.

This massive building will be on the largest exclusively residential buildings in Hood River, situated right in the middle of several single family neighborhoods.

- a. Comparison:

- i. **Proposed Building Footprint: 7,286sf, Mass: 253,569 Cubic Ft**
 - ii. Indian Creek Apartments on Pacific Ave (C2 Zoning) – Footprint: 6,210sf, Mass: 155,250 Cubic Ft
 - iii. Mountain View Condos on Avalon Dr. (R3 Zoning) – Footprint: 2,660sf, Mass: 66,500 Cubic Ft
 - iv. Apartments @Eugene/24th (R3 Zoning) – Footprint: 3,770, Mass: 94,250 Cubic Ft
 - v. Apartments @ Montello/24th (R3 Zoning) – Footprint: 4,000sf, Mass: 100,000 Cubic Ft
4. 14th St – Any sidewalks to be included in the improvement should be located on the east side of 14th street. Improvement of 14th St, which is only +/- 150' in length, should not have any new curb cuts for driveway or parking access into the new development. The proposal for the development suggests to improve 14th St only to satisfy the Fire Department's requirement for vehicle access and turn around; used as a hammerhead. **This public safety requirement should be accommodated within the development property, rather than in a public Right of Way. A development of this size should be required to accommodate public safety response vehicles within its boundaries.**

5. Events – The applicant is proposing to construct a common-use club house which will be used for gatherings and events. Their development proposal does not include enough parking to accommodate the influx of guests into the community that these events will bring. And the surrounding neighborhoods should not be burdened with the overflow of cars and traffic that will certainly accompany these events. The applicant is already advertising and hosting such events, showing intent of future activity. A condition of approval should be that no events shall be held in the community clubhouse without first obtaining a permit from the City, and a maximum of 1 event per year; all parking to be accommodated on site.

The Eugene St. neighborhood was established in 1946 as part of the Grandview Addition, as a group of 10 single-family homes in an R1 zone. It is unfortunate that the zoning of the surrounding area did not properly step from R1 to R2 to R3, as is ordinary practice to buffer a low-density neighborhood from the impacts of a high-density neighborhood. To direct the sole vehicle access to this development through a small, low-density neighborhood, suddenly quadruples the volume of cars in the Eugene St. neighborhood. Traffic for an R3 use should not be directed through an R1 neighborhood.

I understand that the R3 zoning provides for multi-family housing as a permitted use. But that doesn't mean that it is the right use for this property. This is not the right location for multi-family housing. I would be in favor of a high-density development that comprised detached single-family homes, each with their own parking; rather than grouping all the parking in one place. It would also need to provide for multiple vehicle access points, rather than directing all the traffic volume to one street that was never meant to handle that load.

Finally, the cohousing model has never been done in Hood River. And in other areas it is done in larger urban settings, where the consequential impacts are less damaging to the pre-existing residents. This proposal seeks to create tranquil areas on the interior and **move its less desirable components to the outer portions, concentrating the nuisance impacts (visual, noise, traffic) on the immediate neighbors.** It is yet to be seen whether this housing model will successfully sell to subsequent users. Rather this housing type ordinarily becomes an 'aging in place' model. This housing type will be very expensive, and will be appealing to only a very small pool of potential buyers; both adding stress to the ability to transact unit ownership to subsequent buyers. Due to the unique and complex nature of the "cohousing" membership model, it is possible that this development will be unsustainable, creating a blight on the surrounding neighborhoods. To allow this unproven, 'first-of-its-kind in Hood River' concept to be located in this neighborhood would be irresponsible.

In summary, if approved as intended in the application, this development will forever change the historical and ongoing character and fabric of the Eugene Street neighborhood; forever making it something it was never intended to be. This is something that the 10 immediate residents of Eugene Street, and the multitude of other surrounding residents could never have anticipated when they chose to make these neighborhoods their home. **I urge you to consider these harmful impacts when reviewing this application and insist that the new development be a compatible addition to the neighborhood. Upwards of 60 homeowners will be directly impacted by this one development which is the 'dream' of only a few.**

Thank you.

AJ Kitt

This building is a 3 story multi-use building on 13th st. It illustrates the mass and scale of a 3-story building. Footprint: 3,040sf, Mass: 106,400 cubic ft.



3-story building next to a typical 2-story home.



3-story building next to a typical 1-story home.



August 12th, 2020

To the members of the City of Hood River Planning Commission,

My name is Kelley Morris, I am the owner of the property at 603 Andys Way that directly borders the site of the proposed Adams Creek Co-Housing Project at 1419 Sherman Avenue (application 2020-03). I'm writing to you to implore you to consider the far-reaching and negative impact a high-density housing development of this magnitude will have on the surrounding, long-existing neighborhoods as well as the environment. I'm also very concerned that the way in which this project came to be what it is currently has arrived by means of deception and poor planning.

When we originally learned about the plans for a Co-housing project in the neighborhood, my initial impression was positive. Co-housing as a concept presents itself as an equitable, sustainable communal lifestyle that has benefits to the communities it creates, provides housing opportunities to some who may not otherwise be able to afford a homestead on their own, and reduces impact on the environment as a whole. This is how the co-housing was presented to us when the original members of the co-housing project took to the streets, knocking on our doors and handing out flyers on a significant number of occasions, inviting us over to ask questions, even pitching ownership stake a time or two. The surrounding community was originally, and for months, led to believe that the existing, historic home on the property would be preserved and become a common house, and that there would be 8-12 small yurt-like structures, with as minimal impact as possible on the existing landscape and creek. We have also known for some time, as neighbors of the R-3 zoned land at 1419 Sherman Ave, that the intention of the previous owner of the property was not to have it developed high-density. The Co-Housing troop themselves made mention to the fact that the land had been bid on by several other high-density developers, so, their small communal low impact pitch seemed the most appealing.

Communication from the Co-housing project seemed open and honest, but from July of 2019-January 2020, things got pretty quiet. Suddenly, the surrounding neighborhoods were informed through a mandatory public informational session (that no one could attend because it was on a Monday at 1:30p and had been announced only days prior), that the plans had changed completely to what they are today; multiple, multi-story structures, a parking lot and two-story parking structure and pedestrian thoroughfare into surrounding neighborhoods, and housing capacity at least twice the amount of what was originally proposed. By withholding facts and information from the neighborhood, the Co-Housing project plans were allowed to go before city planning without much buy-in from our surrounding community that they so hoped would be welcoming. Requests made by the planning department were not met by the developer before the planning department made an approval on June 3rd.

Additional Concerns:

The green space and wetlands to be developed has value already and could be used more intelligently. This large a scale development is wrong for this small, undulating, densely wooded area with wetlands and a creek passing through. The plans entail cutting down 1/3 of the trees on the property. How can the developer claim that "no wetlands will be disturbed," and "minimal impact on the environment" when no environmental impact study has been conducted?

The Staff Report recommends 72 conditions for approval, including significant concerns regarding storm water drainage, ADA compliance, and pedestrian thoroughfare; which begs the question: If an application has 72 conditions that it hasn't met, is it really in any place to be considered? Based on the previous misleading behavior of the Co-housing project members and the developer, we have no reason to believe that any conditions not deliberately enforced for approval will ever be met.

The amount of disturbance and hardship to long-time homeowners directly adjacent to the property will be drastic. I personally will be experiencing the noise of 185 trips a day going in and out of a parking garage that will be built 6 feet from my property line in the place of 8-10 trees. No considerations or remediations have been made by the group to the amount of light and noise disturbance we will be experiencing. My neighbors on Eugene street will suddenly experience the same 185 trips up and down their currently dead-end street, and will be forced to deal with overflow parking from guests of the Co-Housing community when they host their events and concerts that they've vowed to sponsor (which we will have to listen to, as well). I should also mention the inevitable decrease in property value that goes with existing next to a high density community that we will all experience. The truth is, almost all of the support for this Co-housing project has come from people that don't even live around the property or that are directly involved in its development.

The purpose of city planning is to build a city responsibly, and this is not a responsible use of one of the very last remaining greenspace/wetlands area in Hood River. The developing of 1419 Sherman Avenue in the way proposed by the developer and the Adams Creek Co-housing owners does nothing that it claims to, and directly contradicts the purpose of a Co-housing project in the first place. It does nothing to solve the issue of affordable housing in Hood River. The environmental impacts of such a large-scale development are assumed significant but will not be known until well after it's too late. The surrounding community, who was once interested in contributing to a new environment, now feels intruded and forced upon. Please deny Sherman Ave holdings, LLC application 2020-03 for development.

Sincerely,

Kelley Morris

Jennifer Kaden

From: rrawson@gorge.net
Sent: Thursday, August 13, 2020 1:43 PM
To: Jennifer Kaden
Subject: Adams Creek Cohousing

Dear Jennifer and City of Hood River Planning Commissioners

I am writing to express my support for Adams Creek Cohousing project. I have been involved in the outreach efforts with this project since the property was purchased from the Akiyama family.

I am grateful that our quite active opponent, Dan Bell, forwarded to you our outreach effort letters (Attachment C, pps. 42-44). Along with those, the required neighborhood meeting and 2 in person sessions with neighbors occurred. Each of our outreach effort communications have included contact info for any concerns and clarifications. While perceptions vary, I believe we have done our utmost to engage the neighbors, beyond the one required noticed meeting.

When we first met the neighbors involved, there were 3 strong themes of concern which emerged:

1. **Concern over increased vehicle traffic on Eugene St. We share this concern. We have made great effort and progress in plans to reduce personal vehicles, to likely store larger vehicles offsite and to implement a robust car sharing and electric bike program to minimize traffic and vehicle movement.
2. **Strong request to protect creek: We intentionally created a plan to protect the creek and while it could have been obliterated, did not take that destructive path. This created a smaller footprint for structures, but is a goal we all felt was important to maintain.
3. ** From a neighbor to the immediate southwest, there was strong concern of a large building looming over his backyard. There is no large building next to his backyard in the plan.
4. **Concern that a project such as ours wasn't the intention of the Akiyama family when they sold the property. In fact, in the last month, we have welcomed 2 of the family members to our property and they are enthusiastically supportive of the plans and project, feeling their parents' desires to positively impact the wider community are being respected.
5. **Concern that our project would lower property values. There is simply no evidence that this has borne out in the over 150 cohousing projects in the country. Normally, research indicates that the converse occurs and cohousing projects create many value added benefits, not the least of which is increased home value in surrounding areas.

My family and I have been residents of Hood River County for 31 years. In fact, we live on 10 acres south of the High School that we would have loved to use for cohousing. However, Oregon's robust land use laws preclude this in a rural residential area. As you are so aware, it is precisely because avoidance of spreading sprawl is a hallmark of our planning system that projects such as ours aiming to eliminate large single family lots while protecting pristine waterway areas in a thoughtfully creative way will be looked upon as innovative and appealing ways to maintain livability in our town.

You are being presented with an opportunity to facilitate a landmark project for our town which is completely aligned with many of the City's stated goals. Thank you for your hard work and thoughtful consideration.

Sincerely,

Jennifer Kaden

From: Katie Scheer <katierscheer@gmail.com>
Sent: Thursday, August 13, 2020 2:00 PM
To: Jennifer Kaden; Dustin Nilsen
Subject: Adams Creek
Attachments: Adams Creek Co-housing.pages

I own the home at 505 17th Street. I feel strongly that this development will have negative and lasting impacts on the dwellings immediately adjacent to the development as well as all property owners along Eugene Street. When first proposed I was in support, there were less than ten dwellings suggested, they were intent upon leaving the old house and they proposed vehicular and pedestrian access via Sherman Street. It seemed a modest development with an emphasis on green space, gardens and walkability. I support density over sprawl and in its infancy this development seemed to strike a healthy balance between increased population and mindfulness of its surroundings and the inevitable side effects that come with multi unit developments. I no longer share this opinion and the more the plan grows and changes and expands the less compatible and more impactful it becomes.

The idea of 38 (likely more) cars driving in and out several times daily on our quiet street is alarming and disappointing. Eugene street was not designed to accommodate the amount of traffic a development of this size promotes. Why not continue using the Sherman street drive? Widen the lane and add signage to make it a right turn only onto Sherman. I think the city should consider requiring access from the development to Hazel Avenue along with its paving and the installation of sidewalks. When I applied for a permit to build an ADU the city required that I demo 830 square feet of existing sidewalk that was no longer code compliant, pave and repave over 1000 square feet of new sidewalk, pour 55 feet of new curb, 225 feet of new drive approach and install an ADA ramp. All of this was required for a new living space of less than 800 square feet. Imagine if every resident or condo owner in the development was required to contribute a similar amount to the public infrastructure of our neighborhood. At the very least it would spread the impact of so many new cars throughout the entire neighborhood and not funnel them exclusively through Eugene.

I want to know how the development plans to accommodate guest parking. We already have limited parking for school events on 17th street and during said events spillover is common onto Eugene Street. The addition of Co-Housing events and guests and family members will reduce the already limited spaces available and cars will no doubt end up being parked in front of our neighborhood homes in the spaces that are ordinarily being occupied by the property owners themselves.

