

CITY COUNCIL AGENDA ITEM COVER SHEET

Meeting Date: November 9, 2020

To: Honorable Mayor and City Council

From: Jennifer Kaden, Associate Planner

Subject: Adams Creek Cohousing Site Plan Review, File No. 2020-03
Appeal of Planning Commission Decision

This matter comes to City Council on an appeal by opponents of the Planning Commission's Site Plan approval to construct a multi-family cohousing development consisting of 26 dwelling units in 3 buildings, two common buildings, a parking lot, carport, pathways and walkways, street frontage improvements, and associated site improvements. See Packet pp 36-586 (the PC's decision). The opponents' appeal statement raises 15 appeal issues challenging the Planning Commission decision, most of which assert that the application and record lack sufficient information, plans and detail to approve. See Packet pp 26-33 (the opponents' appeal).

Procedural Request: The applicant has requested that the record be reopened to allow it to address several of the issues, in particular to submit additional information to address several of the appeal issues. See Packet pp 16-23 (the applicant's response to the appeal). The City Council must address this procedural request before opening the public hearing or accepting testimony.

Staff Recommendation. Staff recommends that the Council grant the applicant's request and reopen the record for new evidence. Staff suggests that all form of oral testimony and written evidence be accepted at the November 9th hearing and that the record be left open according to the following schedule:

- Nov 9 – public hearing, accept all oral testimony
- Nov 23 (5 pm) – Accept new evidence and written argument from anyone on the stated appeal issues
- Nov 30 (5 pm) – Accept written argument responding to argument and evidence submitted during the first open-record period (no new evidence).
- Dec 7 (5 pm) – Accept applicant's final written rebuttal on all issues (no new evidence)
- Dec 14 – Council deliberates and reaches a tentative oral decision on the appeal.

After the record closes, the City Council has the following options in resolving this appeal:

- Affirm the Planning Commission (approval) adopting the Commission's findings and conditions.
- Affirm the Planning Commission (approval) with revised findings and conditions.

Background Facts and Process: The request to develop a multi-family cohousing project originally came to the Planning Department as a pre-application conference held in April 2019. Subsequently, a Site Plan Review application was filed with the Planning Department in February 2020 and deemed complete in June 2020.

Site Plan Review applications are typically reviewed administratively by staff, but can be referred to the Planning Commission at the discretion of the Planning Director. The Planning Director elevated this request to a quasi-judicial decision starting with Planning Commission review due to neighborhood interest and the scale of the proposed development relative to existing development on the subject site.

To be approved, the applicant must demonstrate it meets applicable standards and criteria in zoning code, Title 17: Section 17.03.030, Urban High Density Residential Zone (R-3); 17.04 Supplementary Provisions; 17.16 Site Plan Review; 17.17 Landscaping and Development Standards; 17.20 Transportation Circulation and Access Management; 17.22.010 Requirements for Wetlands. The applicant has the burden of proof to show why the application complies with the applicable criteria or can be made to comply through applicable conditions. The Planning Commission has the authority to review and approve, approve with conditions, or deny the proposal based upon applicable standards and criteria.

The Planning Commission held the initial public hearing on August 17, 2020 to consider the Site Plan Review application. Extensive public testimony by proponents and opponents was heard, and the Commission left the record open for submission of post-hearing evidence and argument. The Planning Commission reconvened on September 21, 2020 for the applicant's final verbal rebuttal, deliberation and decision. The Planning Commission unanimously approved the Site Plan application on a 6-0 vote and adopted written findings and 72 conditions in a final order dated September 24, 2020.

The Planning Commission decision, unless appealed, ends the land use review phase of a development proposal but does not provide the applicant the go-ahead to begin construction. The next step is for the applicant to prepare detailed construction plans to submit for review by the Engineering and Building departments. Final plans are also reviewed by the Planning Department for consistency with the land use decision. Construction permits are issued only after plans demonstrate conformance with the building code and the City's engineering standards and site plan approval.

A group of 19 opponent neighbors filed a timely appeal of the Planning Commission's decision raising 15 issues generally related to the Commission's final order. The 15 issues are classified into the following four general categories: 1) inadequate application materials to support the approval; 2) incomplete or inadequate traffic and parking analysis; 3) staff errors in discretionary decisions and staff failure to uphold requirements for a complete application; and 4) procedural errors. Staff's response to the 15 claims is attached in Packet pp 4-15. The applicant submitted a November 2, 2020 request to reopen the record. See Packet pp 16-23.

Appeal Hearing Procedure: Pursuant to HRMC 17.09.070.G.2, appeals of quasi-judicial actions by the Planning Commission are heard by the City Council based on the Planning Commission's record. The scope of the appeal is limited to the grounds in the appeal statement, which means that the record can only be reopened or supplemented if the Council allows it.

Suggested Motion: I move to continue the hearing on File No. 2020-03 until December 14, 2020 no earlier than 6 p.m. and reopen the record for File No. 2020-03 with the following schedule: 14 days to submit additional evidence and argument on the items identified in the appeal (by 5 pm November 23, 2020); followed by 7 days to submit responses to the materials submitted in the first time period (by 5pm November 30, 2020); followed by 7 days for the applicant to submit a final statement (by 5pm December 7, 2020).

Fiscal Impact: The subject property is developed with a single-family dwelling but considered available for urban redevelopment consistent with plans for the provision of urban facilities and services. The City provides water, sewer, police, and fire service to the area and the applicant proposes to construct street and utility improvements to support the development. The site is continuous to existing residential development and is not expected to generate any unique fiscal impacts.

Environmental Impact: The subject property is not designated as an open space, scenic, or historic area and the wetlands and stream on the subject property are not designated as significant natural resources protected under Goal 5. There is no mapped floodplain in the vicinity and there are no landslide hazard areas. There are no known or inventoried historic resources or cultural areas located or identified on the site. There are no identified mineral or aggregate resources on the site. The site is not located in the local downtown historic district or within a street overlay.

Attachments:

1. Preliminary staff response and recommendation on the 15 appeal issues, November 2, 2020 (Appeal Packet pp. 4-15)
2. Applicant's written testimony & request to reopen the record, November 2, 2020 (Packet pp. 16-23)
3. City Council Notice of Public Hearing & Appeal, September 29, 2020 (Packet pp. 24-25)
4. Appeal Application and Statement of Appeal, October 6, 2020 (Packet pp. 26-33)
5. Notice of Planning Commission Decision, September 24, 2020 (Packet pp. 34-35)
6. Planning Commission Final Order with attachments, September 24, 2020 (Packet pp. 36-586)
7. Draft Planning Commission meeting notes, September 21, 2020 (Packet pp. 587-596)
8. Draft Planning Commission meeting notes, August 17, 2020 (Packet pp. 597-612)
9. Staff Findings and Recommendation (without attachments), August 10, 2020 (Packet pp. 613-676)
10. Notice of Planning Commission Public Hearing, July 27, 2020 (Packet pp. 677-678)

MEMORANDUM

To: Mayor McBride & Hood River City Council
From: Daniel Kearns, City Attorney
Date: November 2, 2020
Re: Adams Creek Cohousing appeal – Preliminary Staff Report

As a starting point, the purpose of Oregon’s land use system, which is implemented by Hood River through Titles 16 & 17 of the Hood River Municipal Code (HRMC), is to provide public in-put on the evaluation of discretionary land use criteria. The numerous engineering, technical and building code standards that apply to virtually all developments are non-discretionary, and therefore not subject to the public land use process and are generally not part of the land use process. Compliance with those technical clear/objective standards is verified by the City Engineer, Planning Director and Building Official when they review final plans and engineering plans after land use approval and before issuance of construction site permits. Review of these plans is not subject to a public process because they do not involve discretionary or subjective standards.

This appeal challenges a preliminary site plan that was approved by the Planning Commission, subject to 72 conditions, many of which specify the technical details that must be included in the final plans and engineering that come after the land use process. Under state law, a site plan review is deemed to be a “limited land use decision” because it involves relatively little discretion or subjectivity in determining compliance with the approval criteria. The degree of discretion involved in this preliminary site plan proceeding is therefore limited by law.

Another theme in the appeal arguments is the appellants conflating site plan approval standards (or criteria) with submission requirements for the application. LUBA case law is clear that submission requirements are not approval criteria, and that the final decision must be based strictly on the approval criteria consistently with state law. Consequently, the omission of certain submission requirements cannot be a basis to condition or deny this preliminary site plan application unless the particular submission requirement is necessary to determine compliance with a particular approval criterion. In most cases where information was non-specific or missing, the Planning Commission made a threshold determination of feasibility and required the missing detail to be provided in the final plans or engineering.

This appeal also involves a proposal for “needed housing” which is defined by ORS 197.303 to include “[a]ttached and detached single-family housing and multiple family housing for both owner and renter occupancy.” Despite the discretionary nature of some of the city’s preliminary site plan approval criteria, state law requires that approval standards used to review “needed housing” to be applied or imposed only in a clear and objective manner, meaning with little or no discretion. In particular, state law dictates how Hood River is required to interpret and apply its approval criteria for “needed housing” only in a clear and objective way:

“...a local government may adopt and apply only clear and objective standards, conditions and procedures regulating the development of housing, including needed housing. The standards, conditions and procedures:

(a) May include, but are not limited to, one or more provisions regulating the density or height of a development.

(b) May not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.”

ORS 197.307(4).

This requirement is echoed in the review standard that LUBA applies when reviewing an appeal of a decision on an application for “needed housing”:

“In a proceeding before the Land Use Board of Appeals or an appellate court that involves an ordinance required to contain clear and objective approval standards, conditions and procedures for needed housing, the local government imposing the provisions of the ordinance shall demonstrate that the approval standards, conditions and procedures are capable of being imposed only in a clear and objective manner.”

ORS 197.831.

Despite the discretionary nature of Hood River’s site plan review standards, the Planning Commission applied them in a relatively clear and objective manner and approved the preliminary site plan for this proposal. The Commission viewed the proposal and plans as preliminary and determined whether it was feasible for the development to comply with the technical and engineering requirements that govern the final plans and engineering, and the Commission imposed conditions that the final plans and engineering plans demonstrate compliance with those technical standards. The basic gist of appellants’ appeal is that the applicant must demonstrate compliance with all of the applicable technical and final engineering requirements at this preliminary review stage of the process. Also, for those criteria that are discretionary, the appellants urge a protracted deliberation and eventually denial of this application for needed housing based on these criteria, contrary to ORS 197.307(4). For example, under the first Issue discussed below, the grading plan standard requires that “all grading, contouring and surface drainage during construction and occupancy [will] have no adverse effect on neighboring properties.” Caselaw is clear that ORS 197.307(4) prohibits the use of such an inherently discretionary standard to deny this application or “discouraging needed housing through unreasonable cost or delay.”

The Planning Commission’s decision and this appeal must be read in the context of these fundamental legal requirements that apply to limited land use applications for “needed housing” proposals.

FIRST GROUP OF APPEAL ISSUES: Under this category, the appellants assert that the Planning Commission’s decision fails to find compliance with the mandatory criteria in several respects. In contrast to the second and third groups of appeal issues, this one correctly focuses on the Planning Commission’s decision and upon the applicable site plan approval criteria.

Issue 1 – Final Grading Plan. The appellants complain that the applicant “has not provided a Final Grading Plan” and claim that the grading plan submitted as part of the application did not include the required supporting documentation sufficient to demonstrate that “all grading, contouring and surface drainage during construction and occupancy [will] have no adverse effect on neighboring properties, as well as the site’s streams and jurisdictional wetlands.”

Staff Response: This argument fixates on final grading and a final grading plan; however, the present proceeding is for preliminary site plan approval, which necessarily means that all plans at this juncture are preliminary. Final plans, such as stormwater, grading and landscaping plans, are submitted at the time of construction with final engineering, which is submitted to and reviewed by the City prior to the issuance of construction and building permits. When the final plans, including grading plans, are submitted, they will be reviewed by planning and engineering for compliance with the city’s technical requirements for grading, design of the on-site stormwater collection and treatment system and the other technical requirements.

The Commission addressed this issue at pp 18-20 of the Final Order and took into account the preliminary grading plan (sheet C8 of attachment A.4), the existing conditions topography (sheet C4 of attachment A.4), the more detailed stormwater plan (attachment N) that was submitted after the hearing, and the City Engineer’s evaluation and conclusion that the updated preliminary stormwater plan was sufficient to demonstrate that compliance with the City’s stormwater requirements was feasible. On this basis, the Planning Commission imposed two conditions of approval (Conditions 18 & 33) requiring submission of a final grading plan that is consistent with the preliminary plans, complies with the City’s technical requirements for grading, and still achieves the “no adverse effect on neighboring properties” requirement.

Recommended Action: Adopt the Planning Commission findings and conditions or modified findings and conditions, paying particular attention to whether and how the applicant’s plans achieve the standard in HRMC 17.16.040(B) that grading have “no adverse effect on neighboring properties, as well as the site’s streams and jurisdictional wetlands.” ORS 197.703(4) prohibits denial of the application based on this criterion, and arguably cannot be used to cause “unreasonably cost or delay.”

Issue 2 - Final Landscaping Plan. Applicant did not provide a Final Landscaping Plan as required by HRMC 17.17.030, which requires enough information to determine that the chosen plant materials will “survive in the climate and soils of the proposed site;” and satisfy the functional objectives of landscaping as detailed in HRMC Ch. 17.17, including erosion control, screening, and shade, within a reasonable time. The appellants further claim that the applicant did not identify the size and species of large trees on site as required by City guidance or provide a Tree Protection Plan.

Staff Response: HRMC 17.17.020(A) requires a “preliminary or conceptual landscaping plan” as part of the land use application, and HRMC 17.17.020(B) requires final landscaping plan approval by the Planning Director prior to issuance of building permit. At this preliminary site plan stage of review, the final plan requirements are not applicable. At this stage, it is sufficient for the Commission to determine from the preliminary plans that

compliance with the final landscape plan requirements is feasible.

The Commission addressed the issue at pp 28-32 of the Final Order, and took into account the conceptual landscaping plan (sheet PRA1.2 in Attachment A.1). The Commission imposed 3 conditions (Conditions 22, 23 & 24) requiring the submission of a final landscaping plan for review and approval by the Planning Director prior to issuance of permits. Based on the information provided on the preliminary landscaping plan, the Planning Commission determined that compliance with the final landscaping plan requirements in HRMC 17.17.040 was feasible. Moreover, the applicant provided a tree inventory that shows tree size, location and species, and the Commission imposed a condition (Condition 14) that required submission of a tree protection plan prior to issuance of construction site permit(s) and that tree protection measures be in place before demolition or grading.

Recommended Action: Adopt the Planning Commission findings and conditions or modified findings and conditions, paying particular attention to whether and how the applicant's plans demonstrate that ultimate compliance with the standards in HRMC 17.17.040 is feasible.

Issue 3 - ADA Compliance. The appellants claim that the plans submitted as part of this preliminary site plan review were not sufficiently detailed to demonstrate compliance with the Americans with Disabilities Act (ADA). This would include grades of walkways, curb ramps, access ways, and public rights-of-way.

Staff Response: The Commission's Final Order addresses ADA compliance at several places: pp 36-37 (driveway design), pp 9-10 (parking standards), 23-24 (frontage improvements), pp 32-33 (access management) based on the applicant's grading plan and improvements plans. While the detailed designs for these improvements are not required at the preliminary site plan stage, the Commission required ADA compliance in all of final plans for these elements of the project in a series of conditions (Conditions 8, 51, 52, 54, 56 & 57). Based on the preliminary designs, the Commission determined that compliance with ADA standards was feasible and would be demonstrated in the final improvements and design plans as required by the City's Engineering Standards (HRES) and the building code.

Recommended Action: Reject the claim, Adopt the Planning Commission findings and conditions

Issue 4 - Design Exceptions. The appellants assert that the applicant did not provide adequate information to support the six design exceptions that were requested under HRES 2.1.C. The Design Exception process is used to obtain relief from specific engineering design standards and all such requests are processed and decided by the City Engineer, typically after land use approval and before issuance of construction site permits or right-of-way permits.

Staff Response: The appellants only cite the HRES provision addressing the Design Exceptions, but these matters are not considered land use and are not within the authority of the Planning Commission. The Commission's decision does not address or approve any Design Exceptions because they are under the review authority of the City Engineer. While the Commission's decision makes reference to Design Exceptions at several points, the

Planning Commission's decision does not approve any of them and imposes a condition (Condition 48) that requires the applicant to submit and obtain approval of the necessary Design Exceptions after land use approval. The approved design exceptions would then be incorporated into the applicant's final engineering and final plans.

Recommended Action: Reject the claim; adopt the Planning Commission findings and Condition 48.

Issue 5 – Proposed Walls and Fences. The appellants claim the applicant failed to provide sufficient detail about the location, height and materials of retaining walls and fences in the project as required by HRMC 17.04.060. The appellants claim that, without this information, it is not possible to determine that the walls and fences “will not cause negative impacts or flooding to surrounding neighbors, nor that they would not impact seeps and stormwater flows.”

Staff Response: The Planning Commission's decision addresses HRMC 17.04.060 at pp 11-13 of the Final Order, but the provision does not require the level of detail that the appellants assume at the preliminary site plan stage of the process. HRMC 17.04.060 imposes clear and objective requirements on where retaining walls can be located, but does not have any particular site plan approval criteria related to them at the preliminary stage. While the location and design of retaining walls may affect stormwater and grading, those issues are addressed in the engineering review of the final stormwater system design and plans and the final grading plans that will be submitted with an application for a grading permit (Construction Site Permit). There is no approval criterion that requires this level of detail at the preliminary site plan stage, and the Commission imposed a condition (Condition 12) that requires this information to be provided with the construction drawings prior to construction site permit issuance.

Recommended Action: Reject the claim; adopt the Planning Commission findings and Condition 12.

Issue 6 – Additional Items. The appellants complain that the following several substantive items were either incomplete or not included in the application materials (in addition to information referenced in appeal issues 1-5):

- Existing grade and roof peak elevations
- Site Plan that demonstrates conformance with ADA parking standards
- Site Plan that includes any new fences
- Screening measures for outdoor storage and garbage collection areas
- Screening measures for exterior mechanical equipment
- Construction erosion control plan
- Geotechnical analysis
- Final Signage Plan
- Final Lighting Plan
- Vehicle barriers and traffic control signage
- Final Stormwater Management Plan and Treatment System Drawings

Staff Response: The final plans and designs that the appellants seek are not required as part of this preliminary site plan review. Final design or details of these items will be reviewed by either the City Engineer, the Building Official or Planning Director prior to

issuance of permits as follows and are not part of the preliminary land use process:

- Existing grade and roof peak elevations are verified by the Planning Director at time of building permit. See Condition 7.
- The final engineering and construction plans will illustrate the design details that document compliance with all applicable ADA requirements. The City Engineer and Building Official will review the plans for compliance and inspections will ensure that the work implements the approved final plans. See Condition 8.
- While fences can, in some instances, be placed within required setbacks and are limited in height, fences are not subject to discretionary criteria and are not regulated through the land use approval process. The final site plan is required to show the location of all new fences. See HRMC 17.04.050 and Condition 11.
- Screening measures for outdoor storage and garbage collection areas are required but are not subject to discretionary criteria. The final site plan is required to show the location of all such storage areas. See HRMC 17.16.050(E) and Condition 19.
- Screening for mechanical is required but is not subject to discretionary criteria. The final site plan is required to show the location of all such mechanical equipment. See HRMC 17.16.050(E) and Condition 20.
- The erosion control plan will be reviewed by the City Engineer against the applicable Engineering Standards for erosion control and is not subject to discretionary criteria. Erosion control plans are reviewed after land use approval and before construction site permits. See Condition 34.
- Geotechnical analysis is not part of the preliminary site plan review process and will be subject to technical review by the City Engineer or Building Official for compliance with the applicable technical standards after land use approval and before construction site permits. Geotechnical plans are not subject to discretionary criteria. See Condition 35.
- A final sign plan is not part of the preliminary site plan review process and will be subject to review for compliance with the City's Sign Code in HRMC Ch. 18.02 after land use approval. Signs are not subject to discretionary criteria. See Condition 68.
- There is no general lighting plan requirement, and certainly not as part of preliminary site plan review. Exterior lighting is reviewed against the City's Engineering Standards for lighting as part of the building plan review process. See Condition 61.
- The location and type of vehicle barriers and traffic control signage are not part of the preliminary site plan review process and will be subject to technical review by the City Engineer and Fire Chief for compliance with the applicable technical standards after land use approval. Location and type of vehicle barriers and traffic control signage are not subject to discretionary criteria. See Conditions 55, 56 & 66.
- The final Stormwater Management Plan and Treatment System Drawings are not part of the preliminary site plan review process and will be subject to review for compliance with the City's Engineering Standards by the City Engineer after land use approval and before construction site permits. Stormwater system design is not subject to discretionary criteria. See Condition 38.

Recommended Action: Reject the claim; adopt the Planning Commission findings and conditions.

SECOND GROUP OF APPEAL ISSUES: In the second set of appeal arguments, the appellants complain generally that the Planning Department staff erred in not requiring the applicant to provide certain documents. This allegation does not comport with Oregon land use

law because the Planning Commission's decision under appeal, not the actions of staff. State law and the local code only provide for an appeal of the Planning Commission's decision; whereas, any objections to what Planning staff required or failed to require the applicant to provide to the Commission is, as a matter of law, irrelevant. Moreover, in this next set of appeal issues, the appellants claim that the submission requirements for site plans are the same as approval criteria. In fact, submission requirements are not approval criteria.

Issue 7 - Traffic Impact Analysis. The appellants argue that the City should have required the applicant to perform and provide a full Traffic Impact Analysis, instead of a Transportation Analysis Letter. The appellants also fault the applicant's Transportation Analysis Letter because, in their view, it did not specifically account for a long list of special types of traffic and vehicles that the appellants believe should have been specially listed.

Staff Response: The Planning Commission's decision addresses the issue at pp 40-46 of the Final Order. HRMC 17.20.060(C) prescribes how traffic impact analysis is done and requires a Traffic Impact Analysis where the projected Average Daily Trip (ADT) generation is below 250 or more ADT or more than 25 peak hour trips (a.m. or p.m.). Where these limits are not met, HRMC 17.20.060(D) requires a Transportation Analysis Letter. The applicant's traffic engineer provided a Transportation Analysis Letter because the thresholds in HRMC 17.20.060(C) were not met. The applicant's Transportation Analysis Letter was prepared by an Oregon licensed professional engineer and reviewed by the City Engineer as complying with accepted engineering standards for evaluating transportation impacts and consistent with the City's code-based requirements. None of the appellants are engineers and they have not provided any comparably qualified testimony to dispute the analysis or conclusions of the applicant's or the City's engineers. The Commission found that the applicant's Traffic Assessment Letter demonstrated compliance with the requirements for site plan approval and imposed several conditions (Conditions 49-56) to ensure that the surrounding transportation system would be adequate to handle the traffic expected to be generated by this use.

Recommended Action: Reject the claim; adopt the Planning Commission Final Order findings and conditions.

Issue 8. Parking Study and Parking Plan. The appellants fault the applicant's parking study and parking plan complying with the minimum parking requirements of the city code.

Staff Response: The Commission's decision addresses the issue at pp 9-11 of the Final Order and finds that the applicant satisfied the City's code-based requirements. The city lacks the authority to require more of any applicant than compliance with the City code.

Recommended Action: Reject the claim; adopt the Planning Commission Final Order findings and conditions.

THIRD GROUP OF APPEAL ISSUES: In the third set of appeal arguments, the appellants again focus on issues unrelated to the Planning Commission's decision and/or issues unrelated to the site plan approval criteria. For example, items that the code lists as being needed for the application, while important for evaluating an application, are not approval criteria.

Issue 9 – Mandatory Neighborhood Meeting. The appellants assert that Planning Staff were remis in allowing the applicant to hold the required neighborhood meeting in a facility that was not accessible to persons with disabilities and with inadequate notice.

Staff Response. The applicant held a neighborhood information meeting that complied with the relatively general requirements in the code for such meetings. The Commission’s decision addresses the issue at pp 53-54 of the Final Order and found that the meeting met the code’s relatively general requirements in the code for neighborhood meetings. More to the point, nothing about the neighborhood meeting is an approval criterion for site plan approval. Moreover, even if there were a defect in how the neighborhood meeting was conducted, the public hearing before the Planning Commission, extensive open record and now a public hearing before the City Council cures any potential procedural error. In fact, the applicant provided documentation that it met the code-based requirements for neighborhood meetings in HRMC 17.09.130(B). The additional guidance in the neighborhood meeting packet that the appellants claim should have been provided is purely advisory, not mandatory and not approval criteria for the Site Plan Review application.

Recommended Action: Reject the claim; adopt the Planning Commission Final Order findings and conditions.

Issue 10 – Wetland Impacts. The appellants claim that City Planning staff erred in accepting Applicant’s statements [about the absence of wetlands on the site] - without adequate evidence or justification that satisfies the burden of proof - that there would be “no impact to jurisdictional wetlands on the site.”

Staff Response. The presence or absence of jurisdictional wetlands regulated by state or federal law, or by the City under State-wide Planning Goal 5, is a technical matter governed by strict criteria for identifying jurisdictional wetlands. The Commission’s decision addresses wetlands at pp 16-18 & 46-50 of the Final Order. The applicant provided a technical wetland report by a qualified wetland consultant, which was reviewed and verified by the Division of State Lands – the state agency that regulates wetlands in Oregon. The site does not contain any inventoried or mapped wetlands designated by the City under Goal 5. This is the limit of legal regulation of wetlands in Oregon and the limit of the City’s authority. The Commission imposed a condition (Condition 67) reminding the applicant to obtain any required state or federal permits related to wetlands, even though it was confirmed that none exist on the property. Moreover, the appellants have not provided any credible evidence that disputes the applicants wetland delineations; instead, the appellants seek city intervention into wetland regulation where the City has no authority to do so.