I am concerned with the impact on the seeps and springs and on the creek itself. Removal of smaller trees will affect shading and raise water temperature. The hardscape for the 39 car parking lot will funnel pollutants directly into the ground water and in turn the creek. I am saddened that these large buildings are set to go up inside a riparian zone that should be protected and on a plot of land that would be far better suited as a small park or a hobby farm.

This is not the right site for a development of this size nor does it have the necessary amenities to accommodate such an influx of new residents. As I stated earlier I am generally an advocate for increased density inside city limits and if the project had remained small, as it was in the beginning, I feel that a healthy balance could have been struck. As it is, I see it overwhelming our small neighborhood, quadrupling its traffic and lowering the value and quality of life of the adjacent property owners.

Jennifer Kaden

From: Dan Bell <neighborsofadamscreek@gmail.com>
Sent: Thursday, August 13, 2020 3:03 PM
To: Jennifer Kaden; Dustin Nilsen
Cc: AJ Kitt; Amy Kitt; Bea Hager; Brian Rapecz; Chet Johnson; Dale Cook; Dan Bell; Garth Hager; George Borden; Gloria Collie; Gordon Hinkle; Heather Hendrixson; Jen Barwick; Jim Thornton; John Bishop; Kathan Zerzan; Katie Scheer; Kelley Morris; Lissa Noblett; Melody Robichaud; Meredith Martin; Paige & Steve Browning; Phil Nies; Rich Miller; Romeo Robichaud; Roy Schwartz; Scott Bean; Francine Emmons
Subject: Planning Commission Comments- Adams Creek Condominium Development (File 2020-03)
Attachments: Planning Commission Site Plan Review Letter.pdf

Good afternoon Jennifer.

Please accept the attached letter signed by 23 households in the neighborhoods around the proposed Adams Creek project. All of the signatories to this letter are also copied on this message.

The letter includes both procedural and technical concerns which will be raised during oral testimony with the Planning Commission.

On behalf of everyone included in this message, I am requesting that you share all additional materials that have been compiled since the August 10th Commission Packet was published and which will be provided to the Planning Commission members. This includes (but is not limited to) any additional letters of support or opposition, additional comments from city departments or other review entities, and any other information/documents/reports from any other source.

Thank you for considering our comments and sharing them with Planning Commission members.

Sincerely,
Dan Bell
1509 Eugene St.

August 13, 2020

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, OR 97031

Sent via email to j.kaden@cityofhoodriver.gov

Re: Adams Creek Cohousing Condominium Proposal
Site Plan Review (File 2020-03)

Dear Planning Commission Members:

This letter is in response to Application 2020-03 for the proposed condominium development at 1419 Sherman Avenue. This letter is signed by 23 households that will be impacted by this project, most of which have expressed concerns about this project repeatedly since its conception in 2018.

The project has virtually no support from the surrounding neighbors, as evidenced by letters submitted collectively to the Planning Department on March 2nd and May 27th and individually from a number of residents. Almost none of the letters of support are from individuals or organizations that inhabit the neighborhood.

The proposed project presents a great number of concerns and is entirely incompatible with the single family residential neighborhoods that surround this condominium development. The signatories of this letter strongly object to the scale and character of this development on multiple grounds, and ask that you consider the detrimental impacts to the surrounding neighborhoods and degradation of the peace and enjoyment of our homes in your consideration of this application.

It is critical to recognize up front that this proposal may look compatible with the surrounding neighborhood on a zoning map, but not on an aerial image. While some of the adjacent properties may be zoned R-3, the fact of the matter is that decades-old single family homes surround the subject property on all four sides. At the time of the zoning decisions, planners wouldn't have imagined that the adjacent R-1 neighborhood on Eugene Street would be the traffic funnel to accommodate multi-family housing and its 200 new vehicle trips per day. By every measure, this proposal is incompatible with the surrounding neighborhoods.

Together, we urge the Planning Commission to turn back this proposal on one of two grounds:

- I. Because there were significant omissions and contradictions in the Applicant's Site Permit Review application materials, the Planning Department erred in determining this Site Permit Review application complete and moving it forward for decision by the Planning Commission.
- II. If the Application was appropriately deemed complete, the Planning Commission should deny the Site Permit Review application for lack of adequate information and compliance with applicable city code and other regulations.

Not only has Applicant failed to satisfy the essential requirements for approval, but they have elected not to provide information that would allow for a full and informed review of their proposal. The Staff Report recommends approval of the application with 72 conditions. The nature of many of these conditions raises obvious questions as to the depth of information provided at this time in order to make a decision.

By incorporating 72 conditions, Planning Department staff are suggesting that the Commission grant approval without adequate information- simply trusting the Applicant to fill in the details later. For one of the largest multi-family development proposals in Hood River, it would be disheartening to learn that this is the way our planning leaders make impactful development decisions.

Prior to outlining the arguments against this specific proposal, it is critical to first note that the Notice of Public Hearing fails meet all of the specific requirements clearly outlined in HRMC 17.09.040(G). Subsection (g) states that the Notice shall include a statement that “the staff report will be available for inspection...at least seven (7) days prior to the hearing”.

- Planning Department did not include the required statement regarding the Staff Report in the Notice of Public Hearing prepared and distributed on July 27, 2020.
- The Staff Report was published on-line on August 10th at approximately 5:00pm. Planning Department staff did not provide any notification, announcement or other statement to adjacent neighbors within 250’, nor to the many others that have specifically asked for notices from the Planning Department.

Failure to meet proper notice requirements can often invalidate an official meeting and most certainly would be an issue raised if there were an appealable decision. Particularly in a case such as this, a reasonable person could not have known- nor was ever notified- that there would be a Staff Report (including recommendations to the Planning Commission) and other application materials available one week before the Planning Commission hearing. The lack of proper notice- both before and after the Staff Report was available- inherently puts the interested neighbors and public at a disadvantage as they prepare for the public hearing. The Planning Commission and Applicant should consider whether this hearing should be postponed, re-noticed and held at a later date to ensure its validity.

Argument I: The Planning Department incorrectly deemed the Application complete on June 3rd when there were still a number of required, unresolved issues related to the application materials. The Planning Commission should send the application back to the Planning Department, and the Department should direct Applicant to submit all required materials.

The Planning Department deemed the Site Permit Review application “Incomplete” on two occasions. The March 4th letter outlined more than thirty instances of missing or incomplete information, and the May 28th letter noted at least a half dozen very substantial deficiencies. Nonetheless, with the submittal of very little additional information, the Planning Department deemed the application complete five days later without any public notification. The decision to deem the application complete and move it forward for a Planning Commission hearing was incorrect, and did not uphold the local standards and requirements. For the following reasons, we ask that the application be remanded back to the Planning Department until adequate information is included to complete the application and allow an informed decision.

1. Insufficient Justification and Narrative for Proposed Design Exceptions

- In its May 28th Incomplete letter, the Planning Department specifically asked for additional information on all requested Design Exceptions
Design exceptions – Please provide written narrative to justify each of the proposed design exceptions. The information provided should have enough detail for the City Engineer to evaluate and be able to provide an indication of whether the design exception can be approved, subject to detailed construction drawings.
- Applicant responded on June 4th that “No Additional Information” would be provided on the Design Exceptions.

- Applicant proposes three Design Exceptions as a component of their submitted plans: (1) Sherman Avenue Street Improvements, (2) Eugene Street Street Improvements and (3) Adams Creek Place design. These Design Exceptions are listed on the Cover Page (Sheet C-1) and noted in the Narrative, which simply and only says “Design Exceptions will be required” (p.11). Beyond that, no further explanatory material or justification is provided.
- A fourth Design Exception appears to be required for the Driveway Spacing adjacent to the single-family residence at 1419 Eugene St. which is less than the required distance of 22’. This Design Exception is not acknowledged, but is included in review comments from the City Engineering Department (8/10 Letter, Point #1).
- Per City Engineering Standards, all Design Exceptions are to be in the form of “a written request with sufficient justification why the exception should be approved at the time of plan submittal” (HRES 2.1.C).
- Applicant has wholly failed to satisfy the City’s Design Exception requirements outlined in HRES 2.1.C and requested by the Planning Department. As of this time, no additional information on the four Design Exceptions has been provided.
- With critical information missing for substantial Design Exceptions, the City Planning Department erred in deeming the application complete and moving it forward for review. The completeness determination should be reversed, and the Planning Department should consider the Application incomplete until Applicant has proposed all necessary Design Exceptions in writing- with appropriate description and justification.

2. Significant Inconsistencies between Stormwater Management Plan and Construction Drawings

- In its May 28th Incomplete letter, the Planning Department specifically asked for additional clarification on the stormwater management system
 Stormwater management – Please provide updated Site Plan, Grading Plan, and Erosion Control/Demolition plan information that reflects the anticipated site impacts of the updated preliminary stormwater management plan. Include all anticipated features such as proposed swales, berms, and underground detention, particularly for the stormwater facilities anticipated to meet drainage requirements for the “Plaza” basin. Although preliminary, the submitted plans do not appear to include anticipated site impacts required to construct the proposed drainage facilities.
- Applicant responded on June 4th that “No Additional Information” would be provided on the Stormwater Management Plan (SWMP) or its facilities. They also chose not to provide updates to the Site Plan or Grading Plan as requested.
- At the time of Site Plan Review, applicants are required to submit a “planning level concept” Stormwater Management Plan (HRES 8.2A). When reviewing these application materials, it is not possible to understand the concept. The application being considered includes significant design conflicts between the SWMP and the Construction Drawings.
 - The most recent SWMP included in the Application is dated February 10, 2020- prior to the significantly revised construction drawings submitted in May 2020. The SWMP- including all of its modeling and assessment of impacts- is based on drawings submitted in January 2020, not the proposed design under consideration.
 - The submitted SWMP reaches the conclusion that the post-development condition will have no impact to the wetlands or jurisdictional waters. The SWMP bases this conclusion in large part due to a series of planned vegetated swales and a detention pond system.
 - The Grading and Storm Drainage Plan (Sheet C-8) indicates that the area below the Plaza will be left in the natural topography that drains directly into Adams Creek. The Grading Plan and Proposed Contours show no evidence of a swale system (as assumed in the SWMP) that directs stormwater towards a detention pond.

- For that matter, the Grading and Storm Drainage Plan does not show a Detention Pond on the downstream portion of Adams Creek. That feature seems to have been removed in this most recent set of drawings and replaced with a single swale that is oriented downslope so as to deflect rather than detain water. The removal of this feature is inconsistent with the SWMP conclusion that a Detention Pond would be essential.
- Applicants construction drawings now show a proposed stormwater pipe collecting water near the Plaza and discharging it downhill (Sheets C-8, 9). That drainage pipe terminates roughly 10' away from (and drains directly into) Adams Creek. No treatment of that stormwater is indicated.
- Given the conflicting information in the application materials and SWMP, it is not possible to assess whether the applicant is proposing a stormwater swale and detention pond system (as stated in the SWMP) or alternatively, piping the stormwater directly into Adams Creek (as shown on the drawings).
- In the absence of clarity between the construction drawings and the SWMP as to the treatment and management of stormwater from the developed area, Applicant has not provided a satisfactory “planning level concept”. There is considerable doubt as to the SWMP’s conclusions that there will be adequate capacity and no impacts to jurisdictional wetlands or water quality from this proposed five-building condominium development with thousands of square feet of impervious surface. The City Engineering Department also expressed strong concerns with the stormwater system in its review (7/22 Letter, point #12).
- With critical information missing and in conflict regarding the stormwater treatment system, the City Planning Department erred in deeming the application complete and moving it forward for review. The completeness determination should be reversed, and the Planning Department should consider the Application incomplete until Applicant has developed an adequate SWMP which is consistent with the Construction Drawings.

3. Unreconciled Impact to Jurisdictional Wetlands

- After reviewing the previous Application, City planners noted in their March 4th letter that the submitted plans conflict with the statement “wetlands not to be disturbed” (p.2).
 - The submitted plans conflict with the statement “wetlands not to be disturbed.” The proposed plans show the sanitary sewer line within a wetland and it is not clear whether any wetland disturbance will result from proposed stream crossings and retaining wall construction. Please reconcile the differences with revisions as applicable.
- City planners also raised the question of wetland impacts from the stormwater treatment system in the May 28th incompleteness letter.
- Applicant acknowledges the presence of jurisdictional wetlands, but baselessly claims that “no wetlands or waterways are being disturbed” during this project (Narrative, p.11). This conclusion is carried over into the analysis and conclusions of the Stormwater Management Plan and the Wetlands Impact Statement (governing the need for a Natural Resources Overlay).
- The application materials and construction drawings continue to confuse the issue of wetlands impacts.
 - Sanitary Sewer Line: Sheet C-8 clearly shows a proposed sanitary sewer line passing through the middle of the jurisdictional wetland. The Narrative does not mention the sewer line, nor explain how the placement and maintenance of an 8” pipe several feet below the surface would not have an impact on the wetland. Based on the plain evidence of the application materials, installation and maintenance of this permanent sewer mainline would necessarily have “an impact” on the jurisdictional wetland.
 - Proposed Stream Crossings: Applicant proposes a paved path up to the edge of Adams Creek as part of their Design Exception on Sherman Avenue. Grading, construction and maintenance of the path would impact the Adams Creek jurisdictional wetland. Furthermore, proposed topography would indicate that stormwater from the asphalt path would drain directly into Adams Creek from both

directions, potentially impacting water quality- we cannot know because that feature is not included in the submitted SWMP.