Recommended Action: Reject the claim; adopt the Planning Commission Final Order findings and conditions.

Issue 11 – Compliance with Driveway Access Standards: The appellants claim the applicant’s Transportation Analysis Letter is deficient because it does not demonstrate that the project satisfies the Driveway Access Spacing Standards in HRMC 17.20.030(B)(2), in particular the distance between the Cohousing driveway and the driveway at 1419 Eugene Street.

Staff Response: The Commission’s decision addresses this issue at p 35 by noting that

City Engineer determined that an exception to driveway spacing standards is appropriate for the spacing between the project driveway and the driveway at 1419 Eugene Street. This is an acceptable and lawful way to address this spacing issue.

Recommended Action: Reject the claim; adopt the Planning Commission Final Order traffic analysis findings and conditions.

Issue 12 – Stormwater Management Plan. The appellants assert that the applicant’s revised stormwater plan that was submitted during the post-hearing open-record period was submitted too late in the process and lacked sufficient information for an adequate review.

Staff Response. The Commission’s decision addresses the issue at pp 18-19 & 21 of the Final Order. The Planning Commission, like the City Council, relies on the expert review and recommendations of the City Engineer regarding technical, engineering standards, such as the City’s stormwater requirements and plans designed to implement those engineering standards. The objective in the preliminary site plan review is to determine basic feasibility, i.e., that compliance with the city’s stormwater requirements is feasible, with the detailed designs and engineering calculations being provided in a final stormwater plan and design report prior to issuance of a Construction Site Permit.

In this case, the applicant’s initial stormwater plan was extremely thin on detail, and the City Engineer could not even determine basic feasibility. See PC Decision at pp 18-19. In response to this negative review, the applicant submitted a more detailed stormwater plan during the post-hearing open-record period, upon which the City Engineer confirmed basic feasibility. From this sequence, the Planning Commission concluded the preliminary plan requirements were met and imposed a condition (Condition 38) requiring the final stormwater design report to support the construction site permit application:

After the public hearing, the applicant submitted updated conceptual stormwater management information (Attachment N) and the City Engineering Department provided the following comment in response: “The revised preliminary concept of stormwater management for the Adams Creek Cohousing project has been deemed as feasible by the City Engineer.” (Attachment O).

Recommended Action: Reject the claim; adopt the Planning Commission Final Order findings and Condition 38.

FOURTH GROUP OF APPEAL ISSUES: In the fourth set of appeal arguments, the appellants assert several procedural errors (adequacy of the PC hearing notice and how the PC addressed an alleged “conflict of interest”). Under state law, a procedural error is material (harmful) only if it prejudices a participant’s substantial right to a full and fair hearing. The remedy for most sustained procedural errors is more process in the form of a hearing, continuance, open record, or an appeal. Those measures generally cure any procedural errors.

Issue 13 – Flawed Public Notice for August Planning Commission Hearing. The appellants claim that the Public Notice issued for the August 17, 2020 Planning Commission hearing did not meet the requirements in HRMC 17.09.040(G) by failing to state that the staff report would be publicly available 7 days prior to the hearing.

Staff Response: The public notice for the PC's August 17, 2020 public hearing did not expressly state that copies of the staff report could be obtained from city hall 7 days prior to the hearing as required by state law and the local code. While this was a procedural error, it was not prejudicial and cannot be used to invalidate or undermine the PC's decision because: (1) the staff report in fact was issued and publicly available 7 days prior to the PC hearing, (2) the staff report was a central focus of testimony and discussion at the PC hearing, (3) the record was left open following the PC hearing to allow all parties to submit additional argument and evidence, (4) appellants took full advantage of the opportunity to submit additional evidence and argument following the PC hearing, and (5) the appellants have appealed the PC decision to the CC, which will evaluate the record and render a new decision. According to LUBA and appellate case law, only those procedural errors that are not cured and which deprive a party of a full and fair opportunity to participate in the hearing process can be a basis for remand. The procedures that the city provided and the appellants took advantage of cured any prejudicial effect that the defective PC hearing notice may have had, and this argument cannot serve as a basis for undermining the PC decision in this appeal.

Recommended Action: Reject the claim.

Issue 14 – Conflict of Interest. The appellants claim that Planning Commissioner Megan Ramey had a "clear bias in favor of the project" and should have recused herself from participating in the deliberation and vote on the project.

Staff Response: The basis of this claim is Commissioner Ramey's prior support for public pedestrian and bicycle connectivity throughout the city. Commissioner Ramey also testified that she had attended a potluck in 2017 held by the applicant, but that was before there was a project, an application, or even a site for the project. The 2017 potluck was also prior to Megan Ramey joining the Planning Commission in 2018. At the commencement of the Sept 21 hearing, Commissioner Ramey disclosed her prior and on-going advocacy for pedestrian and bike projects and trail connectivity and explained the 2017 potluck which pre-dated her appointment to the Planning Commission. Commissioner Ramey expressly disclaimed any bias or prejudgment of this project or the site plan application and stated unequivocally that her advocacy for pedestrian and bicycle connectivity did not control her views about the merits or demerits of this project and that her decision would be based solely on whether the applicant convincingly demonstrates compliance with the site plan approval criteria. She stated that her decision would be based on the evidence in the record and she looked forward to hearing the views of the other Planning Commissioners before voting on any motion that might be made about the proposal.

At its core, this claim is not one of conflict of interest, which implies a direct financial stake in the outcome, but rather the appearance of a bias based on the personal and civic activities of a decision maker. The Oregon Supreme Court has expressly rejected the suggestion that the Appearance of Fairness Doctrine, which applies to court judges, also applies to local quasi-judicial land use decision making:

"The quasi-judicial decisions of local general-purpose governing bodies resemble, or should resemble, adjudications in important respects that bear on the procedural

fairness and substantive correctness of the decision, but in other respects these bodies remain more 'quasi' than judicial. Their members are politically elected to positions that do not separate legislative from executive and judicial power on the state or federal model; characteristically they combine lawmaking with administration that is sometimes executive and sometimes adjudicative. The combination leaves little room to demand that an elected board member who actively pursues a particular view of the community's interest in his policymaking role must maintain an appearance of having no such view when the decision is to be made by an adjudicatory procedure. Also, the members of most governing bodies in this state serve part-time and without pay, making their livings from the ordinary pursuits and private transactions of their communities. Restrictions on permissible business activities and sources of outside income imposed on judges for the sake of appearance do not apply by analogy to such board members.”

1000 Friends of Or. v. Wasco County Court, 304 Or. 76, 82-83, 742 P.2d 39 (1987).

“Another gap in the analogy arises from the nature of the office. A judge is expected to be detached, independent and nonpolitical. A county commissioner, on the other hand, is expected to be intensely involved in the affairs of the community. He is elected because of his political predisposition, not despite it, and he is expected to act with awareness of the needs of all elements of the county, including all government agencies charged with doing the business of the people. This difference is manifested in the statutory code of ethics embodied in ORS ch 244. Particularly, ORS 244.120(1) provides that a county commissioner must handle a conflict by declaration, but, in contrast, a judge must do so by either withdrawal or declaration...”

Eastgate Theatre, Inc. v. Bd. of Cty. Comm'rs, 37 Or. App. 745, 752-53, 588 P.2d 640 (1978).

Under Oregon law, Commissioner Ramey's participation was proper, and there is no basis for the argument that she be bound by the same appearance of fairness requirements that apply to a judge. There is no allegation that she had a financial stake in this project or that she has violated the Oregon Code of Ethics in ORS Ch. 244. The appellants' claim is only that she had and continues to have a strong interest in pedestrian and bicycle transportation and connections throughout the community. In response to that allegation, Commissioner Ramey stated that she was able and would render an unbiased decision on this application based on the evidence in the record and the applicable approval criteria.

The Supreme Court has acknowledged that every elected official and appointed planning commissioner involved in local land use decision making come to their positions with a lifetime of experience, views and community activism that color their opinions. In fact, people often are elected to council or appointed to a planning commission precisely because of those views, experiences and community involvement. Therefore, the appellants' claim of bias is not validated in this case. Even if there was a question of how strident Commissioner Ramey's views are, the Planning Commission's vote to approve this project was unanimous, and this appeal proceeding which will result in a new decision by the City Council will cure any procedural defect that may have occurred below.

Recommended Action: Reject the claim.

Issue 15 - Vegetation Screening for 1419 Eugene Street. The appellants claim that during its September 21, 2020 deliberation the Planning Commission reduced a required landscape buffer between the project's 39-space parking lot and an existing residence at 1419 Eugene. The appellants claim this violated the code and the property owner's due process rights because the record was closed to further public comment.

Staff Response: Contrary to the appellant's assertions, there is no minimum required landscaping or vegetative screening between the existing dwelling and the proposed development. The applicable standards are:

- HRMC 17.17.040(2) - 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. (emphasis added)
- HRMC 17.17.040(3) - Landscaping in parking areas shall be planted in combination along the perimeter and in the interior of the lot and shall be designed to guide traffic movement and lessen the visual dominance of the lot.

The applicant's preliminary landscaping plan shows a 6-foot landscape area along the boundary adjacent to the 1419 Eugene Street property. The Planning Commission adopted a condition (Condition 25) requiring a 4-foot wide public access easement "to provide a pedestrian connection from the east end of the Eugene Street right-of-way to the southern property boundary within 8 feet of the southwest corner of the subject property." The Commission did not specify the alignment of the easement or diminish the applicant's obligation to provide a final landscaping plan that meets the above-quoted code standards. The appellants fail to cite any code standard or procedural requirement that was violated, because none was violated. The affected property owners have this appeal proceeding in which to provide their views about the Commission's decision.

Recommended Action: Allow opportunity for testimony on this appeal issue at the November 9, 2020 appeal hearing and address it.

Zoe Lynn Powers
zpowers@radlerwhite.com
971-634-0215

November 2, 2020

Hood River City Council
City Hall
211 2nd Street
Hood River, Oregon 97031
planning@cityofhoodriver.gov; J.Kaden@cityofhoodriver.gov; D.Nilsen@cityofhoodriver.gov; and
dan@reevekearns.com

**RE: Applicant’s Written Testimony and Request to Present Additional Evidence and Testimony
for Adams Creek Cohousing Site Plan Review Appeal (File No. 2020-03)**

Mayor and City Council Members,

This letter is submitted on behalf of the applicant, Urban Development Partners (“**Applicant**”) as the applicant in the City of Hood River (the “**City**”) case file referenced above and in response to the appeal submitted by Dan Bell, Heather Hendrixson, Chet and Kathy Johnson, Roy and Addie Schwartz, Steve Winkle, Paige Browning, Romeo and Melody Robichaud, George and Faye Borden, Lissa and Brad Noblett, Kelley Morris, Scott Bean and Jennifer Barwick, Kathan Zerzan, and Rich Miller (collectively, the “**Appellants**”).

Applicant is proposing to build a cohousing project (the “**Project**”) on 2.3 acres adjacent to Adams Creek (the “**Property**”). Although the Property could, by code, have up to 65 dwelling units, the Project is not developing to the allowed maximum density and will only include 25 condominium units plus a guest suite. Each individual unit is self-sufficient and is supplemented by common facilities that are designed to create community. Contemporary households — characterized by smaller families, women working outside the home, and growing numbers of single parents, elders, and singles living alone — face a childcare crisis, social isolation, and a chronic time crunch, in part because they are living in housing unsuited to their lives. This Project was designed by the future owners to address these issues by providing a balance of privacy and community in an environmentally sensitive design emphasizing pedestrian access and maximizing open space.

The Hood River Planning Commission unanimously approved this Project. Appellants’ objections primarily relate to concerns that inadequate information was provided on a range of topics. In order to be responsive to the concerns raised by Appellants and to provide the additional transparency and information Appellants are requesting, **Applicant is asking City Council to reopen the record to allow additional written evidence and testimony to be submitted on the topics and approval criteria presented in the scope of the appeal** (the “**Open Record Period**”) and a continuance of the appeal hearing to the December 14, 2020 City Council hearing. Applicant proposes that the Open Record Period be structured as is typical for land use cases, with three successive time periods: (A) a two week (14 day) time period ending November 23 in which additional evidence and argument on any of the identified approval criteria may be submitted into the record; (B) a one week (7 day) time period ending November 30 in which additional evidence and argument responsive to the submissions in the first time period may be submitted; and (C) a final one week (7 day) time period ending December 7 in which the Applicant may provide final written argument, but no additional evidence, into the record.

If City Council chooses not to proceed with an Open Record Period, Applicant has prepared draft findings to more precisely show how the Project meets the applicable approval criteria.

I. SCOPE OF APPEAL AND APPROVAL CRITERIA IN GENERAL

This appeal of a quasi-judicial decision is “limited to the specific grounds in the Notice of Appeal application[.]” Hood River Municipal Code (“**HRMC**”) 17.09.070.G.2.a. Appellants’ statement of the basis for appeal found in Attachment 2 (the “**Appeal Statement**”) largely does not identify which approval criterion or procedural standard in the HRMC each objection relates to. Nevertheless, Applicant will attempt to address Appellants’ concerns in the context of the code requirements that appear to be implicated by the Appeal Statement. For this reason, Applicant’s responses in this letter are generally organized by the section of the HRMC containing the approval criterion that each of Appellants’ objections appears to be related to.

The City’s Housing Needs Analysis (2015) documents a lack of a sufficient number of multi-family housing units in the City of Hood River. As provided in the Planning Commission decision, the multi-family Project is providing “needed housing” under ORS 197.303. Therefore, the City may “apply only clear and objective standards, conditions and procedures” to this site plan review and to the regulation of the development of the Project in general. ORS 197.307(4). While Applicant has worked in good faith to cooperate with the City, ultimately this process has the prohibited effect of “discouraging needed housing through unreasonable cost or delay.” ORS 197.307(4)(b). Applicant objects to the lack of clear and objective standards, conditions, and procedures in this case – including, without limitation, unclear and subjective approval criteria in HRMC 17.16.050 and HRMC 17.17.030.

“Multi-family dwellings for residential use” are a permitted use in the “Urban high density residential zone (R-3)” where the Project is located, subject to the requirements of that zone found in HRMC 17.03.030 and to the Site Plan Review process in HRMC 17.16. The relevant decision criteria for approval of the site plan review are found in HRMC 17.16.50. The hearing body on appeal may “affirm, reverse, or modify” the Planning Commission decision based on those approval criteria. HRMC 17.09.070.H.1. Staff identified other code provisions which will apply to the Project as well, such as Chapter 17.04’s “Supplementary Provisions.” Although Applicant objects to the imposition of these as approval criteria for Site Plan Review (as they are not listed or even cross referenced in HRMC 17.16.050), the analysis below also addresses the Appellants’ concerns where they appear to address these other code standards. References in the narrative below to “**Attachments**” refer to the City’s organization of the record on pages 2 and 3 of the Planning Commission decision.

II. HRMC 17.16.050.B – GRADING (APPEAL STATEMENT NOS. 1 AND 12)

“B. Grading: Any grading, contouring, on-site surface drainage, and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be required.”

Appellants object that there is not a “final” grading plan. As a threshold matter, Applicant notes that a “final” grading plan is not a requirement for site plan review. Minor changes to any part of the site plan may be made after approval, so long as the changes are minor and “do not entail changes to the intensity or character of the use.” HRMC 17.16.060.

Appellants also object that a new Stormwater Management Plan was submitted into the record. Of course, this was done in response to concerns raised by the City and the neighbors. It is common in land use review cases that reports are updated in response to feedback received during the process.

Nevertheless, Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings in response to the appeal and to include the public in review of this project to the maximum extent possible.

III. HRMC CHAPTER 17.22 – NATURAL RESOURCE OVERLAY (APPEAL STATEMENTS NO. 1 AND 10)

Appellants object that, without more detailed information on grading and changes required by the Conditions of Approval, the Planning Commission “could not have determined whether there will be an impact” on the “site’s streams and jurisdictional wetlands”. This objection by Appellants appears to be a very broad reference to the requirements of HRMC Chapter 17.22.

Appellants appear to expect larger scale changes based on the Conditions of Approval than are likely – ADA parking, easement access, off-site improvements, and the mail area are already accounted for and will not increase the construction footprint. The Applicant is dedicated to developing the Property in an environmentally responsible manner and is happy to provide additional analysis to show no impact to any jurisdictional wetlands or riparian corridors of the property.

Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings responsive to this concern.

IV. HRMC 17.17.030 – CONTENTS OF LANDSCAPING PLAN (APPEAL STATEMENT NO. 2)

“A landscaping plan submitted to the Planning Director as required by this ordinance 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.”

Appellants object that there is not a “final” landscaping plan. As a threshold matter, Applicant notes that a “final” landscaping plan is not a requirement for site plan review. Minor changes to any part of the site plan may be made after approval, so long as the changes are minor and “do not entail changes to the intensity or character of the use.” HRMC 17.16.060. Moreover, HRMC 17.17.020.A-B clearly provides that a “preliminary or conceptual landscaping plan” is all that is required at this stage, with a “final landscaping plan” to be reviewed and approved at the time of building permit.

However, Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings in response to the appeal and to include the public in review of this Project to the maximum extent possible.

Appellants request that the landscaping plan identify the size and species of large trees on the site – although this is not a requirement of HRMC 17.17.030, Applicant did provide this information on Attachment A4, Sheet C7.

V. ADA COMPLIANCE (APPEAL STATEMENT NO. 3)

The Americans with Disabilities Act (the “ADA”) is a federal law and not part of the HRMC approval criteria in this case.

Even if the ADA did apply to the approval of this site plan review, the Appellants are mistaken about what the ADA requires. For example, one accessible pedestrian connection to a right-of-way is required. Page 11 of Exhibit A.2 – Project Narrative, identifies the pedestrian walk connecting to Adams Creek Place with this designation. For this reason, the pedestrian walk connecting to Sherman Avenue and the existing driveway converted to pedestrian use are not required to be accessible.

The Appellants reference a “new pedestrian connection to Andy’s Way.” However, no such pedestrian connection will be developed at this time. Condition of Approval #25 requires a recorded public access easement in this location but does not establish development requirements nor that any future pedestrian connection comply with the ADA.

However, Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings in response to the appeal and to include the public in review of this Project to the maximum extent possible.

VI. HOOD RIVER ENGINEERING STANDARDS & DESIGN EXCEPTIONS GENERALLY (APPEAL STATEMENT NO. 4)

Appellants reference the Hood River Engineering Standards (“HRES”) which are not part of the HRMC and not part of the approval criteria for this site plan review.

Moreover, the HRES 2.1.C requirement that a “written request” for design exceptions need be submitted “at the time of plan submittal” refers to the submission of an application for Engineering Plan review, not for site plan review. This is made clear by the excellent development process flowchart in HRES 2.2 Exhibit 1 and further explained by reference in HRES 3.1 C (1), which shows that initial input on proposed Design Exceptions occurs during the pre-submittal conference for engineering review.

However, Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings in response to the appeal and to include the public in review of this Project to the maximum extent possible.

VII. HRMC 17.04.60 – RETAINING WALLS (APPEAL STATEMENT NO. 5)

A. 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.

B. If more than one retaining wall is located within the setback, the distance between each wall must be equal to the height of both walls, and the area between the walls must be landscaped.

C. There shall be no more than 4' of exposed wall face on a retaining wall within a setback adjacent to a public right-of-way.

D. One retaining wall of any height may be located within or on all property lines if the wall retains earth on the adjoining parcel and, if on a corner lot or parcel, when vision clearance requirements are met.

E. Height is measured from original ground elevation in accordance with the City Engineering Standards.

F. The limitations on location and height of retaining walls in this title do not apply to retaining walls located within the public right of way for the purpose of constructing or maintaining the public right of way.

Appellants object that Applicant did not provide adequate information to verify that HRMC 17.04.60 is met. While staff stated that details for the proposed retaining walls were not submitted, there is substantial evidence in the record to find compliance with this standard.

However, Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings in response to the appeal and to include the public in review of this Project to the maximum extent possible.

VIII. HRMC 17.16.030 – SUBMITTAL REQUIREMENTS (APPEAL STATEMENT NO. 6)

Appellants are concerned that a list of additional materials are not part of this record. However, site plan review – as with most land use reviews – occurs early in a project’s development process in order to provide the opportunity for the City to provide feedback and have that feedback incorporated into the plan without the re-engineering that would be implicated later in the process. For this reason, HRMC 17.16.030 provides a list of what will be considered by the City in the site plan review process.

However, Applicant requests the Open Record Period in order to provide the neighbors with additional information and drawings in response to the appeal and to include the public in review of this Project to the maximum extent possible.

IX. HRMC 17.20.060.C – TRAFFIC IMPACT ANALYSIS – APPLICABILITY AND CONSULTATION (APPEAL STATEMENT NO. 7)

C. Applicability and Consultation. A Traffic Impact Analysis shall be required to be submitted to the city with a land use application when (1) a change in zoning or plan amendment is proposed or (2) a proposed development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis, field measurements, crash history, Institute of Transportation Engineers Trip Generation; and information and studies provided by the local reviewing jurisdiction and/or ODOT:

a. 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);

b. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day

- c. *The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or*
- d. *The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; 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 applicant shall consult with the City Engineer or his/her designee at the time of a pre-application conference (see Section 17.09.120 Pre-Application Conferences) about whether a TIA is required and, if required, the details of what must be included in the TIA.

Appellants claim staff should have required “a more thorough traffic and parking study.” However, the determination of whether a full Traffic Impact Analysis (“**TIA**”) “shall be required ... with a land use application” is made based on the very specific factors in HRMC 17.20.060.C. The findings for HRMC 17.20.060.C provided in the Planning Commission decision indicate that none of those factors is present in this case. Staff followed the code in requiring the Traffic Analysis Letter (“**TAL**”) and appropriately found that this approval criterion was met.

X. HRMC 17.20.030.B.2 – ACCESS MANAGEMENT STANDARDS – CRITERIA (APPEAL STATEMENT NO. 11)

Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.

Appellants are mistaken that nearby driveways are too close to meet driveway spacing requirements of HRMC. Adams Creek Place is a local street with a minimum driveway spacing standard of 22 feet from other driveways or public streets. HRMC 13.28.040. The driveway is located directly opposite of the east end of Eugene Street on the east side of Adams Creek Place. The City Engineer determined that the location satisfies driveway spacing standards as it functions as a stop-controlled T-intersection (Attachment C). As a T-intersection, applicant’s traffic engineer (6/2/20 letter, Attachment A.5, Page 5), evaluated the driveway against the 22 foot standard and concluded that “The proposed driveway access for the parking lot is located approximately 40 feet from Adams Creek Place (measured centerline to centerline as per Table 16.12-A). Based on the proposed site plan, the development meets the City’s Access Spacing requirements.” This approval criterion is met.

However, the Planning Commission Condition of Approval #49 requests an update of the TAL. If given the opportunity in the Open Record Period, in order to include the public in review of this Project to the maximum extent possible, Applicant will provide an updated TAL.

XI. HRMC 17.20.030.B.3 – ACCESS MANAGEMENT STANDARDS – CRITERIA (APPEAL STATEMENT NO. 7)

The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.

Appellants are concerned that the TAL does not assess non-family trips, such as deliveries, postal service, garbage pickup, etc. However, as stated in the TAL, “[t]o estimate the trip generation of the proposed development, trip rates from the *Trip Generation Manual, 10th Edition, published by the Institute of Transportation Engineers (ITE)*, were used. Trip rates for land-use code 220, Multifamily Housing (Low-Rise), were referenced ... to reflect a more conservative assessment of site trip generation relative to land-use code 221, Multifamily Housing (Mid-Rise)[.]”

Multifamily Housing across the country has postal service deliveries, garbage pickup, and the other items of concern for the neighbors – therefore, these counts are already included in the Institute of Transportation Engineers data used for the analysis provided in the TAL. Moreover, the TAL analysis used more conservative trip rates from the Institute of Transportation Engineers than could have been selected.

Applicant has also planned for these short visits: delivery vehicles, emergency vehicles such as ambulances, and garbage collection vehicles will use the plaza area adjacent to the recreation building as a temporary parking space.

Appellants are fundamentally upset about the trips created by the density of housing being developed in their backyards. However, the Property could, by code, have up to 65 dwelling units. The Project is not developing to that allowed maximum density and will only include 25 condominium units plus a guest suite. The zoning of the property which allows these 26 dwelling units is not at issue in this site plan review.

XII. HRMC 17.03.030.F.2 – URBAN HIGH DENSITY RESIDENTIAL ZONE (R-3) – PARKING REGULATIONS (APPEAL STATEMENT NO. 8)

Multi-family dwelling shall be required to furnish one and one-half (1 ½) off-street parking spaces per dwelling unit on or adjacent to the building site.

Appellants object that Hood River’s code does not require more off-street parking spaces in the R-3 zone. However, that code requirement is not at issue in this site plan review.

Appellants state that a “comprehensive Parking Study and Parking Plan should have been requested” by staff and Planning Commission. There are no references to a “Parking Study” or “Parking Plan” anywhere in the HRMC, so it would be unprecedented for staff or Commission to require a parking study and parking plan here, particularly for a project which is not developing to the allowed maximum density on the site. As staff stated in the findings for this approval criterion, “[t]here is no applicable standard to require additional on-site parking in excess of the number of spaces required by the zoning and building codes.”

XIII. HRMC 17.09.130.B.3 – NEIGHBORHOOD MEETING REQUIREMENT (APPEAL STATEMENT No. 9)

B. Notwithstanding subsection (A), a neighborhood meeting is required for the following types of applications:

....

3. *Other development applications that are likely to have neighborhood or community-wide impacts (e.g., traffic, parking, noise, or similar impacts), as determined by the Planning Director.*

Pursuant to HRMC 17.09.130.B.3, the City required the applicant to host a neighborhood meeting. The applicant hosted a neighborhood meeting on January 13, 2020.