- In its earlier assessments, the City determined that the ambiguity around wetland impacts was significant and a contributing factor to deeming the Application “Incomplete” twice. Because the application materials continue to only confuse this issue of wetland disturbance, the City Planning Department erred in deeming the application complete and moving it forward for review. Recommended conditions in the Staff Report only further compound the wetlands impacts questions given the requirement to increase the size of the parking lot and add a pathway to Andys Way.
- The completeness determination should be reversed, and the Planning Department should consider the Application incomplete until Applicant has provided (1) consistency within the application materials, (2) a clear understanding and acknowledgment of impacts to the site’s wetlands, and (3) a determination as to whether a Natural Resources Overlay, mitigation, and/or further permits may be required.

Additional Missing Materials

Beyond the items outlined above, there were additional required materials that have not been submitted and are not part of the application under consideration, including:

- Location of existing and proposed walls and fences and indication of their height and materials (HRMC 17.16.030 (5))
- Proposed location and type of exterior lighting (HRMC 17.16.030 (6))
- Proposed location and size of exterior signs (HRMC17.16.030 (7))
- Final Landscaping Plan (HRMC 17.16.030 (8))
- Final Grading Plan and Grade Elevations (HRMC 17.16.030 (17))

Argument II: If the Application was properly deemed complete, the Planning Commission should deny the Applicant’s Site Review Permit Application.

In addition to and including the reasons listed above, our letters of March 2nd and May 27th outline numerous technical, administrative and process concerns with the project proposal. Copies of both letters are attached to this letter (Exhibits A & B), and are also part of the public record. For purposes of protecting appeal rights, all of the technical points raised in those letters are incorporated into this letter and cited as reasons why the Planning Commission should deny this Site Permit Review application.

Moreover, we specifically raise the following additional concerns supporting a denial of the application:

- Any proposed exception to the Engineering Standards “is expected to provide a better or at least comparable result.” (HRES 2.1.C). While an adequate narrative is not provided, the proposed Design Exceptions on Sherman Avenue, Eugene Street, Hazel Avenue and Adams Creek Place fail to establish that the proposed design will “provide a better or at least comparable result” than implementing other City requirements. Particularly as it relates to ADA improvements, pedestrian safety, equitable access and neighborhood compatibility, there is reason to be concerned that the proposed Design Exceptions do not meet that standard.
- The project, as currently proposed, fails to include adequate ADA requirements throughout and does not incorporate equitable and universal access design. Applicant has not included ADA requirements into its design/ construction drawings for several items including (but not limited to) the old driveway converted to pedestrian use (gravel surface), insufficient number of handicapped parking spaces, access to the parking area from the complex, the path that would replace a sidewalk on Sherman Avenue (narrow, wooden bridge), the new pedestrian connection to Andys Way (which is not shown on current drawings), and other ADA improvements as part of street improvements on Sherman, Eugene, Hazel and Adams Creek Place.

- Applicant’s most recent Wetlands Delineation update (Schott & Associates 6/3/20) states that the property meets 3 of 4 statutory criteria to be considered “Locally Significant Wetlands” (at the discretion of the locality). This property’s springs and stream- known as Paradise Creek at the time the area was platted in 1909- but subsequently re-named by the Cohousing group- should be appropriately evaluated by the City to determine whether or not it meets standards for designation as a Locally Significant Wetland under OAR 141-086-0350.
- Applicant’s Traffic Analysis Letter is inadequate to assess traffic impacts, especially those at the intersection of 17th and Eugene and along the 1400-1500 block of Eugene Street (zoned R-1 and classified as a local street) because it does not incorporate deliveries, postal service, garbage pick-up, general services (i.e. landscaping, contractors, snow removal etc.), occupants of the guest house and sponsored events. The City should require Applicant to submit a Transportation Impact Analysis (TIA) as required by 17.20.060. The TIA should fully address the specific impacts to the 1400-1500 blocks of Eugene, safe pedestrian access along the 17th Avenue route to Hood River Middle School, and driveway spacing requirements with relation to the existing residence at 1419 Eugene St.

Thank you for consideration of our points. For all of the above-stated reasons, the Planning Commission should determine that the Adams Creek Cohousing Site Permit Review application is incomplete or, alternatively, deny the Application outright.

Sincerely,

** denotes direct neighbor of Adams Creek Cohousing property*

Dan Bell & Heather Hendrixson
1509 Eugene St.

Roy & Addie Schwartz
1516 Eugene St.

Dale & Sonja Cook
715 Katie’s Lane

AJ & Amy Kitt*
1422 & 1428 Eugene St.

Steve Winkle & Paige Browning
1521 Eugene St.

Lissa & Brad Noblett
1380 Sherman Ave.

Chet & Kathy Johnson*
1419 Eugene St.

Gordon Hinkle
1501 Eugene St.

Meredith Martin
1401 Cross Creek Ln.

Katie Scheer
505 17th St.

Garth & Bronwen Hager
1431 Sherman Ave.

Brian & Becky Rapecz
1421 Eugene St.

Kelley Morris & Matthew Curry*
603 Andys Way

George & Faye Borden
1515 Sherman Ave.

Jim Thornton
607 Andys Way

Scott Bean & Jennifer Barwick*
604 14th St.

Gloria Collie
1406 Katie’s Lane

Phil Nies
608 14th St.

Van Miley
610 14th St.

Kathan Zerzan & Rich Miller
711 Katie’s Lane

John Bishop & Elizabeth Cook
805 Katie’s Lane

Romeo & Melody Robichaud*
1301 Sherman Ave.

Francine Emmons
801 Katie’s Lane

Cc: Dustin Nilsen, Planning Director

EXHIBIT A

March 2, 2020 (updated)

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, OR 97031

Sent via email to j.kaden@cityofhoodriver.gov

Re: Adams Creek Cohousing Proposal
Completeness Review

Dear Jennifer:

Thank you again for sharing materials on the proposed Adams Creek Cohousing project at 1419 Sherman Avenue. This letter is signed by 26 households that will be impacted by this project and that wish to express their concern. We understand that the City Planning Department is undergoing a "Completeness Review" of the Site Permit Review application and intends to notify Adams Creek Cohousing of its determination on or before March 4th.

As a matter of the Site Plan Review process, we regard this proposed project to be "unusually complicated or contentious". Decision on this project should not be at the staff level. Final decision should be with the full Planning Commission (17.16.020). The Adams Creek Cohousing Project should be subject to a Quasi-Judicial review, including public hearings (17.16.020(B)).

The purpose of this letter is to point out likely deficiencies in the Adams Creek application materials, all of which should influence the City's determination as to whether the application package is "complete". As neighbors and homeowners around Adams Creek, **we request that the Planning Department apply the applicable sections of city code and require the following items to be addressed before deeming the Adams Creek Cohousing application complete:**

1. Natural Resources Overlay (NRO).

- According to the Applicant's Wetland Delineation, the property includes three state-recognized "wetlands" (natural springs) and three streams with mature riparian forest cover. Under Hood River city code 17.22, wetlands and riparian areas are protected through a Natural Resources Overlay (NRO). For projects that include wetlands and riparian areas (as this does), site permit applications are required to incorporate the NRO as part of their application materials. There is also a required narrative and supplemental application materials for Site Plan Reviews.

- Based on a review of the materials submitted to the City, **the Applicant did not include any of the required NRO materials.** The Project Narrative does not mention the phrase “Natural Resources Overlay”, despite its acknowledgment of state-delineated wetlands and streams across the entire property. There is not a Natural Resources Overlay included in their site drawings.
- When a Natural Resources Overlay applies, the City requires a narrative to *explain existing conditions, proposed activities, and how the proposal complies with the NRO requirements and applicable criteria* (Hood River Natural Resources Overlay Application p. 2). No such narrative has been provided with the application materials. This is a significant omission.
- **The applicant’s Site Plan Review application should not be deemed complete until the Natural Resources Overlay requirements of 17.22 related to wetlands and riparian corridor protection are fully met and incorporated into the application materials.**

2. Traffic Impact Analysis (TIA).

- Under section 17.20.060(C), an applicant is required to submit a Traffic Impact Analysis (TIA), when *(a) the proposed action is estimated to ... generate 25 or more weekday AM or PM trips (or as required by the City Engineer) ... or (e) a change in internal traffic patterns that may cause safety problems, such as back up onto public streets or traffic crashes in the approach area.* The TIA is also required as part of the Site Permit Review per 17.16.050(D).
- The 1400-1500 blocks of Eugene Street (zoned R-1 and classified as a local street) are proposed to be the main entrance to the Cohousing development for its residents, visitors, deliveries, postal service, garbage pick-up, general services (i.e. landscaping, contractors, snow removal etc.) and events. The applicant’s “conservative” estimate (p. 2 of TAL) is between 12-14 AM and PM trips per weekday. However, the Analysis does not project traffic counts at the intersection of 17th & Eugene. This is particularly critical in light of morning school traffic (vehicle and pedestrian) along 17th. With the addition of 25 new residential units, the impact to Eugene Street could approach or exceed 25 new trips during weekday rush hours. Regrettably, the applicant’s “Transportation Analysis Letter” (TAL) does not include traffic data, projections or mitigating measures for the impact along Eugene Street, Hazel Avenue or at the Eugene-17th intersection.
- Equally important, it does not address the pedestrian traffic to and from Hood River Middle School, nor propose any safety measures for students walking to school, nor addresses how it does/ does not align with the *Hood River Middle School “Safe Routes to School”* plan. The Hood River TSP (2010) already identifies deficiencies and safety issues at the Eugene-17th intersection.
- Separately, Applicant’s site designs include a two-space “pullout parking” area on Sherman Avenue near the intersection with 13th. Sherman Avenue is classified as a collector street and the Sherman/13th intersection is one of the more hazardous in Hood

River. Particularly during rush hour and over the summer months, this intersection experiences high volumes of automobile traffic, along with a fair amount of bike and pedestrian traffic. Such a proposal that envisions delivery trucks using these spaces, then backing out on to the public street (Sherman) is the very definition “a change in traffic pattern that may cause safety problems”.

- **Under subsections 17.20.060 (C)(a) and/or (e), applicant is required to submit a Traffic Impact Analysis (TIA) and meet all of the relevant requirements of Chapter 17.20. Applicant did not submit a Traffic Impact Analysis, but instead a Transportation Analysis Letter (TAL).** Per 17.20.060(D) a TAL is only acceptable when a TIA is not required by 17.20.060(C). Under the City’s own code, a TAL is not recognized to meet the higher standards of a TIA.
- **Under a clear interpretation of section 17.20.060, the applicant is required to submit a Transportation Information Analysis under either/both subsections (a) and (e). Applicant has failed to meet that requirement.** Applicant has submitted a “Transportation Analysis Letter”, which represents both a lower standard and fails to fully address all of the potential traffic impacts. This lesser plan does not satisfy the code requirements or adequately address the traffic and safety impacts of the project.
- As one of the requirements under Section E, an applicant is required to complete a pre-application review conference with the City Engineer. While it appears that this consultation may have occurred around April 2019, the Sherman Avenue pullout parking was presumably not part of the proposed plan at that time. Consequently, the City Engineer did not consider this potentially dangerous element of the project that represents “a change in internal traffic patterns that may cause safety problems, such as back up onto public streets”. Applicants should be required to have another pre-application review of the current, revised proposal with the City Engineer.
- **The City should require Applicant to submit a Transportation Impact Analysis (TIA) as required by 17.20.060 prior to deeming the application complete. The TIA should fully address the specific impacts to the 1400-1500 blocks of Eugene, the impacts of the two Sherman Avenue parking spaces, and safe pedestrian access along the 17th Avenue route to Hood River Middle School.**

3. Mandatory Neighborhood Meeting.

- Developers were required to hold a Neighborhood Meeting per 17.09.130(B)(3) since the development application is “likely to have neighborhood or community-wide impacts (e.g. traffic, parking, noise, or similar impacts)” given its large scale and contrast with the surrounding neighborhood. An application cannot be deemed complete until the Neighborhood Meeting requirement is satisfied (17.09.130(A)).
- **The third paragraph of the City provided “Neighborhood Meeting Packet” includes this specific direction to developers: *Meetings should occur at a facility that is accessible to persons with disabilities and be scheduled during the weekday evening to enable***

working residents to attend. It is suggested that written notice is mailed at least 12 calendar days prior to the meeting date.