In fact, Applicant hosted quite a few neighborhood meetings, hand delivered letters of introduction to neighbors, held open houses, met with individual neighbors who expressed a desire to do so, canvassed houses and left flyers on doors, and even have hosted socially distanced gatherings during the pandemic.

Nevertheless, Appellants now argue that the January 2020 meeting could have been scheduled differently based on informal guidance provided by the City posted online. That informal guidance is not part of HRMC and is not an approval criterion in this case. Applicant went above and beyond to ensure that “neighborhood residents that were unable to attend” the January 2020 meeting had the opportunity to meaningfully engage with Applicant and provide feedback on the Project. A summary of these efforts is provided in Attachment N, pages 60-61.

XIV. PROCEDURAL OBJECTIONS (APPEAL STATEMENT NOS. 13-15)

The Appellants’ procedural objections do not address applicable approval criteria and therefore are best responded to by the City. Applicant notes, however, that the Open Record Period will allow Appellants the additional opportunity to comment on vegetative screening for 1419 Eugene Street.

XV. CONCLUSION

In order to be responsive to the concerns raised by Appellants and to provide the additional transparency and information Appellants are requesting, **Applicant is asking City Council to reopen the record for the proposed Open Record Period to allow additional written evidence and testimony to be submitted** on the topics and approval criteria presented in the scope of the appeal.

If City Council chooses not to proceed with an Open Record Period, Applicant has prepared and will submit during the hearing draft findings to more precisely show how the Project meets the applicable approval criteria. With the revised findings, Applicant would request that the appeal be denied and that, as modified, the site plan review application be approved. The Project is not developing the Property to the maximum allowed density, exceeds the required minimum landscape area, and upgrades the City’s surrounding network of neighborhood streets and pedestrian facilities. Overall, the Project is consistent with the applicable development standards for the property or can reasonably be made to comply with the applicable standards through conditions of approval.

Best Regards,



Zoe Lynn Powers

RADLER WHITE PARKS & ALEXANDER



CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 2nd Street, Hood River, OR 97031 Phone: 541-387-5210

October 26, 2020

CITY OF HOOD RIVER CITY COUNCIL NOTICE OF PUBLIC HEARING & APPEAL

Notice is hereby given that the City Council will conduct a public hearing on **Monday, November 9, 2020** beginning no earlier than **6:00 p.m.** to consider the below-described land use application. The City of Hood River is taking steps to limit exposure and spread of COVID-19 (novel coronavirus). In support of state and federal guidelines for social distancing, the City of Hood River will hold this **hearing online by using Zoom Conferencing (link below)**.

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

PROPOSAL: Appeal of the Planning Commission decision to approve a Site Plan Review to construct a multi-family cohousing development including 26 dwelling units in 3 buildings, two common buildings, a parking lot, carport, pathways and walkways, street frontage improvements, and associated site improvements.

APPLICANT: Urban Development & Partners, Joren Bass

OWNER: Sherman Avenue Holdings, LLC

APPELLANTS: Dan Bell, Heather Hendrixson, Chet & Kathy Johnson, Roy & Addie Schwartz, Steve Winkle, Paige Browning, Romeo & Melody Robichaud, George & Faye Borden, Lissa & Brad Noblett, Kelley Morris, Scott Bean, Jennifer Barwick, Kathan Zerzan, and Rich Miller

PROPERTY LOCATION & ZONING: 1419 Sherman Avenue. Legal Description: 3N10E35AA Tax Lot 4900. The property is zoned Urban High Density Residential (R-3).

CRITERIA: The City Council will evaluate the appeal at a public hearing pursuant to the Quasi-Judicial Public Hearing Procedures and the following applicable criteria of the Hood River Municipal Code: Section 17.03.030, Urban High Density Residential Zone (R-3); 17.04 Supplementary Provisions; 17.16 Site Plan Review; 17.17 Landscaping and Development Standards; 17.20 Transportation Circulation and Access Management; 17.22.010 Requirements for Wetlands.

RESPONSE: The hearing is on the record; testimony is limited to legal argument of preserved issues by parties of record based on issues and evidence already preserved in the record of this proceeding.

Should you wish to provide testimony at the public hearing, please contact Jennifer Gray, City Recorder, at j.gray@cityofhoodriver.gov no later than 12 noon on Monday, November 9, 2020. Please use the following video link or phone number to observe or participate in the public hearing:

<https://us02web.zoom.us/j/86916074773>

Phone: (253) 215-8782

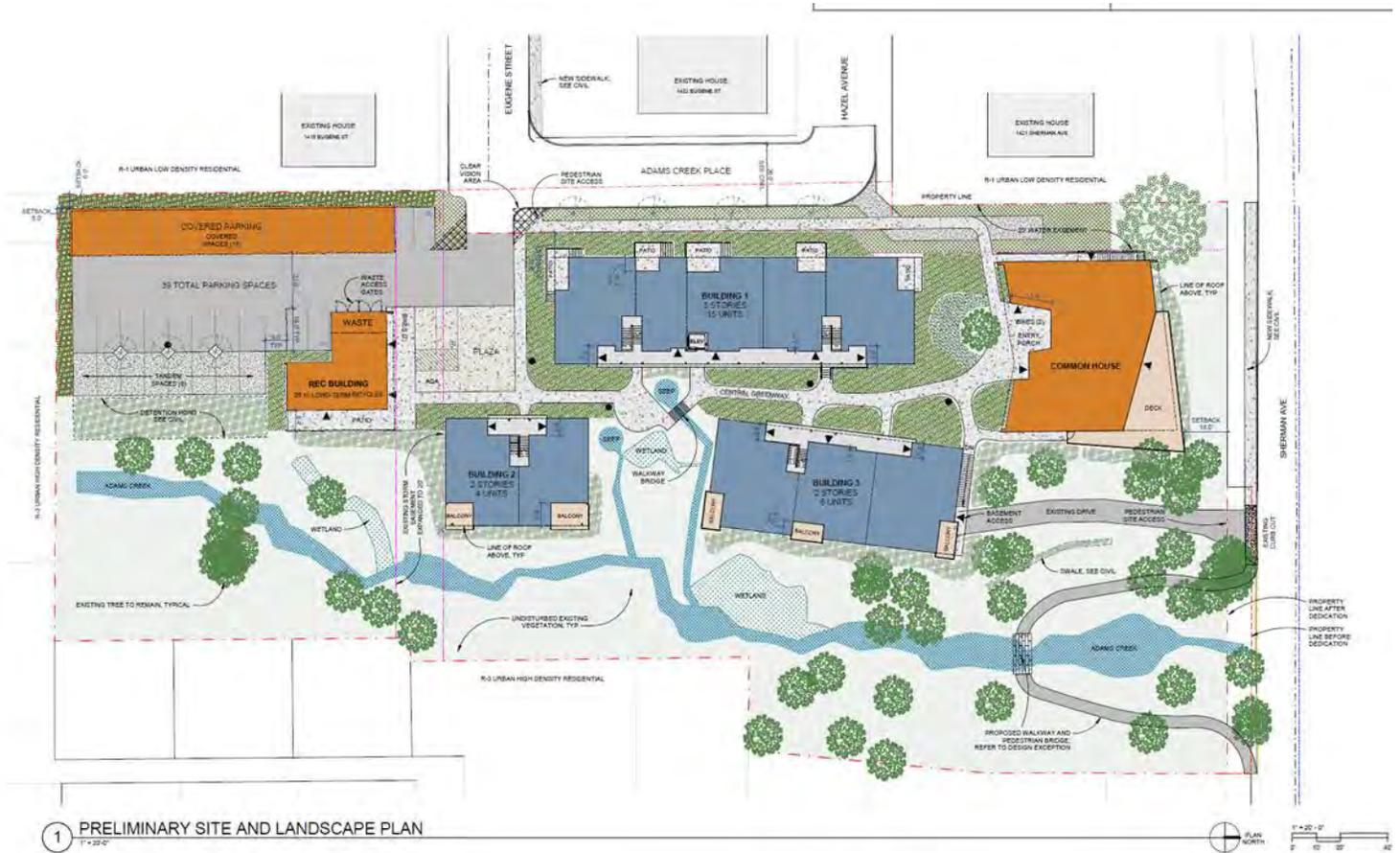
Meeting ID: 897 1607 4773

Submit written comments to the City Recorder at j.gray@cityofhoodriver.gov by Monday, November 9, no later than 12 noon, in order to distribute to the City Council for review by 3pm. All comments will be added to the record.

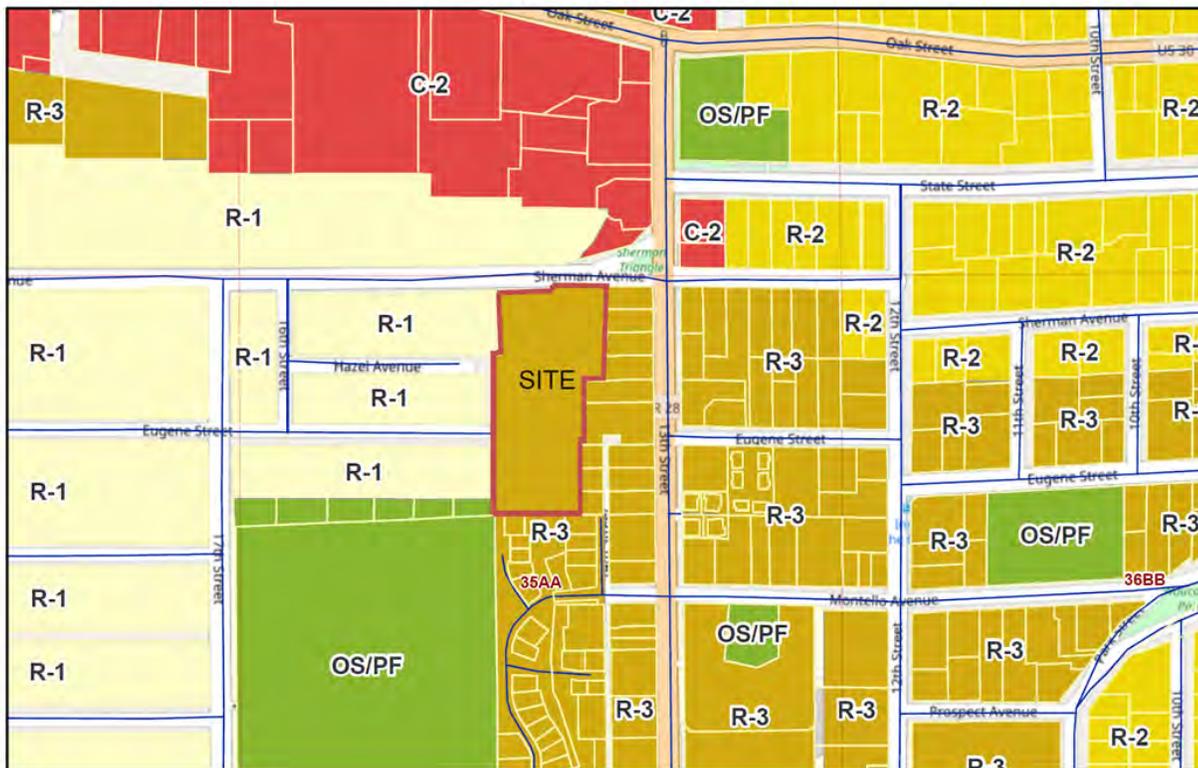
The application, Planning Commission decision, appeal, all documents and evidence related to the land use file, and applicable criteria are available for inspection upon request at no cost from the Planning Department. Please email Jennifer Kaden, Associate Planner, at j.kaden@cityofhoodriver.gov for copies of materials. A copy of any staff report will be available for inspection at no cost at least 7 days prior to the hearing.

STAFF CONTACT: Jennifer Kaden, Associate Planner, (541) 387-5215 or j.kaden@cityofhoodriver.gov

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Location Map - File No. 2020-03



NOTICE OF APPEAL

As ten interested and qualified parties that would be significantly impacted by the proposed Adams Creek condominium development, please accept this Notice of Appeal, Application and Attachments regarding the Hood River Planning Commission's decision to Approve the Site Permit on File 2020-03.

Submitted October 6, 2020 by:

Dan Bell & Heather Hendrixson

Chet & Kathy Johnson

Roy & Addie Schwartz

Steve Winkle & Paige Browning

Romeo & Melody Robichaud

George & Faye Borden

Lissa & Brad Noblett

Kelley Morris

Scott Bean & Jennifer Barwick

Kathan Zerzan & Rich Miller

File No.: _____
Fee: _____
Date Rec'd: _____

**CITY OF HOOD RIVER
APPEAL APPLICATION**

(1/2 of appeal fee to be refunded if appellant prevails on appeal)

Submit the completed application form with three (3) complete paper copies including full- and reduced sized plans, one electronic copy (original .pdf) and appropriate fees to the City of Hood River Planning Department, 211 2nd St., Hood River, OR 97031. Additional paper copies may be required as determined by staff. If you have any questions, please contact the Planning Department at (541) 387-5210.

APPLICANT / APPELLANT:

Name: Dan Bell (additional parties joining as Appellants are listed on Attachment 1)
Address: 1509 Eugene St.
(physical) Hood River, OR 97031
(mailing) 1509 Eugene St.
Hood River, OR 97031
(email) danbell22@gmail.com
Telephone: _____ Cell Phone: (503) 307-8862

Signature:  Date: 10/6/2020

FILE BEING APPEALED: File Name Adams Creek Cohousing File #: 2020-03

DATE OF NOTICE OF DECISION: September 24, 2020

DATE OF APPEAL: October 6, 2020
(must be within 12 days from the date of the Notice of Decision)

ACTION SUBJECT TO APPEAL: Final Order of Planning Commission Approving Site Plan Review application for Adams Creek Cohousing development with Conditions of Approval as Amended in the Final Order

BASIS FOR THIS APPEAL: On a separate sheet of paper, list in detail the specific grounds why the decision should be reversed or modified based on the applicable criteria or procedural error. The grounds shall be raised with sufficient specificity so as to afford the reviewing body an adequate opportunity to respond to each issue.

APPLICANT QUALIFIES AS A PARTY BECAUSE: All Appellants were mailed a Notice of Decision, submitted written testimony, participated in Planning Department proceedings, and participated in the recent public hearings before the Planning Commission

ATTACHMENT 1:
Names and Addresses of Additional Parties Joining in this Appeal as Appellants

<u>NAMES</u>	<u>ADDRESS</u>
Heather Hendrixson	1509 Eugene St.
Chet & Kathy Johnson	1419 Eugene St.
Roy & Addie Schwartz	1516 Eugene St.
Steve Winkle & Paige Browning	1521 Eugene St.
Romeo & Melody Robichaud	1301 Sherman Ave.
George & Faye Borden	1515 Sherman Ave.
Lissa & Brad Noblett	1380 Sherman Ave.
Kelley Morris	603 Andys Way
Scott Bean & Jennifer Barwick	604 14 th St.
Kathan Zerzan & Rich Miller	711 Katie's Lane

ATTACHMENT 2: Specific Grounds For Appeal
File 2020-03: Adams Creek Site Plan Review

The application materials and record fail to satisfy the Applicant’s burden of proof due to lack of adequate information to assess compliance with city code, evaluate anticipated impacts, and apply relevant Decision Criteria.

All references are to Site Plans, Drawings and other application materials that are included in the public record for Application 2020-03.

Issue 1. The Planning Commission erred in approving the Site Plan Review application because Applicant did not satisfy the burden of proof required in HRMC 17.09.100 due to incomplete and inadequate application material. The Commission did not have, nor did they request material and required information to support the decision.

Many of the required elements necessary for a complete Site Permit Review application have been deferred by Commissioners as many of the 72 “conditions of approval”. This has the effect of removing the neighbors and the public out of any future involvement. As the design is refined, conversations will be held and decisions made behind closed doors, with no transparency, between the applicant and City departments.

At the time of Planning Commission decision, numerous required items of the Site Permit Review Application were inadequate or not submitted, including:

1. Final Grading Plan. Applicant has not provided a Final Grading Plan and not provided required supporting documentation that all grading, contouring and surface drainage during construction and occupancy have no adverse effect on neighboring properties, as well as the site’s streams and jurisdictional wetlands. Applicant merely concludes that, based on the final locations of the buildings, none of them encroach on wetlands or require additional permits. Particularly during construction, the excavation areas will exceed the footprint of the improvements and Commissioners could not have determined whether there will be an impact on these areas without the required Grading Plan.

2. Final Landscaping Plan. Applicant did not provide a Final Landscaping Plan as required by 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.” Application materials did not meet these requirements. Applicant failed to satisfy the burden of proof that planned landscaping would satisfy the functional objectives of visual screening, noise reduction, stormwater treatment and flood control. Commissioners could not have determined whether these requirements are met without the required Landscaping Plan.

Moreover, Applicant did not identify the size and species of large trees on site as required by City guidance. Applicant did not provide a Tree Protection Plan.

3. ADA Compliance. The project, as proposed and as shown on the drawings in the public record, 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.

4. Design Exceptions. Applicant did not provided adequate information to support the variations from Code of up to six Design Exceptions that are necessary for the project. 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 provided no evidence that Design Exceptions were formally requested from the City Engineering Department, nor that these Design Exceptions satisfy the city standard that the alternative design *would exceed code requirements*. Planning Commission members did not request nor require that the application materials include adequate information on requested and conditioned Design Exceptions.

5. Proposed Walls and Fences. Applicant has failed to provide the required information (location, height, materials) on planned retaining walls and fences associated with the project. Applicant’s materials include numerous references to planned retention walls throughout the property, including sunken patios, along Sherman Avenue sidewalk beside pedestrian bridges and near the carport. However, neither the Planning Department staff nor the Planning Commission required Applicant to provide adequate information to verify that these features meet the requirements of HRMC 17.04.060. Moreover, the information produced fails to demonstrate that the planned walls will not cause negative impacts or flooding to surrounding neighbors, nor that they would not impact seeps and stormwater flow.

6. Additional Items. Several additional substantive items were either incomplete or not included in the Application materials at the time of the Planning Commission deliberation and approval of this project. In addition to Items 1-5, additional missing materials include:

- Existing grade and roof peak elevations
- Site Plan that demonstrates conformance with ADA parking standards
- Site Plan that includes any new fences
- Screening measures for outdoor storage and garbage collection areas
- Screening measures for exterior mechanical equipment
- Construction erosion control plan
- Geotechnical analysis
- Final Signage Plan
- Final Lighting Plan
- Vehicle barriers and traffic control signage
- Final Stormwater Management Plan and Treatment System Drawings

Issue 2: Planning Department staff erred in not requiring adequate study and information on Traffic and Parking impacts to surrounding neighborhoods, particularly through the R-1 neighborhood on Eugene Street. Despite having the discretion to do so, staff did not request nor require a more thorough traffic and parking study, which disadvantaged surrounding neighbors and failed to acknowledge the true traffic and vehicle impacts of this project on the neighborhood.

7. Traffic Impact Analysis. HRMC 17.20.060 permits city departments to require a Traffic Impact Analysis to demonstrate compliance with HRMC 17.20.030.B 3, which requires an Applicant to show that “the road system shall provide adequate access to buildings for residents, deliveries, emergency vehicles and garbage collection”. Staff and the Planning Commission erred in not requiring a Traffic Impact Analysis rather than the lesser standard “Transportation Analysis Letter”.

Among other things, applicant’s Transportation Analysis Letter is inadequate to assess local 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 the Cohousing community’s widely advertised public events. Neither does it address the pedestrian traffic to and from Hood River Middle School, or propose any safety or traffic calming measures for students walking to school.

8. Parking Study and Parking Plan. It is apparent that the bare minimum R-3 requirement of 1.5 parking spaces per unit is inadequate considering the particular circumstances and scale of this project. A comprehensive Parking Study and Parking Plan should have been requested by Planning staff and Commissioners. Today’s families own two or more cars and it should also be expected that these 26 residential units will create a need for parking by delivery trucks (FedEx, UPS, Amazon 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. With no available parking on-site, the volume of parking for these events is already evident. It is obvious that all of the overflow parking will occur on Eugene Street, 17th Street and Sherman Avenue, extending to the hazardous intersection at Sherman and 13th Street.

Issue 3: City of Hood River Planning Department and Engineering Department Staff erred in key discretionary decisions and did not uphold City “completeness” requirements for a Site Permit Review application.

9. Mandatory Neighborhood Meeting. Planning Department staff erred in determining that Applicants adequately addressed the Neighborhood Meeting requirement of HRMC 17.09.130(B)(3). This development application is “likely to have neighborhood or community-wide impacts (e.g. traffic, parking, noise, or similar impacts)” given its large-scale in contrast with the surrounding neighborhood.

Applicants did not follow specific guidance provided by the City that “meetings should occur at a facility that is accessible to persons with disabilities and be scheduled during a week day evening to enable working residents to attend. It is suggested that written notice be mailed at least 12 calendar days prior to the meeting date.” The Applicant disenfranchised most of the impacted neighbors with their approach to the required meeting by providing short notice for a weekday afternoon meeting. Yet, despite numerous

concerns raised by neighborhood residents that were unable to attend, Planning Department staff disregarded those concerns and deemed the meeting satisfactory.

10. Wetland Impacts. City Planning Department staff erred in accepting Applicant's statements- without adequate evidence or justification that satisfies the burden of proof - that there would be "no impact to jurisdictional wetlands on the site". Several conditions of the Planning Commission decision will require an increase in both the construction footprint and impervious surface on the site. Given the tremendous constraints for the site of this condominium development with 26 dwelling units and related structures, meeting these conditions will very likely push the built features and construction area into the jurisdictional wetlands. The current drawings and other application materials do not reflect these new or revised features, which include: additional spaces in the parking lot for ADA compliance; addition of a pedestrian connection beside the parking lot to Andy's Way; substantial last-minute revisions to stormwater treatment facilities; extending the all-weather access road along the water line easement by an additional 50 feet further than currently drawn; ADA requirements on Sherman Avenue pedestrian access; and addition of a USPS mail distribution area.

11. Compliance with Driveway Access Standards: Applicant's Transportation Analysis Letter fails to demonstrate that the project satisfies the Driveway Access Spacing Standards in HRMC 17.20.030.B.2. Approximate measurements of the distance between the Cohousing driveway and the driveway at 1419 Eugene St. appear to be approximately 15'- noticeably below the city code's required Access Spacing. Planning Department staff did not require Applicant to provide evidence that they meet this requirement or, alternatively, provide justification and documentation of a Design Exception.

12. Stormwater Management Plan. An entirely revised Stormwater Management Plan (SWMP) was submitted at the end of the hearing process and lacks sufficient information for an adequate review. City Engineering did not provide substantive review, nor provide any feedback to concerned neighbors in the public record regarding the substantially altered SWMP. In total, the Engineering Department's substantive comments at the time of Planning Commission decision on the SWMP for this complex site amounted to one sentence (see Engineering Department Letter dated 8/21/20). Further compounding the problem, neither the Planning Department staff nor the Planning Commission requested updated site drawings that reflect the substantially revised stormwater management system.

Issue 4: Substantive and material issues influenced Planning Commission deliberations, public involvement in the Commission's Public Hearings and the decision to approve the Site Permit application.

13. Flawed Public Notice for August Planning Commission Hearing. The Public Notice issued July 27, 2020 failed to meet the requirements clearly outlined in HRMC 17.09.040(G).

14. Conflict of Interest. As raised and documented in the public record, Commissioner Megan Ramey, has a clear bias in favor of the project, as demonstrated by her prior statements and writings in support of this project prior to and concurrent with the application process. Despite evidence and clear definition from the City Attorney, Commissioner Ramey did not recuse herself, nor did any of the other Commissioners raise her bias or challenge her participation. Instead Commissioner Ramey was outspoken and influential in Planning Commission discussions, deliberations and the vote that ultimately approved the permit application.

15. Vegetation Screening for 1419 Eugene St. During deliberations and approval of the Site Permit, Commissioners unilaterally and without notice or public input reduced the required vegetation screening between the existing single family residence at 1419 Eugene and the 39 space parking lot. In requiring the public access easement to Andys Way, Commissioners caused significant harm to the adjacent landowner by reducing the city's required screening width by up to 4'. This will increase visual, noise and light impacts to the adjacent neighbor, Appellants Chet & Kathy Johnson. Nor were they given adequate opportunity to review or comment on such a proposal since no public testimony was allowed during the September 21st Planning Commission Hearing. This action by the Planning Commission clearly disregards due process for the adjacent neighbors and diminishes the peace and enjoyment of their home.



CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 2nd Street, Hood River, OR 97031 Phone: 541-387-5210

September 24, 2020

CITY OF HOOD RIVER PLANNING COMMISSION NOTICE OF DECISION

TO: Applicant, Owner, Participating Parties, Persons Entitled to Notice and City Council
FROM: Jennifer Kaden, Associate Planner
SUBJECT: Approval of Site Plan Review – Adams Creek Cohousing; File No. 2020-03

PROPOSAL: Site Plan Review to construct a multi-family cohousing development including 26 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements.

APPLICANT: Urban Development & Partners, Joren Bass
OWNER: Sherman Avenue Holdings, LLC

LOCATION: 1419 Sherman Avenue. Legal Description: 3N10E35AA Tax Lot 4900.

ZONING: The property is zoned Urban High Density Residential (R-3).

DESCRIPTION OF ACTION: At the conclusion of its public hearing and closure of the record, the Planning Commission deliberated and then APPROVED Site Plan Review application (File No. 2020-03) at its September 21, 2020 meeting. The Planning Commission decision setting forth the findings of fact and conditions of approval was signed on Thursday, September 24, 2020; conditions of approval are detailed on pages 55-65.