- The applicant claims by Affidavit that they mailed notification of their January 13th Neighborhood Meeting to all property owners within 250' of the subject property- roughly 50 individual property owners. Anecdotally, several residents within that zone claim never to have received the mailed notice. Other residents outside the required 250' (such as those on Eugene Street) did not receive an invitation to the meeting at all. Rather than build an inclusive mailing list, applicant met the bare minimum standard and excluded property owners that would be impacted.
- For those that received mailed Notice, some claim it arrived via mail on Friday, January 10th or Saturday, January 11th. The Notice announced a mid-day meeting on Monday, January 13th. For those neighbors fortunate to receive notice of the meeting, it arrived only a couple days in advance. **Applicant only further confuses the issue in their Affidavit, where they claim that mailings were sent out on January 13th (the day of the meeting). Applicant should be required to correct the Affidavit so it can be determined when they mailed the notices and if the 12-day guidance was followed.**
- Moreover, despite the city's guidance, the Adams Creek Cohousing Neighborhood Meeting was held on a Monday afternoon at 1:30 PM. It was not held during a weekday evening, which certainly had an impact on attendance- as evidenced by the fact that only eight property owners attended after 50 notices were mailed. Obviously the short notice further limited people's ability to attend the Neighborhood Meeting.
- Together, the approach and pattern of the Cohousing group has been to not constructively engage surrounding property owners. The January 13th Neighborhood Meeting further evidenced that, and more importantly this Neighborhood Meeting did not meet city standards for inclusivity, engagement and access.
- **The applicant's Neighborhood Meeting should be deemed insufficient to meet the spirit and standards of the city requirements in 17.09.130. Applicant should be required to hold another Neighborhood Meeting, this time with appropriate notice and at a time that enables working residents to participate consistent with City guidance. The Applicant's Site Plan Review application should not be deemed complete until the Neighborhood Meeting requirement has been appropriately satisfied (17.09.130(A)).**

4. Parking (Guest, Deliveries, Garbage and Events).

- The applicant proposes to build a parking lot to serve residents at the bare minimum required under city code (1.5 cars per unit/ 38 spaces total). The parking lot appears to use at least five "tandem spaces", and it is not clear that handicap spaces are provided.
- With today's average family owning two or more cars, it seems likely that the proposed parking lot will not meet basic resident demand- pushing people to on-street parking along Eugene St., Hazel Ave. and around the intersection of Sherman Ave and 13th.

- Beyond Adams Creek residents, it should be expected that 25 new residential units will also create a need for parking by delivery trucks (FedEx, UPS, Amazon, USPS and others), service contractors and short/ long-term visitors.
- In addition, the Cohousing group regularly advertises and holds “events” such as house concerts, potlucks and lectures. The volume of parking for these events is already evident, often resulting in a line of parked vehicles along Sherman Street near the hazardous intersection with 13th.
- Outside of the parking lot, Applicant has not addressed the parking demand anywhere in their application. Of great concern, it does not appear that the standard Site Plan Review application materials will adequately address the off-street parking issue, or require applicant to assess their parking demand and impact.
- **In light of the fact that the applicant met the bare minimum parking requirements and openly hosts open community events, the proposed development will create a significant parking impact on the surrounding neighborhoods. Before deeming the application complete, the City should require Applicant to incorporate a Comprehensive Parking Study and Parking Plan into their application materials.**

5. Stormwater Management Plan (SMP).

- The Adams Creek property includes a significant stormwater corridor for the City of Hood River. Adams Creek conveys water from several upper neighborhoods (including Katie’s Lane and Andy’s Way), and there is a major tie-in to the storm water system at the property’s northern boundary at Sherman Avenue.
- The Preliminary Stormwater Management Plan appears incomplete and, as prepared, is incomprehensible for a normal reviewer. The document includes no Table of Contents, no List of Appendices, and no descriptive narratives. Despite numerous references throughout the application materials to stormwater collection features (swales, rain gardens, planters), the SMP does not include a single map showing the proposed location or character of those features.
- The SMP does not include any descriptive analysis of the function or capacity of the “as built” design, making it impossible to determine whether the applicant’s claim that all stormwater will be collected and treated is valid.
- **The Applicant’s Site Plan Review application should not be deemed complete until a comprehensive Stormwater Management Plan is submitted. The SMP should clearly assess and demonstrate the suitability of the proposed collection and treatment facilities. Moreover, applicant must demonstrate that the stormwater treatment and infrastructure are consistent with the wetland and riparian Natural Resource Overlay (protecting wetlands and streams), as well as demonstrate that there will not be an impact on the City’s critical stormwater conveyance infrastructure through Adams Creek.**

Finally, we encourage city planning staff to ensure all of the site plan requirements of 17.16.030 have been met. Though we have had limited opportunity to review the site plans, some elements worth particular attention may include:

- Location of loading facilities (subsection 3)
- Location and size of exterior signs (subsection 7)
- Location and species of trees greater than 6" in diameter (subsection 9)
- Identification of all three wetlands (natural springs) on site drawings (subsection 12)
- Service areas for loading and delivery (subsection 16)
- Statement of operations narrative (subsection 19)
- Construction erosion control plan (required per 17.16.050(B))

Thank you for consideration of our points. For all of the above-stated reasons, the City should determine that the Adams Creek Cohousing Site Permit Review application is incomplete until such time as all required materials are submitted.

Sincerely,

** denotes direct neighbor of Adams Creek Cohousing property*

Dan Bell & Heather Hendrixson
1509 Eugene St.

Van Miley
610 14th St.

Kathan Zerzan & Rich Miller
711 Katie's Lane

Romeo & Melody Robichaud*
1301 Sherman Ave.

AJ & Amy Kitt*
1422 & 1428 Eugene St.

Roy & Addie Schwartz
1516 Eugene St.

George & Faye Borden
1515 Sherman Ave.

Steve Winkle & Paige Browning
1521 Eugene St.

Katie Scheer
505 17th St.

Gordon Hinkle
1501 Eugene St.

Kelley Morris*
603 Andys Way

Jim Meckoll
1420 Sherman Ave.

Scott Bean & Jennifer Barwick*
604 14th St.

John Bishop & Elizabeth Cook
805 Katie's Lane

Chet & Kathy Johnson*
1419 Eugene St.

Dale & Sonja Cook
715 Katie's Lane

Brian & Becky Rapecz
1421 Eugene St.

Garth & Bronwen Hager
1431 Sherman Ave.

Jim Thornton
607 Andys Way

Andrew McElderry
224 13th St.

Erin Thompson
1705 Eugene St.

Lissa & Brad Noblett
1380 Sherman Ave.

Gloria Collie
1406 Katie's Lane

Erik & Jen Mall
1605 Sherman Ave.

Phil Nies
608 14th St.

Jean Vercillo
611 Andys Way

Cc: Dustin Nilsen, Planning Director

EXHIBIT B

May 27, 2020

Jennifer Ball Kaden
Associate Planner, City of Hood River
211 2nd St.
Hood River, OR 97031

Sent via email to j.kaden@cityofhoodriver.gov

Re: Adams Creek Cohousing Proposal (UPDATED)
Completeness Review- Resubmission

Dear Jennifer:

Thank you again for sharing materials under challenging circumstances on the proposed Adams Creek Cohousing project at 1419 Sherman Avenue. This letter is signed by 20 households that will be impacted by this project and that wish to express their concern. We understand that the City Planning Department is undergoing a "Completeness Review" of the re-submitted Site Plan Review application and intends to notify Adams Creek Cohousing of its determination before May 31st.

The March 4th letter to Applicant from the City Planning Department outlined more than thirty instances of missing or incomplete information, and rightly deemed the application "Incomplete". Applicant submitted revised plans and narrative on April 30th. We have similarly reviewed these materials and- based on a number of items outlined below- **we once again urge the City Planning Department to deem the Adams Creek Cohousing application "Incomplete"**. As neighbors and homeowners around Adams Creek, **we request that the Planning Department require the following items to be addressed before deeming the Adams Creek Cohousing application "Complete"**:

1. Wetland Disturbance and Impacts

- Applicant acknowledges the presence of jurisdictional wetlands, but states that "no wetlands or waterways are being disturbed" during this project (Narrative, p.11).
- After reviewing the previous Application, City planners noted in their March 4th letter that the submitted plans conflict with the statement "wetlands not to be disturbed" (p.2).
 - The submitted plans conflict with the statement "wetlands not to be disturbed." The proposed plans show the sanitary sewer line within a wetland and it is not clear whether any wetland disturbance will result from proposed stream crossings and retaining wall construction. Please reconcile the differences with revisions as applicable.
- The revised Application materials do little to clarify the Applicant's statement, and it remains impossible to reconcile their claims that "no wetlands will be impacted" with the submitted application materials.
 - Sanitary Sewer Line: The Proposed Sanitary Sewer Line passing through the middle of the wetland is still shown on the Grading Plan (sheet C-8). The Narrative does not mention the sewer line, nor explain how the placement and maintenance of an 8" pipe several feet below the surface would not have an impact on the wetland. Based on the plain evidence of the application materials, installation and maintenance of this permanent sewer mainline would necessarily have "an impact" on the jurisdictional wetland.
 - Proposed Stream Crossings: Applicant proposes a paved path up to the edge of Adams Creek as part of their Design Exception on Sherman Avenue (Item 4). Grading, construction and maintenance of the path could impact the Adams Creek wetland. Furthermore, proposed topography would indicate that stormwater from the asphalt path would drain directly into Adams Creek from both directions.
 - Retaining Walls: Applicant does not provide suitable information on proposed retaining walls, stating that information would not be submitted as part of the Site Plan Review (Narrative, p.6):

Retaining walls less than four (4) feet in height are permitted within or on all setback lines when the retaining wall retains earth on the parcel on which the retaining wall is built. Detail for proposed retaining walls will be provided at time of building permit submittal.

- Separately and additionally, City staff instructed Applicant to assess whether the wetlands on site are “locally significant” (p.2):

If the delineated wetlands identified on the site are deemed significant based on criteria in Oregon Administrative Rules (OAR) 141-86-0300 through 0350, please submit a detailed written analysis explaining how the proposed development addresses and is consistent with the requirements in HRMC 17.22.010.E and, if applicable, HRMC 17.22.010.F.

- In response to this request, Applicant cited its wetland delineation report and the cover letter provided by Schott & Associates (Cover Letter, p.2)
Significant wetlands designation. See analysis provided in the cover letter of the wetland delineation report.
- OAR 141-86-300 through 0350 include specific criteria to be applied to determine whether wetlands should be categorized and protected as “locally significant”. OAR 141-86-350(2) outlines these criteria, which include measures of habitat value, hydrologic function and presence of rare plant communities (among other items).
- In the referenced cover letter, Applicant’s consultant did not evaluate the wetlands based on the outlined criteria. In fact there is no mention of the criteria or its applicability to this site. Instead, there is simply a reliance on the “no wetlands impact” statement (Wetlands Delineation Cover Letter, p.2).
S&A has reviewed HRMC 17.22.1010.E and 17.22.101.F as indicated by the City of Hood River. These sections describe allowed and prohibited uses *within locally significant wetlands* as well as variance, as needed, for activities within locally significant wetlands. An updated development plan is provided with this letter. As shown on the attached plan, no development of any sort is proposed in onsite wetlands or waters. Building 3 has been moved north as far as possible to avoid wetland impacts. All stream crossings will be bridged with no activities occurring below Ordinary High Water (OHW). No activities will be conducted in either significant or non-significant wetlands and this project is in compliance with HR codes. No activities are proposed within *any* onsite wetlands therefore no assessment to determine wetland significance should be required to determine that the project is in compliance with City codes.
- This response entirely misses the point of the request and wholly fails to support a determination that these are (or are not) “locally significant wetlands”. Applicant should be required to document and apply the criteria of OAR 141-86-350 so the City can determine whether or not these are “locally significant wetlands” under Oregon law. The current application materials fail to answer the fundamental question posed- are these wetlands “locally significant”?
- In its earlier determination, the City determined that the ambiguity around wetland impacts was significant and a contributing factor to deeming the Application Incomplete. Because the revised application materials only confuse this issue of wetland disturbance further, the City should deem this application incomplete until such time as there is (1) consistency within the application materials, (2) a clear understanding of impacts to the site’s wetlands, and (3) a determination as to whether a Natural Resources Overlay, mitigation, and/or further permits may be required.

2. Stormwater Treatment/ Stormwater Management Plan

- Applicant is required to submit a Stormwater Management Plan (SWMP) as part of its Site Plan Review application. Per materials provided by the City, the most recent SWMP included in the Application is dated February 10, 2020. This would indicate it was last revised prior to the Incomplete Letter and the most recent revisions to the construction drawings. The submitted SWMP does not incorporate a Site Plan, so it is not possible to tell which version of the plans were being evaluated. It appears that the SWMP reflects drawings submitted in January. Nonetheless, there are significant and concerning inconsistencies between the SWMP and the application materials- particularly the construction drawings.
- Site Plans show an area identified as “the Plaza” near the driveway entrance. “The Plaza” is also identified as one of three primary stormwater drainage areas on the property. This drainage includes all of the developed and landscaped portions of the project, as well as the northern portion of the parking lot according to proposed contours on the Grading Plan (Sheet C-8). The SWMP’s statement that “the entire parking lot is drained into the Retention Pond” does not reflect the Proposed Contours underneath the lot, which would seem to indicate a “crown” east of the Rec Center that directs stormwater away from the Retention Pond. Setting aside that inconsistency, the SWMP describes the drainage area and proposed treatments (Sec. 2.2):

The Plaza is the balance of the west bank area outside of the parking lot. The roofs and landscaped areas will drain in vegetated swales to a detention facility on the west bank upstream of the Sherman culvert. Water quality treatment will be provided in the swales. Flood control will be provided in the detention facility where post-developed peak rates will be regulated and discharged at rates that mimic the historic condition. Reducing the post-developed to historic peak flow rates requires a pond volume of sufficient size to store the higher amounts of runoff caused by increasing the amount of impervious area. The detention pond is sized at a preliminary stage to predict the volume that will be required.

- The submitted SWMP reaches the conclusion that the post-development condition will have no impact to the wetlands or jurisdictional waters. The Plan bases this conclusion in large part due to a series of planned vegetated swales and a detention pond system:

The retention pond adjacent to the parking lot will be sized to retain runoff from storms up the 100-year flood frequency and provide both water quality and quantity control.

The discharge from the Plaza will drain in vegetated swales to provide water quality treatment and discharge to extended-dry detention pond designed to provide flood control.

- Applicant cites a swale and detention pond system in the Narrative (p.3)
Stormwater from roofs and paving are collected and distributed to water quality swales and detention areas sized for a 100-year storm. Where feasible, these required facilities augment the landscaping with a greater diversity of plant type, texture, and color. See the provided Preliminary Stormwater Management Plan and Civil drawings for more detail.
- The Grading and Storm Drainage Plan (Sheet C-8) seem to indicate that the area below the Plaza will be left in the natural topography that drains directly into Adams Creek. The Grading Plan and Proposed Contours show no evidence of a swale system (per the SWMP) that directs stormwater towards a detention pond.
- For that matter, the Grading and Storm Drainage Plan does not show a Detention Pond on the downstream portion of Adams Creek. That feature seems to have been removed in this most recent set of drawings and replaced with a single swale that is oriented downslope so as to deflect rather than detain water. The removal of this feature is inconsistent with the SWMP conclusion that a Detention Pond would be essential.
- Applicants construction drawings now show a proposed stormwater pipe collecting water near the Plaza and discharging it downhill (Sheets C-8, 9). That drainage pipe terminates roughly 10' away from (and drains directly into) Adams Creek. No treatment of that stormwater is indicated.
- As stated before, these are critical inconsistencies between the SWMP and the construction drawings. If the applicant is proposing a stormwater swale and detention pond system to manage stormwater from the developed portion of the property, those features should be shown on the relevant drawings.
- Alternatively, if the Applicant is now proposing to pipe the stormwater directly into Adams Creek (as the drawings would suggest) the SWMP must be revised to reflect that design, and a new analysis of post-development impacts to water quality and localized flooding should be completed.
- Until there is clarity between the construction drawings and the Stormwater Management Plan as to the treatment and management of stormwater from the developed area, the City should not consider this application complete. This is a significant issue. Submitted drawings raise doubt as to the conclusions included in the Stormwater Management Plan that there will be no impacts to jurisdictional wetlands or water quality from this proposed five-building development with thousands of square feet of impervious surface.

3. Design Exceptions

- Applicant proposes three Design Exceptions as a component of their submitted plans: (1) Sherman Avenue Street Improvements, (2) Eugene Street Street Improvements and (3) Adams Creek Place design. These Design Exceptions are listed on the Cover Page (Sheet C-1) and noted in the Narrative. In the Narrative, Applicant simply and only says "Design Exceptions will be required" (p.11). Beyond that, no further explanatory material or justification is provided in the application materials.

- In its Pre-Application Summary, the City provided specific guidance (p.5)
Any proposed design exception to City standards such as sidewalk and planter strip locations must be discussed with the City Engineering Department prior to the plan submittal, and must include a written request explaining why the exception should be approved at the time of plan submittal.
- Applicant provides no evidence that a Design Exception has been discussed or formally requested from the City Engineering Department for Exception 1 or 2. Applicant states- but provides no evidence- that City Engineering has approved Exception 3. Copies of all written requests, if submitted, are not referenced in the Narrative or included in the application materials. Proposed Sherman and Eugene Design Exceptions present their own set of concerns addressed separately in this letter (Items 4 and 5).
- As directed by the Engineering Department, the City should not deem the Application complete until all required Design Exceptions are requested in writing, considered and decided upon. If and when the Applicant has submitted these requests, the City should insist that these be included with the application materials.

4. Proposed Design Exception: Sherman Ave. Street Improvements

- Pre-application guidance was clear on the need for street improvements along Sherman Avenue frontage: outlined in the City's TSP, Figure 6D – Residential Collector. The improvements required by the applicant shall include separated sidewalk, planting strip, new curb and gutter, and provide new catch basin(s) aligned with the new curb line as required. Applicant must remove existing pavement a distance of two feet (2') away from new gutter edge and repave up to new gutter per City Standards. Street improvements shall be extended a minimum of 25 feet beyond the limits of the project when transitions to existing conditions are necessary. The applicant shall also provide bike lane striping.
- Instead of building the required traditional sidewalk and associated street improvements along Sherman Avenue, Applicant proposes a paved path that extends on to their property and crosses Adams Creek over a wooden bridge. This would be a significant variance from the City's typical curb and gutter sidewalk construction.
- Applicant does not provide the required justification or explanation in the Narrative or application materials for the decision not to complete the required Sherman Avenue improvements.
- The proposed Design Exception presents several elements which should make them unacceptable to the City. The proposal is very clearly not consistent with City street improvement requirements and standards.
 - Applicant proposes constructing a bridge over Adams Creek. If this were to serve as the official city "sidewalk" that bridge should be built to City standards, including footings, handrails and ADA accessibility. Applicant does not include specifications, elevations or other details on the proposed Sherman Ave. bridge other than to show it is "wooden".
 - Applicant proposes an asphalt path (rather than the required concrete sidewalk) that would go to the edge of Adams Creek on both sides. Like the bridge, a paved path that is to serve as a City sidewalk must meet safety, stability and ADA requirements. This may require a raised approach to transition from the pavement to the wood bridge.
 - In the event this proposed path were to serve as the city sidewalk, it is essential that Applicant grant a perpetual easement to the City for pedestrian access and maintenance along the corridor. Neither the application materials nor drawings show such a perpetual easement. A public access easement would be critical to ensure that future landowners could not abandon the pathway or inhibit public access.
 - The required bike lane striping is not referenced in the application, nor is it shown on the site plan or construction drawings. Sherman Avenue, particularly at this intersection, receives a significant amount of bike use. Particularly with the increased bike use envisioned by the new Cohousing residents, Applicant should be required to complete this important traffic control and safety feature.
- Per the direction from HREC and the City Engineering Department, the City should deem the Application incomplete until Applicant has proposed all necessary Design Exceptions in writing- with appropriate description and justification- to City Engineering and included relevant documentation in the Site Plan application. The proposed Design Exceptions are significant and would eliminate the required sidewalk along Sherman Ave. The City should not support this Exception, nor is it in the City's best interests. In the event the Sherman Avenue Design Exceptions are

not permitted, significant revisions to the application materials would be required. It is not prudent to deem the Application complete and begin a public review with this Design Exception decision outstanding.

5. Proposed Design Exception: Eugene St. Street Improvements

- Pre-application guidance was clear on the need for street improvements along Eugene Street:
Frontage Improvements: The City's TSP classifies Eugene St. as a local street. The existing conditions are not compliant with the City Standards for local streets. The existing ROW is 50 feet. The Applicant shall be required to provide half street, frontage improvements as outlined in the City's TSP, Figure 6E – Local Option A. The improvements required by the applicant shall include separated sidewalk, planting strip, new curb and gutter, and provide new catch basin(s) aligned with the new curb line as required.
- Construction drawings now indicate that Applicant is intending to install a sidewalk, driveway and ADA improvements along the north side of Eugene Street, as directed in the pre-application consultation (Sheet C-8). The map does not show the full extent of the sidewalk and does not include the intersections of 16th or 17th and Eugene.
- The proposed alternative is not consistent with City street improvement requirements. Again, the application does not provide the required justification or explanation for the proposal not to complete all of the required Eugene Street improvements.
- Applicants sole reference to the Eugene Street sidewalk is in this note on Sheet C-8:

-PROPOSED 4 ADA RAMPS,
445 LF OF SIDEWALK
& 4 DRIVEWAYS
- This reference is less than clear, but does not appear to reflect the required 16th Street curbing, sidewalk or ADA ramps. Applicant should be required to submit a drawing showing the full length of the Eugene Street sidewalk and street improvements from Tax Lot 4900 to 17th St.
- Moreover, construction of this proposed sidewalk will cross the land of six private homeowners between 14th and 17th. These neighbors deserve to understand the proposal and its impact on their property. The City should require a survey map showing the location of the sidewalk in relation to existing conditions as part of the application materials. That map should also be shared by the Applicant directly with all of the potentially impacted landowners.
- Per the direction from the City Engineering Department and HREC, the City should deem the Application incomplete until Applicant has proposed all necessary Design Exceptions in writing- with appropriate description and justification- to City Engineering and included relevant documentation in the Site Plan application. This should be clarified before deeming the application “complete” and initiating the quasi-judicial review with the Planning Commission.

6. Hazel Street ADA Improvements

- In the Pre-Application guidance from the City Engineer, ADA improvements along Hazel Avenue from the project site to 17th are required (p.16):
ADA improvements along Eugene & Hazel between the project site and the intersections of 16th & 17th, and along 14th Street where it fronts the project site;
- In it earlier attempt, Applicant failed to include the ADA improvements along Eugene and Hazel. Among several street improvement projects omitted, City raised the Hazel Avenue ADA improvements in the Incomplete Letter and asked they be included in the revisions (p.3):
ADA improvements along Eugene & Hazel between the project site and the intersections of 16th & 17th, and along 14th Street where it fronts the project site;
- In its most recent submission, Applicant does not show the required Hazel Street ADA Improvements through the intersection with 16th. (Note: there is no intersection with Hazel and 17th). Nor has Applicant identified it as a Design Exception. Once again, the City should request that Applicant address this issue or proceed through the proper processes to justify and secure a Design Exception.

7. Transportation and Access

- Neighbors (particularly those along Eugene St.) remain extraordinarily concerned with the potential traffic impacts of this 25-unit multi-family development. As before, we would request that the City recognize the potential impacts to the residents of Eugene Street (Zoned R-1) that is proposed to be the sole vehicle access to this condominium development for residents, visitors, deliveries, mail and garbage collection. Not to mention demolition and construction traffic. The City should require a Transportation Impact Analysis for this project. Please refer to the additional detail included in our March 2nd letter.
- Noting the absence of substance, the City provided specific direction to Applicant to enhance its Narrative substantiating compliance with Hood River's Transportation Management requirements (p.2)
Transportation Circulation & Access Management (HRMC 17.20) – Please provide a detailed written analysis that explains how the proposed development addresses and is consistent with the criteria in HRMC 17.20.030.B.
- While Applicant did provide a written analysis in the Narrative (p.9), it is undeniably short on details. For a project that proposes to convert a dead-end R-1 residential street into the driveway for at least 40 cars, Applicant included a narrative that measures barely ½ page – a total of fifteen sentences.
- The City should expect a more thoughtful and detailed narrative to illustrate compliance with the City's transportation requirements. The City should once again deem the Application insufficient and incomplete as it relates to compliance with HRMC 17.20.030.B.
- HRMC 17.20.030.B 3 directs that Applicant show that “the road system shall provide adequate access to buildings for residents, deliveries, emergency vehicles and garbage collection”. Applicant's response is wholly inadequate- especially in light of the removal of the two “delivery pull-ins” previously proposed for Sherman Ave. The response to removing those two parking sites was to add one additional space to the parking lot. They chose not to address the additional impacts of having all deliveries down Eugene St. (p.11):
In addition to resident and visitor passenger vehicles, the proposed access road is designed to provide adequate access for other types of vehicles. Both Adams Creek Place and the access road are designed to meet the Oregon Fire Code criteria for Fire Apparatus Access Roads. Garbage collection is proposed at the Recreation Building via access gates in that building's west face. Sanitation vehicles can enter/exit the site in a forward motion with minimal backing up distance. While off-street loading spaces are not required, the proposed Plaza provides an informal area for drop-off of deliveries and passengers.
- Rather than address the adequacy of the road system in a thoughtful and justifiable fashion, Applicant simply describes how all traffic will now enter on Eugene Street and that is “designed to provide adequate access”.
- HRMC 17.20.030.B(5) requires that “the access shall be consistent with the access management standards adopted in the Transportation System Plan.” Applicant's response:
Access will be consistent with the adopted Transportation System Plan in effect at time of off-site permitting.
- The purpose of the Narrative in the Site Plan Review is for Applicant to demonstrate that the proposed plan is consistent with the TSP. Not will be. If the plans are in fact consistent with the access standards, the Narrative should have a statement to that effect and demonstrate that consistency. This response does neither.
- The Applicant has not demonstrated that their proposal meet the requirements of HRMC 17.20.030. The City should consider the Site Plan Review application incomplete until Applicant demonstrates through its Narrative that the project application meets those requirements.