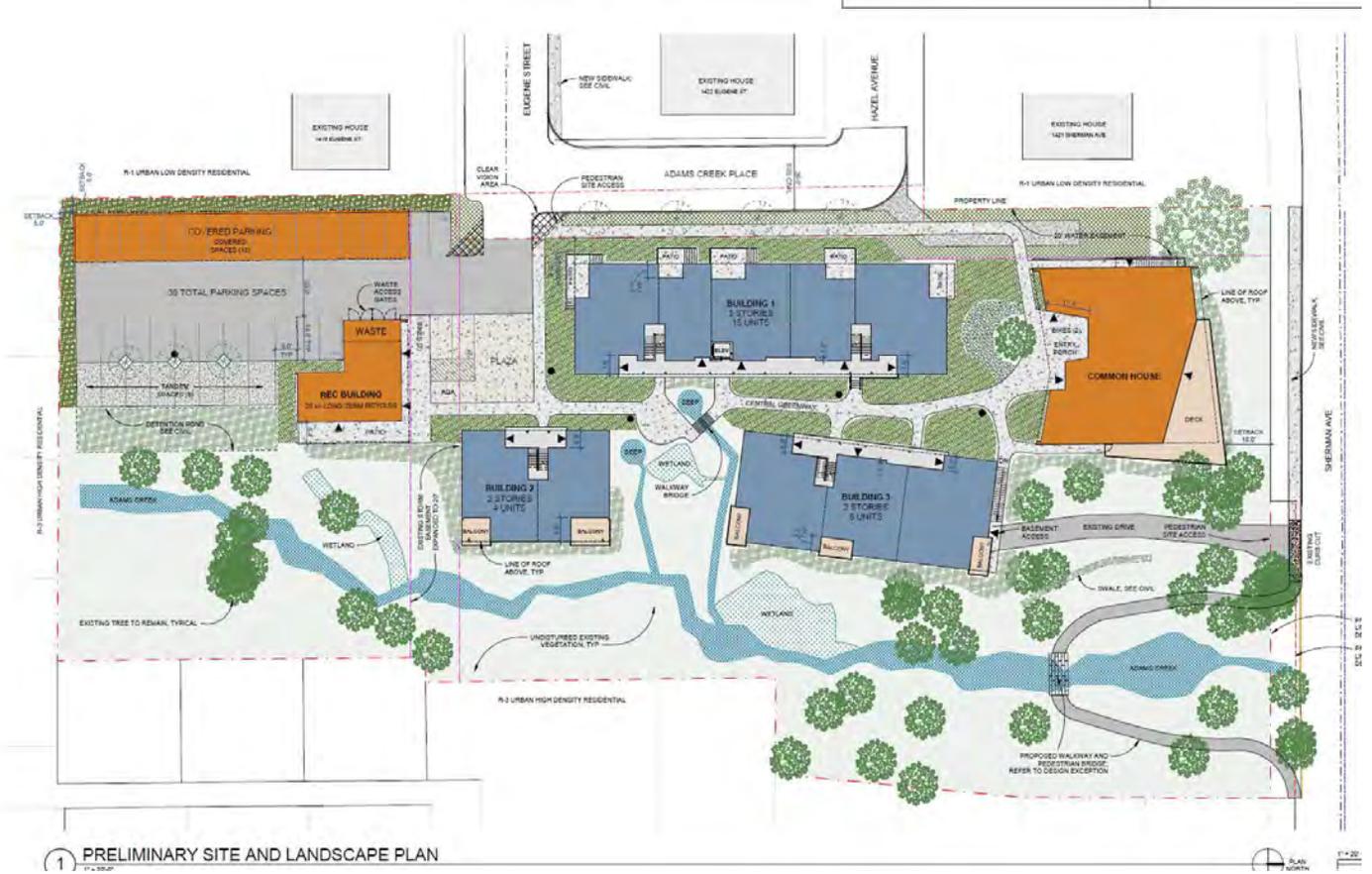
A copy of all documents and evidence submitted by or on behalf of the applicant, applicable criteria, the staff report, and the findings of fact, which include any conditions upon which the decision is based, and the conclusions of law derived from those facts, are available upon request from the City Planning Department: planning@cityofhoodriver.gov, j.kaden@cityofhoodriver.gov, or 541-387-5210, between the hours of 8 a.m. to 5 p.m., Monday through Friday excluding holidays.

APPEAL: The decision of the Planning Commission shall be final unless a Notice of Appeal, including the appeal fee, is filed by 5:00 p.m. on Tuesday, October 6, 2020, with the City Recorder at 211 2nd Street, Hood River, OR, 97031. The appeal cannot be made directly to the Land Use Board of Appeals under ORS 197.830.

The following persons may appeal the above-referenced decision:

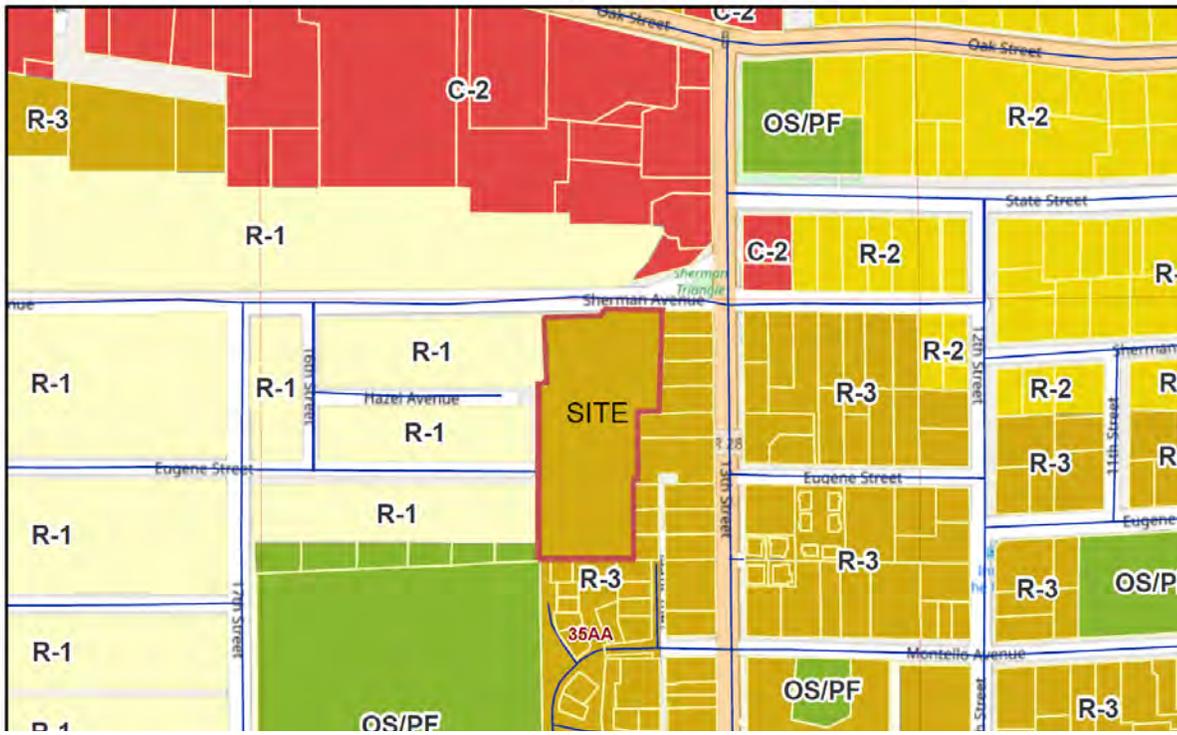
1. The applicant.
2. Any party of record to the particular action.
3. A person entitled to notice and to whom no notice was mailed. A person to whom notice is mailed is deemed notified even if notice is not received.
4. The City Council upon a majority vote.

If you have any questions, please call Planner Jennifer Kaden at (541) 387-5215.



1 PRELIMINARY SITE AND LANDSCAPE PLAN

Location Map - File No. 2020-03





CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 2nd Street, Hood River, OR 97031 Phone: 541-387-5210

BEFORE THE CITY OF HOOD RIVER PLANNING COMMISSION HOOD RIVER, OREGON

In the matter of a Site Plan Review)
application by Urban Development)
& Partners to construct a multi-family)
Residential development called Adams)
Creek Cohousing; File No. 2020-03)

FINDINGS AND DECISION

I. BACKGROUND INFORMATION:

- A. **REQUEST:** Construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements. (*See Attachment "A.1", Preliminary Site Plan.*)
- B. **APPLICANT:** Joren Bass, Urban Development & Partners
- C. **PROPERTY OWNER:** Sherman Avenue Holdings, LLC
- D. **PROPERTY LOCATION:** 1419 Sherman Avenue. Legal Description: 3N10E35AA Tax Lot 4900. (*See Attachment "B", Location Map.*)
- E. **ZONING AND LAND USE:** Urban High Density Residential Zone (R-3). There is an existing dwelling, garage, shed, and driveway on the site.
- F. **PROPERTY SIZE:** Approximately 2.36 acres.
- F. **SURROUNDING ZONING & LAND USES:**
 - North: R-1 & C-2 zones, residential & vacant
 - South: R-3 zone, residential
 - East: R-3 zone, residential and commercial building with offices and Hood River News
 - West: R-1 & OS/PF zones, single-family residential & school
- H. **APPLICABLE HOOD RIVER MUNICIPAL CODE (HRMC) CRITERIA:**
 - 1. 17.09.040 – Quasi-Judicial Actions
 - 2. 17.03.030 – Urban High Density Residential Zone (R-3) Zone
 - 3. 17.04 – Supplementary Provisions
 - 4. 17.16.040 – Site Plan Review Criteria
 - 5. 17.17 – Landscaping and Development Standards
 - 6. 17.20 - Transportation Circulation and Access Management
 - 7. 17.22 – Natural Resource Overlay

- I. **AGENCY COMMENTS.** Affected agencies were notified of this request. The following comments were submitted in response to the notice prior to the public hearing:
 1. City of Hood River Engineering Dept.: Comments attached (Attachment C)
 2. City of Hood River Building Dept.: Comments attached (Attachment D)
 3. Hood River Garbage: Comments attached (Attachment E)
 4. Oregon Department of Transportation: Comments attached (Attachment F)
 5. Oregon Department of State Lands: Comments attached (Attachment G)
 6. Hood River County School District: Comments attached (Attachment H)
 7. City of Hood River Fire Dept.: Comments attached (Attachment I)
 8. US Army Corps of Engineers: No comments.

- J. **NEIGHBORING PROPERTY OWNER COMMENTS:** Property owners within 250 feet of the subject parcel and persons who requested notification were notified of this request. The following comments were submitted prior to issuance of the staff report:
 1. Tarah Holden, comments attached (Attachment J.1)
 2. Elizabeth Kinney, comments attached (Attachment J.2)
 3. Donna McCoy, comments attached (Attachment J.3)
 4. Rebecca Montgomery, comments attached (Attachment J.4)
 5. Peter Zurcher, comments attached (Attachment J.5)
 6. Rebecca Rawson, comments attached (Attachment J.6)
 7. Lindsay & Tyler Miller, comments attached (Attachment J.7)
 8. Heather Hendrixson & Dan Bell, comments attached (Attachment J.8)
 9. John Boonstra, comments attached (Attachment J.9)
 10. Phil Nies, comments attached (Attachment J.10)
 11. John Bishop, comments attached (Attachment J.11)
 12. Jennifer Barwick, comments attached (Attachment J.12)
 13. Dan Bell, comments attached (Attachment J.13)
 14. George Borden, comments attached (Attachment J.14)
 15. Erik Mall, comments attached (Attachment J.15)
 16. Jennifer Barwick & Scott Bean, comments attached (Attachment J.16)
 17. Garth & Bronwen Hager, comments attached (Attachment J.17)
 18. Dan Bell et al, comments attached (Attachment J.18)
 19. Roy & Addie Schwartz, comments attached (Attachment J.19)
 20. Dan Bell et al, comments attached (Attachment J.20)
 21. Dan Bell, comments attached (Attachment J.21)
 22. Dan Bell, comments attached (Attachment J.22)
 23. Dan Bell, comments attached (Attachment J.23)
 24. Dan Bell, comments attached (Attachment J.24)
 25. Dan Bell, comments attached (Attachment J.25)
 26. Melissa Noblett, comments attached (Attachment J.26)
 27. Dan Bell, comments attached (Attachment J.27)
 28. Heather Staten, comments attached (Attachment J.28)
 29. Dan Bell, comments attached (Attachment J.29)
 30. Kathleen Johnson, comments attached (Attachment J.30)
 31. Chester Johnson, comments attached (Attachment J.31)
 32. George Borden, comments attached (Attachment J.32)
 33. Addie Schwartz, comments attached (Attachment J.33)
 34. Mark Zanmiller, comments attached (Attachment J.34)