8. Building 3 Fire Access

- Elevation drawings indicate that the height of Building 3 is 33'-3” when measured from the uphill elevation (Sheet A-1.6). This building includes a concrete foundation (described as “basement”) that is 10' tall on the downhill side. The “basement” is accessed by a walking path, a full-sized entrance door and includes windows- yet the building is categorized as “two-story”.
- In the course of the pre-application review, Hood River Fire and EMS provided this direction:

AERIAL FIRE APPARATUS ROADS: Buildings with a vertical distance between the grade plane and the highest roof surface that exceeds 30 feet in height shall be provided with a fire apparatus access road constructed for use by aerial apparatus with an unobstructed driving surface width of not less than 26 feet. For the purposes of this section, the highest roof surface shall be determined by measurement to the eave of a pitched roof, the intersection of the roof to the exterior wall, or the top of the parapet walls, whichever is greater. Any portion of the building may be used for this measurement, provided that it is accessible to firefighters and is capable of supporting ground ladder placement. (OFC D105.1, D105.2)

FIRE APPARATUS ACCESS ROAD WIDTH AND VERTICAL CLEARANCE: Fire apparatus access roads shall have an unobstructed driving surface width of not less than 20 feet (26 feet adjacent to fire hydrants (OFC D103.1)) and an unobstructed vertical clearance of not less than 13 feet 6 inches. (OFC 503.2.1)

- Commonly speaking, “grade plane” is defined as “a reference plane representing the average of the ground level adjoining a building at its exterior walls.” City planning codes measure building height from the uphill elevation (seemingly different for Fire & EMS). The height of Building 3 using “grade plane” would be estimated at 38’-3”.
- Using either approach, Building 3 is greater than 30’ in height, the critical figure stated in the Fire and EMS guidance and the Oregon Fire Code. Accordingly, it would seem that Building 3 must be served by a “fire apparatus access road...with an unobstructed driving surface width of not less than 26 feet.”
- Applicant does not include a fire apparatus access road for Building 3. At best, the building is served by a gravel pedestrian path estimated to be 10’ in width that would be accessed from Sherman Ave. The Narrative does not address fire access to Building 3, and the drawings do not indicate the proposal is in compliance with Hood River Fire and EMS requirements. There is no evidence that a variance or exception (if one is needed) to the fire apparatus access road requirement has been requested or secured for Building 3.
- Until such time as the application materials and drawings address required fire access to Building 3- including the required fire apparatus access road or an approved exception- the City should deem the application Incomplete. Fire access and public safety are paramount for a building that proposes to house six families. Applicant should be required to demonstrate clear compliance with relevant fire access requirements.
- Note: Using “grade plane”, the height of Building 2 is proposed to be approximately 31’-6” and should also be subject to this Fire & EMS requirement. Presumably the Plaza area would serve for fire apparatus access, but Applicant has not addressed its suitability or demonstrated that it meets Hood River Fire & EMS requirements.

9. Final Grading Plan

- In the City’s Incomplete Letter, the lack of detail in the Grading Plan was raised, particularly highlighting the lack of information on the “as developed” condition (p.1).
On the grading plan, please provide proposed contours and finished grade information.
- Additional information was also requested in the Narrative (p.3)
Grading Plan – please provide a summary of proposed cuts and fills.
- Applicant has not provided adequate and complete information in response to these requests. Applicant declined to provide the requested final grade information in its Site Plan application materials (Cover Letter, p.1):
Proposed contours. See sheet C8 for preliminary grading. Please note that detailed grading information will be submitted at time of building permit.
- The drawings and application materials seem to suggest that Applicant is going to: (1) demolish and remove three existing structures; (2) remove a portion of the existing driveway; (3) develop and use a construction staging area; (4) install significant new utility, pedestrian and road infrastructure; (5) build five structures (including one of the largest multi-family housing buildings in the City of Hood River); and (6) install a 39-space parking lot with almost no change to the existing topography. Outside of building footprints, its proposed contours are depicted as exactly matching existing conditions. That would seem infeasible and unlikely. If the Applicant is intending to grade back to existing conditions, that is not explained in the Narrative. Particularly when the Applicant estimates 2600 CY of cut and fill, changes in topography seem likely.

- Rather than providing the summary of cuts and fills as requested, Applicant indicates this information will be submitted with a building permit application- not during the Site Plan review. (Cover Letter (p.2):
 - **Cut and fill.** Detailed grading information will be submitted at time of building permit. Preliminary calculations are as follows: Cut = 1,600 CY ; Fill = 1,000 CY.
- Applicant proposes to move 2600 CY of material on the site. Again, no additional detail is provided. Applicant does not provide cut and fill diagrams or depict cut/fill on the Grading Plan. Based on the Applicant' statement, however, the cut and fill proportions are not balanced- 600CY of excess cut material appears to be generated. Assuming an average dump truck load of 15CY, this excess material represents 40 trucks worth of unused and unaccounted for cut material. Overall the amount of cut and fill is more than 170 dump trucks. This would seem to indicate that there is more grading and earth removal for the development than currently reflected in the proposed plans and drawings.
- Equally important, it is not possible to determine whether jurisdictional wetlands would be impacted in the earth movement without cut and fill diagrams.
- Applicant has not provided the grading or cut and fill information requested or required. With the additional information that was provided in this latest revision, however, there appear to be critical inconsistencies in the Application materials that raise further questions. The Application should not be considered complete until an acceptable Grading Plan with Proposed Contours is developed (including cut-and-fill diagrams and confirmable calculations) and enough detail is provided to confirm that wetlands on site will not be impacted. In the event that wetlands are to be impacted by grading, a Natural Resources Overlay should be required.

10. Landscaping Plan & Tree Protection

- In the City's Incompleteness letter, the lack of required specificity to the site's landscaping was raised and additional information was requested (p.2):
 - Please provide a summary of the quantity, species, and sizes of proposed trees and shrubs.
 - Please also provide a total square footage of area proposed to be landscaped and proposed to be retained in its natural condition.
- As to the specifics of proposed trees and shrubs, that information was not provided. Applicant instead chose to provide general categories (lawn, screening, decorative, etc.) and leave the specifics to the landscaping installers (Narrative, p.9):
 - The following narrative in conjunction with the Preliminary Site and Landscape Plan is provided to satisfy the functional objectives of landscaping as detailed in this ordinance. A final landscaping plan will be submitted at the time of building permit review.

 - To acknowledge the variability of available plant species and the specific knowledge of those who will install the work, the "type of plant materials" at this conceptual stage is described in narrative form. In all cases, specific species will be selected to minimize upkeep, complement or supplement surrounding natural vegetation, and fit the climate. The "types" of plant materials are categorized below. See the site plan for locations and placement criteria.
- This is inadequate to satisfy the specific request of the City, and the requirements of HRMC 17.17.030. City code requires that a landscaping plan "shall identify the placement and type of plant materials to provide an effective means for evaluating whether the chosen plant materials will (1) Survive in the climate and soils of the proposed site; and (2) satisfy the functional objectives of landscaping as detailed in this ordinance, including erosion control, screening, and shade, within a reasonable time." HRMC 17.17.040(2) goes on to describe the functional objectives, noting that "landscaping shall be selected and located to deter sound, filter air contaminants, curtail erosion, contribute to living privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character."
 - Trees are only identified on the construction drawings as "evergreen". No description of size, species or suitability for the site.
 - New trees along Adams Creek Place provide important screening for the adjacent R-1 neighborhood. Those trees also need to be a height below 15'. Applicant has not identified the species of trees to be used in that planting strip.
 - Screening is only generally defined, and does not consider visual and noise screening around mechanical equipment. Screening trees are only described as "decorative" (Narrative, p.9).

Screening: Mix of ground cover, mulch, decorative trees, and tightly spaced evergreen shrubs. This landscaping mix is used predominately at the parking area.

- Applicant states that there will be no roof mounted machinery and that all machinery will be on the ground and “screened”. This makes it all the more important to have detailed landscaping information, as the vegetation will be essential visual and sound screening for dozens of heating/cooling units and other mechanical equipment (Narrative, p.7).
 - **Equipment Storage.** Exterior mechanical equipment will be small-scale and mounted at ground level behind appropriate vegetative materials or fencing. No rooftop equipment is proposed. Final locations will be provided at time of building and trade permit submittals.
- City also instructed the Applicant in the pre-application summary to provide detailed information on tree retention, removal and protection (Pre-Application Summary, p.4):
 - Retention of existing vegetation is encouraged by HRMC 17.16.050(A), Natural Features. The preliminary site plan or grading plan should depict existing trees and trees to be removed. Where existing trees cannot be retained, please explain in the project narrative submitted with the application. Please provide a protection plan for trees that will be retained.
- Applicant has not adequately identified trees nor addressed tree protection consistent with the Pre-Application guidance. Each of these items need to be addressed.
 - Location and species of trees greater than 6” in diameter (subsection 9): What appear to be the larger trees are shown on the Existing Conditions map (Sheet C-6). (Note: The green symbols are not shown in the legend). While there appear to be more than 40 “large” trees on the site, Applicant does not identify the species or size of any of them.
 - Applicant proposes to remove at least 15 trees (unknown size and species), including at least four immediately adjacent to one of the designated wetlands (Sheet C-7). Applicant has not provided the required explanation in the Narrative for their decision to remove those trees. The sole mention of cutting down trees is a single sentence- “[t]he design strives to retain as many existing mature trees as feasible” (p.4). One sentence for the removal of 15 trees (roughly one-third of the large trees on site) is inadequate and entirely inconsistent with the intent behind the pre-application guidance.
 - Neither the Erosion Control & Demolition Plan (Sheet C-7) nor the Landscaping Plan (Sheet A1.2) include provisions for tree protection during construction or post-construction (i.e. trees next to paved paths and parking).
- As to the square footage of area proposed to be landscaped and proposed to be retained in its natural condition, Applicant makes this curious statement (Narrative, p.10):
 - Minimum landscaping as a percent of gross site area is 20% for multifamily development. After subtracting for the property dedications, approximately 44% (45,000 sf) of the site is retained in its natural condition with an additional 10% (9,985 sf) in new landscaping. See the site plan for boundaries and a legend. The total site area
- Per HRMC 17.17.040(7) the “minimum landscaping as a percent of gross area” for multi-family housing is 20%. Applicant provides the information for the net area (“after dedication”), which is not applicable in applying the city code. There is no explanation or further justification of the Applicant’s failure to meet the minimum landscaped area requirement (10% vs. required 20%) based on gross area. If Applicant is seeking a variance to the minimum landscaping requirements, that should be clearly stated and justified.
- Applicant has not provided sufficient information in its Landscaping Plan to satisfy the applicable requirements and properly evaluate the functional purposes of the vegetation screening, including visual screening, noise abatement, erosion control, and stormwater treatment. The application should not be deemed complete until the Landscaping Plan includes sufficient detailed information to make these functional evaluations as required by HRMC 17.17.030 and 17.17.040.

11. Garbage/ Recycling/ Compost Collection

- Applicant proposes a paved, double-gated 8’ x 25’ area to serve as the collection site for garbage, recycling and household compost. Waste services will need to accommodate the residents of all 25 units, with a total capacity of 59 bedrooms. The Cohousing group routinely advertises and holds public events including concerts and potlucks which also generate additional waste.

- The pre-application review summary includes this direction:
Outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing. Please verify the proposed location of garbage and recycling facilities is acceptable and accessible to Hood River Garbage.
- Access to the Garbage collection site from the proposed Eugene Street driveway requires trucks to make a tight right turn, block access to/from the parking lot during collection and then back up to leave the development. The Application does not indicate that the proposed location has been shared with nor approved by Hood River Garbage.
- Applicant should be required to provide an Elevation Drawing of the Garbage/ Recycling/ Compost facility to clarify discrepancies in their Narrative and ensure compliance with vision clearance and other requirements (Narrative, p. 6):
A. Fences and walls not more than six (6) feet in height are permitted within or on all property lines and on corner lots or parcels when vision clearance requirements are met. No fences are proposed at this time.

(Narrative, p. 7):

Storage. Proposed garbage collection areas are covered and enclosed by a sight-obscuring fencing.

Equipment Storage. Exterior mechanical equipment will be small-scale and mounted at ground level behind appropriate vegetative materials or fencing. No rooftop equipment is proposed. Final locations will be provided at time of building and trade permit submittals.

12. Signage Plan

- Applicant states that “No exterior signs are proposed at this time” and state that they do not need to address HRMC Title 18 as part of their Application (Narrative, p. 4).
- It would seem infeasible that a 25-unit, five building, 39-parking space development would not put up signage. Directional and building signage will be essential for visitors, emergency responders, deliveries and USPS.
- Building 1 and the adjacent 26’ asphalt road are being developed primarily for fire department access. Signage will certainly be required for this area, as directed in the pre-application review by Hood River Fire & EMS.
NO PARKING SIGNS: Where fire apparatus roadways are not of sufficient width to accommodate parked vehicles and 20 feet of unobstructed driving surface, “No Parking” signs shall be installed on one or both sides of the roadway and in turnarounds as needed. Signs shall read “NO PARKING - FIRE LANE” and shall be installed with a clear space above grade level of 7 feet. Signs shall be 12 inches wide by 18 inches high and shall have red letters on a white reflective background. (OFC D103.6)
PREMISES IDENTIFICATION: New and existing buildings shall have approved address numbers; building numbers or approved building identification placed in a position that is legible and visible from the street or road fronting the property, including monument signs. These numbers shall contrast with their background. Numbers shall be a minimum of 4 inches high with a minimum stroke width of 1/2 inch. (OFC 505.1)
- Because of its layout and large size, the proposed site development necessarily requires signage. The City should ensure that the Applicant fully identifies the required signage and specify the locations of installed signs. As it currently stands, the Applicant has not acknowledged that signage will be both needed and required. The City should deem this Application Incomplete until a signage plan is submitted, including the location of signs on the Site Plan, and demonstrates compliance with HRMC Title 18.

13. Additional Elevation Drawings of Proposed Features

The City should request further elevation drawings and/or design for several proposed features:

- Bridges, particularly the Sherman Avenue pedestrian bridge which is proposed to replace the mandated public, concrete sidewalk along the roadway (Item 4)
- Garbage/Recycling/Compost including proposed fence (Item 11)
- Built stormwater features, particularly the Retention Pond that treats the southern half of the parking lot (Item 2)
- Mail/ postal facility (if applicable)

- Adams Creek Place, including the proposed “raised walk” (Narrative, p. 6). It is unclear from the application materials and drawings whether this would be elevated and/or impede utility access along the water easement. pedestrian safety, a raised walk along the north edge of the service drive provides convenient access to the public sidewalk on Adams Creek Place.

14. Additional Considerations

Finally, we encourage city planning staff to ensure all of the site plan requirements of 17.16.030 have been fully met and all materials are submitted in order to appropriately evaluate this large-scale project. Though we have had only a week to review the plans and application materials, some elements worth particular attention may include:

- **Building Floorplans:** For a development proposal of this size, the City should require conceptual floorplans of all buildings as part of the application. Sheet A1.1 includes this summary:

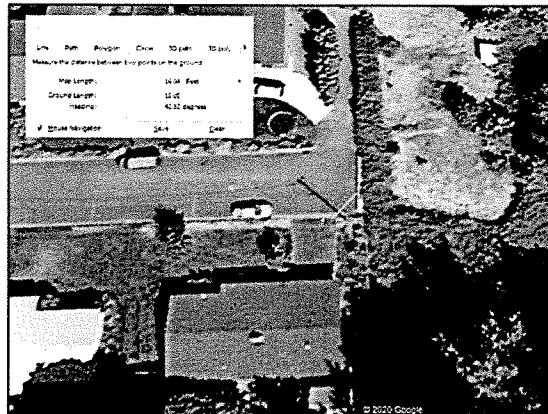
CONDOMINIUM UNITS	1-BED	3
	2-BED	10
	3-BED	12
	TOTAL	25

However, there is no additional information provided about building configurations. An informed review of this application requires the additional information that will show which units are in which buildings, the proposed use of the large walk-in “basements” and general location of

HVAC and other mechanical equipment. Because each unit will be independently owned and metered for utilities it is important to understand the building configurations as part of the Site Plan Review.

- **ADA Parking Spaces:** Confirm compliance with requirements for ADA accessible parking spaces. ORS 447.233 (which includes requirements for ADA accessible parking spaces) suggests a parking lot with 39 spaces should have two ADA spaces, including one that is van accessible. Applicant proposes one ADA parking space.

- **Compliance with Driveway Access Standards:** Applicant’s Transportation Analysis Letter (TAL) indicates that the driveway spacing between this project and Adams Creek Place is in excess of the 22’, thereby satisfies the Access Spacing Standards in HRMC 17.20.030.B.2. Applicant TAL appear to ignore the driveway on the south side at Eugene St. The driveway for that single family residence leads into the garage) is very close to and parallels Applicant’s western property line (alongside the proposed parking lot). This existing driveway should be on the Existing Conditions map (Sheet C-6).



and its 1419 (which shown St. city

Approximate measurements of the distance between the Cohousing driveway and the driveway at 1419 Eugene appear to be approximately 15’- noticeably below the code’s required Access Spacing. Applicant does not address this issue, or indicate that they are pursuing a Design Variance from the required Access Spacing.

- **Lighting Plan:** Applicant shows light poles on the construction drawings, but does not provide required detail regarding height, material, or shading. Despite the City’s request for an exterior lighting plan in the Incomplete Letter (p.3), Applicant declined to provide that information at this time (Cover Letter, p.2). Additional specifications on external lighting in the drawings and in Narrative are required.
- **Existing Utilities:** Location of water, sewer and other utilities to the existing house and garage are not shown on the Existing Conditions or Demolition drawings (Sheets C-6, 7)
- **Operations Narrative:** The Site Plan Review application requires a “written narrative” that addresses several specific items. Applicant has not included a Narrative in the application materials or addressed the specific application requirements. Some (but not all) responses are included on Sheet C-2 mingled with other general construction notes.
- **Mail Facilities:** Applicant does not show or describe USPS mail delivery facilities in the application materials. If USPS mail delivery will be at a central location near the parking lot (the only vehicle access), this facility should be shown on the Site Plan and construction drawings.
- **Neighborhood Meeting:** We still believe that the required Neighborhood Meeting did not satisfy the City’s requirements. Please refer back to the letter of March 4 for a complete statement of those concerns.

Thank you for consideration of our points. While this is regrettably a lengthy letter, it is indicative of the numerous inadequacies, inconsistencies and omissions from Applicant's Site Plan Review application. For all of the above-stated reasons, the City should determine that the Adams Creek Cohousing Site Permit Review application is incomplete until such time as all required materials are submitted.

Sincerely,

** denotes direct neighbor of Adams Creek Cohousing property*

Dan Bell & Heather Hendrixson
1509 Eugene St.

Kathan Zerzan & Rich Miller
711 Katie's Lane

AJ & Amy Kitt*
1422 & 1428 Eugene St.

Dale & Sonja Cook
715 Katie's Lane

Chet & Kathy Johnson*
1419 Eugene St.

Jim Meckoll and Karen Neitzel
1420 Sherman Ave.

Katie Scheer
505 17th St.

Lissa & Brad Noblett
1380 Sherman Ave.

Kelley Morris*
603 Andys Way

Francine Emmons
801 Katie's Lane

Scott Bean & Jennifer Barwick*
604 14th St.

Meredith Martin
1401 Cross Creek Ln.

Van Miley
610 14th St.

Romeo & Melody Robichaud*
1301 Sherman Ave.

Cc: Dustin Nilsen, Planning Director

Roy & Addie Schwartz
1516 Eugene St.

Steve Winkle & Paige Browning
1521 Eugene St.

Gordon Hinkle
1501 Eugene St.

Garth & Bronwen Hager
1431 Sherman Ave.

George & Faye Borden
1515 Sherman Ave.

Gloria Collie
1406 Katie's Lane

Aug 13, 2020

To: Jennifer Kaden, HR City Planning Commission
From: Mark Zanmiller. 1421 Sherman, Hood River.

Subject: Submittal comments about Adams Creek Cohousing application FILE NO. 2020-03.

This testimony incorporates and supersedes the email request for information sent to J. Kaden. The order of items has been changed to be in more of a priority order.

I am writing this as a resident and neighboring property to the 1419 Sherman development. The following are my questions and comments to be considered in the public process:

- a) I am not opposed to the co-housing organization or their plans to build on the neighboring property. They have, in my opinion, been welcoming neighbors through the process to date, and I know them to be good folks. That said, I have some issues with the design presented and hope to see modifications through the approval process.
- b) The three story Building 1 on the West edge is very large and shockingly out of scale with the neighborhood. Until Jan 2020, we were not aware that such a large building was being considered and shown examples with clusters of small footprint cottages. In the January meeting at the HR Library which was attended by neighbors, and in the comments from other neighbors this was a major point of concern by everybody. Apparently and disappointingly, they do not seem to care.

As the City looks to add this type of density (which I support), avoiding such jarring interfaces between the new and the existing seems to be a proper goal and will go a long way toward general acceptance of in-fill. I am afraid that approving such a big building right next to existing homes will be used as a general indictment of infill. I hope that a design alternative can be found to allow the project to continue while 'toning down' this building.

My suggestion: If Buildings 2 and 3 were the three story buildings and Building 1 limited to two - and given that they start about 13 ft elevation lower than Building 1, all three would be of similar height, the impact on the view of the development from Eugene would be softened, and the real sense of that building looming over neighboring homes would be largely addressed. I am sure there are other design alternatives that could also be used to soften the interface with the existing neighborhood.

- c) I am concerned about the tree removal requirements along 14th (Adams Creek Place) adjacent to the project. There are existing mature trees along the Adams Creek Place property line that would provide an excellent vegetative interface to the West side of Building 1. Cutting them and planting new little street trees does not seem consistent with City goals of retaining the urban forest. These trees are marked on drawing page C7. **My suggestion:** Require the preservation of the existing mature trees between Adams Creek Place and Building 1.

File No. 2020-03
Attachment K.27

- d) I am concerned about tree removal requirements and alleyway alignment for Hazel St alleyway perpendicular to the project.
- a. The drawing provided does not describe the hazel transition to the single lane alleyway. The current alleyway is along the South side of the road easement. At what point going West does the project transition to the current single lane? There are some 30++ year old trees that would be a shame to be lost if the transition is not done smartly and as much to the East end as possible.
 - b. The paved turn West on Adams Creek Place is aligned with the center of the Hazel alleyway vs with the current alleyway alignment.
 - c. There is no real conceivable future need to make Hazel a full width paved street as almost all homes that front it are fenced (with access gates).
 - d. What are the snow removal responsibilities for Adams Creek Place? Our driveway is just West of there on Hazel and we need to know that snowplowing will not create more of a barrier than it is now. Alleyway alignment will make this work better.
 - e. **My suggestion:** Align the West turn of Adams Creek Place to the South side of Hazel and minimize the removal of trees to quickly and efficiently transition to the current gravel alleyway.
- e) The nature of the west edge, North of Hazel. There is a row of mature Cedar trees planted on the West property line that co-housing members have assured us would be safe, but design elements and the paver driveway to the common house is very close to that line, introducing seemingly high risk to that promise.
- a. What construction tree-protections will be in place to protect that row of trees?
 - b. How does installing a 10" waterline 10 feet away from that tree line not kill the trees?
 - c. Is the paver driveway just for fire truck access? If so, will it have bollards at Adams Creek Way?
 - d. Alternatively, if it is intended for vehicle use to common house, where does a vehicle turn around? What is the use of that driveway?
 - e. What other vegetative buffer is designed along this stretch of the property line?
- f) I do not see any value in the streetlight at the end of Hazel in drawing page C8. It looks only use would be for annoying us, the neighbors to the South, and the residents in Building 1. **My suggestion:** Remove the requirement for that light, leaving the one light pole at the end of Eugene as sufficient.
- g) Earthwork requirements to build the sidewalk along Sherman are not well defined. It is a very steep hill to the West of the current driveway, and again at the East end so I anticipate that earthwork and retaining walls will need to be built.
- a. Given that there is a sidewalk on the North side of Sherman, I do not think that having a full property width sidewalk is in the public interest unless it goes from 17th to 13th, should not be required.

- b. How does that interface / get finished off at the NW corner to not impact that steep grade on our adjacent property? A big retaining wall terminated there would significantly increase my future costs if I am asked to continue the sidewalk - so it feels like I would be effectively required to continue the retaining wall / sidewalk for most of my north property line at this time. If it exists at all, it should be extended to the no-retaining-wall-required point West by the co-housing project.
 - c. How does the sidewalk at the NE corner get terminated in a safe manner? Seems like the same issue of my point g.b. above is required for the neighbor at 13th and Sherman. If it exists at all, it should be extended to 13th by the co-housing project.
 - d. **My suggestion:** Only require a short sidewalk heading West from the current driveway just far enough to add a safe, well marked crosswalk to the North.
- h) Are the pathways on the site public access?
- a. Sherman (from about the current driveway location to Eugene would be a valuable neighborhood amenity
 - b. Similarly, I was really hoping that a public access trail that would go from Katy Lane and/or the middle school field to Sherman would be part of the plan. It would provide a safe shortcut to the school for kids coming from Sherman/13th. I understand that at this time Katy Lane does not want that connection, but I think having it stubbed out would enable a future change-of-heart, and the value of a connection to the middle school would be quite high.
 - c. **My suggestion:** Require public pathway access through the site to Eugene, Middle School and (future) Katey Lane.
- i) Miscellaneous questions and comments.
- a. Looking at drawing page C8, I do not see how a truck of any real length could turn from Eugene into the parking lot. How do large truck deliveries get made to the site?
 - b. What other building and pathway lighting that would be on at night and visible from neighbor properties is planned?
 - c. I cannot tell from the drawings. If they are going to underground the pole wires along Sherman, I would like to pay a delta to do that in front of our property as well.
 - d. For Fire Hydrant at the corner of Adams Creek Place and Hazel, it seems to be in an odd spot access wise. Wouldn't it be better centered in Adams Creek Place so a truck parked there would be adjacent to it?
 - e. Construction impacts on Hazel avenue is a concern given that it is the only vehicular access we have to our home.

August 13, 2020

City of Hood River
Planning Commission
211 Second St.
Hood River, OR 97031

By email to j.ladner@cityofhoodriver.gov

Re: Public Hearing, File No. 2020-03 Adams Creek Cohousing Site Plan Review

Honorable Commissioners,

We are partnering with a group of people who are working to build a vibrant cohousing community on the land located at 1419 Sherman Ave in Hood River.

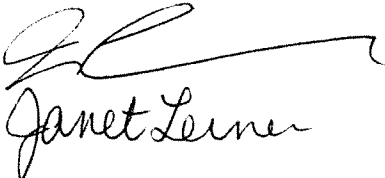
Most of us will be living in smaller homes than we currently inhabit, and sharing extensive common facilities. Our goal in this is to live more lightly on this land, and to nurture all the life that is there. We have already begun to clean the creek of garbage and invasive species. We are delighted that there are wetlands there to care for and honor.

We are actively working on a car sharing program which will include driving together and doing errands for one another. This will not only reduce the number of cars we will need, but also the number of trips in and out of the property, and minimizing driving in general.

Our neighbors have enjoyed their environment in this neighborhood, more or less as it is today, for many years. And none of us likes to see surroundings we find desirable being changed by others. We understand just how unsettling, even upsetting, it sometimes is to have something you care about disturbed in any way. It can easily engender resistance to that change, seeking out reasons why it should be stopped, and for ways of stopping it.

Whether we encounter this kind of resistance or not, our hope and intention is that, once this period of transition and change is over, we will come to be broadly seen as a valued part of our neighborhood, and of the wider community. No doubt we will make some mistakes along the way, but we will always strive to be deserving of being seen that way.

Best regards,

A handwritten signature in black ink, appearing to read "Janet Lerner". The signature is fluid and cursive, with a long horizontal flourish extending to the right.

Jack and Janet Lerner

Jennifer Kaden

From: Nashira <nashiradawn@yahoo.com>
Sent: Thursday, August 13, 2020 6:14 PM
To: Jennifer Kaden
Subject: FILE NO. 2020-03 – Adams Creek Cohousing SPR

Please accept this letter into the official record.

Date: 8/13/2020

To: Hood River Planning Commission

Re: FILE NO. 2020-03 – Adams Creek Cohousing SPR

Dear Planning Commissioners,

When I started out to create this community in January 2016, I needed to find people who wanted to do the same thing. My husband and I invited a famous cohousing architect, Chuck Durrett, to come to Hood River to speak about cohousing communities at the Columbia Center for the Arts in April 2016. That night, we had over 100 people attend and half of them wanted to keep in touch. Twenty were interested in meeting to discuss how to create a community. That's how we found the people who are passionate about this idea. This is a group of people that we didn't previously know or interact with, even though many live here and are active in our greater Gorge community.

Over the next year we looked for property and began negotiations to purchase an R-2 lot in the heights. What became clear, when doing our due diligence, was that achieving the design goals and density of a cohousing community required R-3 zoning. So we pressed forward, meeting weekly at the Hood River Library, trying to find a more suitable multifamily property in Hood River. We contacted the Akiyama family about purchasing their large R-3 zoned property at 1419 Sherman Ave in 2017 but they were not interested at the time. In Winter 2018, our group felt disheartened with the scarcity of suitable properties and decided to stop meeting.

When the Akiyama property became available in Spring 2018, my husband and I made an offer on the property on our own and planned to divide it into three lots, live in the existing house, and sell the other two lots to like-minded community members, while still hoping to create some sort of community. After our offer was accepted, we looked for lenders high and low, and no residential lenders would provide a loan for us because they said our plans were not the "highest and best use" of the R-3 multifamily zoned property. Our only option was to find a commercial lender. There was no way we could guarantee a commercial loan on our own, which also required 50% down on the \$1.35M property. Over the Summer 2018, during our due diligence period, we contacted our former group members and asked if they wanted to join us to purchase the property. After careful consideration, 9 local families came together and purchased the property in September 2018, with renewed hopes of creating a community together.

In the two years since then, we have managed to create an amazing community, devoted to living conscientiously on the land, sharing resources and having a great time together. We are active

members of our greater community, involved in all sorts of organizations and non-profits around the Gorge. We intend to be compassionate and inclusive of the community around us. As we've reached out to our future neighbors, we understand they are nervous about our project. I sympathize with their concerns about a high density neighborhood being created next to their low density neighborhood. We are committed to being good neighbors and hope that when we finally move in we will be able to create extended community with them as well.

I am in support of, and ask you to approve, our site plan review.

Thank you for your consideration,
Nashira Reisch
724 Prospect Ave
Hood River, OR

Marie Borucki
4070 Stonegate Drive
Hood River, Oregon 97031
marie.borucki@gmail.com

August 13, 2020

Dear City of Hood River Planning Commission,

This letter is in wholehearted support of the Adams Creek Cohousing development. Ideologically it is in complete alignment with the direction and spirit of the city of Hood River. The CoHousing members have taken utmost care in their planning to develop a community that is sharing and respectful of all communities and people. I have no doubt that they, as a community, will bring another point of pride to the Hood River Community. Of the members that I have met, each has strong community values and an amazing assortment of expertise and experiences.

Personally, I am most interested in the ecosystems of Hood River, and am particularly interested in our wetlands and the proliferation of weeds in Hood River. I am a member of the Stonegate community which has a pond and stream which were once designated a wetland in the 'Hood River Wetlands Inventory and Significance Determination' of July 2003. I and other members have been trying to restore sections of this area. It is hard work.

The founding members and the site plan for Adams Creek Cohousing have been very sensitive to Adams Creek. I recently had the pleasure to see the creek and talk with some of the members about their plans for the creek. The beauty of Adams creek literally brought tears to my eyes and I came home with joy in my heart. They are going to respect the native beauty and take care with any restoration and community use. This is very unusual, and I must frankly say unusual even in Hood River. At least one of the founding members, Rebecca Montgomery, is a master gardener and we have talked for the past 3-4 years about both vegetable and native gardening in Hood River. I feel that Hood River is lucky to have this group watching over Adams Creek. It is a rare exception to have a high density housing project that is almost certain to protect a gem of natural beauty.

This is an opportunity for Hood River. Grab it.

Respectfully,

Marie Borucki

Jennifer Kaden

From: Liz Jutras <ljutras@gmail.com>
Sent: Thursday, August 13, 2020 8:28 PM
To: Jennifer Kaden
Subject: Adams Creek Cohousing

Elizabeth Jutras
3600 Belmont Dr
Hood River, OR 97031

City of Hood River Planning Commission
Planning Commission Members
City of Hood River
211 2nd Street
Hood River, OR 97031

Honorable Members of the Planning Commission:

All communities have differing social and economic levels and should find a way to work and live together in a way that allows the opportunity to live and work together as a community- and that is the very core of Adams Creek Cohousing. The plans I have seen envision a self contained "village". The improvements already done to the property have unearthed a gorgeous creek that was formerly hidden by overgrowth of bushes, grasses and small trees. The result is stunning. The resulting cohousing community will be specialized housing that will only enhance both the lives of the residents and all of Hood River.

Adams Creek Cohousing has my support and I feel it will be a valuable asset to our community.

Elizabeth Jutras

File No. 2020-03
Attachment K.31

Jennifer Kaden

From: Matthew Barmann <mbarmann@me.com>
Sent: Thursday, August 13, 2020 11:54 PM
To: Jennifer Kaden
Subject: support for Adams Creek Cohousing

Dear Ms. Kaden, Hood River Planning Department staff and Planning Commisioners-

As a nearby neighbor of the proposed cohousing development at 1419 Sherman Avenue, I would like to express my excitement for and full-hearted support of the project. I look forward to prospect of an enriched community and social spirit infusing the immediate area, and the town. I've witnessed firsthand the commitment and cooperation of the cohousing members, and their professional guides, to develop facility designs that are sensitive to the land on which it will be built and the context of the neighboring properties. Although, I do have concerns about the increased activity and traffic this change will bring to my front door, I am confident that the cohousing residents will work with neighbors in the spirit of openness and cooperation to resolve conflicts as they arise. Change is not always easy to embrace, and not all change is positive, but I believe in the values of the cohousing movement and welcome them coming to fruition in my neighborhood.

Sincerely,

Matthew Barmann
417 17th Street
Hood River, OR 97031

(541) 829-9865
mbarmann@me.com

File No. 2020-03
Attachment K.32

Jennifer Kaden

From: Jean Vercillo <jeanvercillo@gmail.com>
Sent: Friday, August 14, 2020 5:44 PM
To: Jennifer Kaden
Cc: Dan Bell
Subject: Adams Creek Cohousing Condominium Proposal Site Plan Review (File 2020-03)

Dear Planning Commission Members:

I support the letter sent to you yesterday, August 13, 2020 regarding the Adams Creek Cohousing Condominium Proposal Site Review. You'll find my name in Exhibit A. I supported the cohousing proposal when it was a small group of bungalows. This Condominium Proposal is much larger in scale and out of character with the surrounding neighborhood as well as invasive to the site itself.

Sincerely,

Jean Vercillo
611 Andys way

File No. 2020-03
Attachment K.33

To the City of Hood River Planning Department

Dear Members of the Planning Commission,

We are communicating to provide our inputs regarding the site plans by Adams Creek Cohousing in the City of Hood River.

We are extremely supportive for the opportunity to have this new and diverse community development within Hood River. It will consist of both individuals at various stages of their lives, and families with children from toddlers to young adults. There is also a vision to provide at least one affordable housing unit which is still in the initial stages of planning. We believe this would be very positive example of a diverse community within Hood River.

Personally, I, Margaret Tumas, came to this area one year ago (from the Bay Area) because I have family here locally. In the Bay Area I had been exposed to CoHousing concepts and communities and was very much impressed by the governance and community processes. As a global initiative, CoHousing is well known and has a positive influence internationally. I think the Adams Creek Cohousing community in Hood River will be a flagship example of a growing movement here in the U.S.

Even before development begins, several Adams Creek Cohousing members are working to restore the wetland and improve the habitat of the existing Sherman Avenue house property. They have been removing the invasive non-native plant species and are restoring safer access paths down to the creek, and have already improved the flow and beauty of the sight and sounds of Adams Creek.

Lastly and importantly, the members plan to reduce their community's impact on energy resources and environmental and climate degradation that accompany most housing developments. The goal is to be Net Zero Ready, with solar energy infrastructure and no reliance on natural gas for heating/cooling or cooking. State of the art energy conserving materials and methods will be used in construction with care to shield the neighborhood from the intrusive appearance of a "condo building" using landscape vegetative screening and lower building profiles. The members have a strong desire to be inclusive of the surrounding neighbors and children, and to be participants in neighborhood life outside of the Cohousing community itself. Adams Creek CoHousing members have also begun work on a plan for car-sharing among the members of the community featuring electric cars, charging stations, and a variety of multi-purpose vehicles to efficiently serve the travel and cargo needs of the members. This should reduce the overall traffic in and out of the community, and hopefully negate guest parking impacts on the immediately surrounding neighborhood.

We heartily support the Adams Creek Cohousing development as a welcome addition to the vibrant life and well being of all of the City of Hood River.

Best Regards,

Margaret W. Tumas, DVM

margarettumas@yahoo.com

Marilyn Kakudo. Kretsinger

mkakudo@icloud.com