K. HISTORY:

1. Pre-Application Conference held April 26, 2019
2. Site Plan Review application submitted February 3, 2020
3. Application deemed incomplete March 4, 2020
4. Additional application materials submitted May 1, 2020
5. Application deemed incomplete May 28, 2020
6. Additional application materials and information submitted June 3, 2020
7. Application deemed complete pursuant to ORS 227.178 June 3, 2020
8. Agency referrals mailed and e-mailed June 16, 2020
9. Notice of Public Hearing mailed July 27, 2020
10. Planning Commission hearing held August 17, 2020 & continued September 21, 2020
11. Additional comments & materials received during open record period after August 17th hearing and by August 25, 2020
12. Responses to additional comments & materials submitted by September 1, 2020
13. Applicant's final written rebuttal submitted September 8, 2020
14. Planning Commission deliberation and decision, September 21, 2020
15. Notice of Decision mailed and e-mailed September ____, 2020

L. ATTACHMENTS:

- Attachment "A.1" – Preliminary Site Plan/Landscaping Plan (Sheet PR A1-2; 4/30/20)
- Attachment "A.2" – Applicant's Project Narrative (4/30/20) & letters (4/30/20 & 6/4/20)
- Attachment "A.3" – Preliminary Elevation Drawings (Sheets PR A1-3 – PR A1-7; 4/30/20)
- Attachment "A.4" - Preliminary Civil Plans (Sheets C1 – C9; 4/30/20)
- Attachment "A.5" – Applicant's Traffic Assessment Letter (4/23/20) & addendum (6/2/20)
- Attachment "A.6" – Applicants preliminary Stormwater Management Plan (excerpt; 2/10/20)
- Attachment "A.7" – Wetland Delineation Report (June 2019), cover letter (4/28/20), & addendum (6/3/20)
- Attachment "A.8" – Department of State Lands Wetland Concurrence Letter (9/11/19)
- Attachment "B" – Location Map
- Attachment "C" – City Engineering Dept. comments, July 22, 2020 & August 10, 2020
- Attachment "D" - City of Hood River Building Dept. comments, June 22, 2020
- Attachment "E" - Hood River Garbage comments, June 24, 2020
- Attachment "F" - Oregon Department of Transportation (ODOT) comments, July 1, 2020
- Attachment "G" - Oregon Department of State Lands comments, June 26, 2020
- Attachment "H" - Hood River Middle School comments, June 22, 2020
- Attachment "I" - City of Hood River Fire Dept. comments, August 10, 2020
- Attachment "J.1 – J.34" – Written comments submitted, January 28 – July 31, 2020
- Attachment "K.1- K.34" – Additional written comments received prior to August 17, 2020 public hearing
- Attachment "L" – Applicant presentation at August 17, 2020 public hearing
- Attachment "M" – Comments received 8/17/20 – 8/25/20 (open written record period)
- Attachment "N" – Applicant submittal August 25, 2020 (open written record period)
- Attachment "O" – Additional City comments/summary of comments
- Attachment "P" – Applicant's final written rebuttal, September 8, 2020

II. FINDINGS OF FACT:

1. HRMC 17.03.030 – URBAN HIGH DENSITY RESIDENTIAL ZONE (R-3)

A. Permitted Uses:

1. Detached single-family dwellings for residential use and accessory structures
2. Duplexes and triplexes for residential use
3. Multi-family dwellings for residential use, subject to HRMC 17.16
4. Manufactured homes for residential use
5. Mobile home parks subject to HRMC 17.12
6. Residential care facilities
7. Group residential, if fifteen (15) or more persons, subject to site plan review
8. Transportation facilities subject to HRMC 17.20.050(A)
9. Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review
10. Accessory uses permitted when accessory to residential use:
 - a. Accessory dwelling units subject to HRMC 17.23
 - b. Bed and breakfast facilities subject to HRMC 17.04.110
 - c. Family day care subject to HRMC 17.04.100
 - d. Home Occupations to subject to HRMC 17.04.100
 - e. Hosted homeshares and vacation home rentals subject to HRMC 17.04.115
11. Townhouse projects for residential use including:
 - a. Three (3) or fewer townhouses subject to HRMC 17.19
 - b. Four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19.

FINDINGS: The subject parcel is current developed with a single-family dwelling, detached garage, shed, and driveway. The existing buildings are proposed to be demolished. **A condition of approval is recommended to alert the property owner to obtain a Demolition Permit prior to removing any existing buildings.**

The applicant proposes to develop a multi-family residential project that includes 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements. Multi-family dwellings for residential use are a permitted use in the R-3 zone, subject to Site Plan Review in Hood River Municipal Code (HRMC) 17.16. HRMC 17.01.060 defines “multi-family dwelling” as a “building designed or used exclusively for the occupancy of four (4) or more families living independently of each other and having separate housekeeping facilities.” The term “housekeeping facilities” is not defined in the municipal code, however the definition of “dwelling unit” describes “independent living facilities” to include “permanent provisions for living, sleeping, eating, cooking, and sanitation.” This means that, at a minimum, each dwelling unit shall include a sleeping area, a kitchen, and a bathroom. No floor plans were submitted, however the project narrative describes the project will include more than 4 dwelling units in Buildings 1, 2, and 3 that appear to be consistent with this definition. **A condition of approval is recommended to require that Buildings 1, 2, and 3 are designed and constructed in conformance with the requirement that each building include at least 4 dwelling units with separate housekeeping facilities.**

Accessory structures are a permitted use in the R-3 zone. The project includes three proposed accessory structures or buildings – a carport/garage and two common buildings. According to the project narrative (Attachment A.2), one common building is for indoor recreation and recycling, and the other is for common gathering and dining:

The two community structures contain shared resources that allow residents to “downsize” their private residences. Examples of the types of spaces include a central recycling area, bicycle storage, a workshop for crafts and gardening, guest suite, laundry room, and a shared kitchen and dining area for the community to come together for weekly shared meals. These amenities are accessory to the residential use and are not open to the general public.

Based on the project narrative, the “Common House” on the Site Plan (Attachment A.1) will include a guest suite, a laundry room, and a common kitchen and dining facility. Both “community structures” are proposed for shared use by residents and guests of the development.

HRMC 17.01.060 defines “accessory use or accessory structure” as a “use or structure incidental and subordinate to the main use of the property and located on the same lot...” The term “subordinate” is not defined in the zoning code and the term “incidental” is not defined on its own. HRMC defines “incidental and essential” as a use which is subordinate and minor in significance and size to the primary use, and which has an integral relationship to the primary use.” HRMC 17.01.060 defines “structure” as “that which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.”

With twenty-five dwelling units in 3 buildings, the primary use of the property is multi-family residential. The other structures provide functions integral to the multi-family residential use, including garbage and recycling collection and parking. The Common House provides a shared-use facility for residents that is an amenity customary and subordinate to the primary residential use. It also includes a guest suite with all of the defining elements of a dwelling unit – provisions for living, sleeping, eating, cooking, and sanitation. As such, although accessory to the primary use, the guest suite of the Common House is included in the total number of dwelling units for purposes of calculating density and parking. The proposed carport/garage, common house, and recreation building each qualify as accessory structures incidental and subordinate to the primary multi-family residential use.

The proposed multi-family residential development is a permitted use in the R-3 zone, subject to HRMC 17.16 (Site Plan Review) as addressed below.

As part of the Site Plan Review, the Building Official and Fire Chief provided comments (Attachments D and I). As part of the building code and permit review, the applicant will be required to demonstrate compliance with the requirements of the fire code and building code prior to issuance of building permits or prior to occupancy, as applicable.

B. Conditional Uses: In the R-3 zone the following uses are allowed subject to the provisions of Chapter 17.06:

1. Hospitals, sanitariums, rest homes, nursing or convalescent home
2. Schools and child care centers
3. Public parks, playgrounds, and related facilities
4. Utility or pumping substations
5. Religious institutions
6. Planned unit developments
7. Professional offices

8. Hostels

FINDINGS: There is no existing Conditional Use on the site and none is proposed at this time.

C. Site Development Requirements Except for townhouse projects which are subject to HRMC 17.19, the minimum site development requirements are as follows:

1. The minimum lot or parcel size shall be 5,000 square feet.
2. Minimum requirement for building sites: Per detached single dwelling unit or duplex, a minimum of 5,000 square feet. Each unit thereafter shall require an additional 1,500 square feet.
3. A minimum frontage of fifty (50) feet on a dedicated public street.
4. A minimum frontage of thirty (30) feet on a dedicated public cul-de-sac.
5. Lot Coverage: Subject to HRMC 17.04.120

FINDINGS: The subject parcel is approximately 2.36 acres in area. No division of land is proposed. The building site development standard in HRMC 17.03.030.C requires 5,000 square feet of property for the first dwelling unit plus an additional 1,500 square feet for each additional dwelling unit. According to the Hood River County Assessor's data, the subject property is approximately 2.36 acres in size. According to the applicant, the net area of the property (accounting for required right-of-way dedication) is approximately 101,183 square feet in area. As such, the site development standards permit up to 65 dwelling units can be constructed on the site. Twenty-five (25) multi-family units plus the guest suite of the Common House for a total of twenty-six (26) dwelling units are proposed, consistent with the standard.

The subject property includes 241 feet of frontage on Sherman Avenue and approximately 195.25 feet of frontage on an unimproved public right-of-way, both of which are public dedicated streets. The proposal is consistent with the minimum frontage standard. The subject property does not include frontage on a cul-de-sac, thus HRMC 17.03.030.C(4) is not applicable.

Compliance with maximum lot coverage standards is discussed below in HRMC 17.04.120.

D. Setback Requirements: The minimum setback requirements shall be as follows:

1. No structure shall be placed closer than ten (10) feet from the public right-of-way line of a public dedicated street.
2. Garages that directly face adjacent streets shall be at least twenty (20) feet from the nearest public right-of-way lines of the public dedicated streets. Garages so constructed to not face an adjacent street may be ten (10) feet from the nearest right-of-way line of the dedicated public street. Detached garages so constructed to not face an adjacent public dedicated alley may be five (5) feet from the right-of-way line.
3. Side yard/rear yard.
 - a. No structure shall be placed closer than five (5) feet from the side property line.
 - b. Structures greater than twenty-eight (28) feet in height shall be eight (8) feet from the side property line.
 - c. No structure shall be placed closer than five (5) feet from the rear property line.
 - d. Projections may not encroach more than three (3) inches for each foot of required yard setback width.
 - e. Structures greater than 28 feet in height shall be ten (10) feet from the rear property line.

FINDINGS: HRMC 17.03.030.D includes standards for setbacks, the lines “beyond which a structure may not be built.” (HRMC 17.01.060). The foundation and exterior walls of the buildings are integral elements of the structures and therefore are subject to setback standards. The Site Plan (Attachment A.1) depicts the proximity of the proposed buildings in relation to property lines.

HRMC 17.03.023.D.1 requires a 10-foot setback from a public right-of-way. The northern property line, as adjusted by a required 10-foot property dedication pursuant to street standards described below in HRMC 17.16 and 17.20, is the right-of-way boundary for Sherman Avenue. As depicted on the Site Plan, approximately the southern half of the western property line is the right-of-way boundary for an unimproved public right-of-way (to be improved as Adams Creek Place). The Site Plan depicts the “common house” as the building or structure closest to the northern property line (Sherman Avenue ROW) and set back approximately 18 feet from the public right-of-way consistent with this standard. The Site Plan depicts Building 1 and the carport as the structures located closest to the public right-of-way on the western boundary of the property. The Site Plan indicates that the western exterior wall of Building 1 is set back 10 feet from the western property line, however patios, stairs, and possibly eaves and retaining walls are located within the 10-foot setback. Pursuant to HRMC 17.04.060, retaining walls up to 4 feet in height are permitted within all setbacks. At-grade patios and walkways also are permitted within setbacks. Pursuant to Director’s Interpretation 2019-19, at or below-grade steps are permitted in setbacks. Other than the stated exceptions, all other building elements, including eaves, must be located outside of the required 10-foot setback from a public right-of-way. More information is needed to determine conformance with the 10-foot setback from the western public right-of-way. **A condition of approval is included to require that Building 1 is designed and constructed to meet the 10-foot setback required from a public right-of-way.**

HRMC 17.03.030.D.2 requires garages that directly face an adjacent street are set back at least 20 feet from the right-of-way or, if they do not face the street, they must be set back at least 10 feet from a right-of-way. This provision applies to carports, as well, because they can be easily converted to garages in the future. The Site Plan depicts the northern end of the proposed carport is closest to, but not facing the public right-of-way west of the subject property. The distance from the right-of-way to the carport is not labeled on the Site Plan, however it measures approximately 19 feet from the right-of-way, in compliance with the minimum required setback of 10 feet. **A condition of approval is included to require that the Carport is designed, sited and constructed such that it meets the 10-foot setback required from a public right-of-way.**

HRMC 17.03.030.D.3 includes standards for the side and rear setbacks. Except as provided under HRMC 17.03.030.D.3(d), structures must be set back at least 5 feet from the side property line(s) for structures up to 28 feet in height. As explained below, the proposed height of the carport appears to be less than 28 feet as measured from existing grade. As depicted on the Site Plan, the carport is the building located closest to a side property line (the western side property line) and appears to be located such that it meets the required 5-foot setback from the western side property line, however **a condition of approval is included to require that the Carport is designed, sited and constructed such that it meets the 5-foot setback required from a side property line.**

Except as provided under HRMC 17.03.030.D.3(d), structures must be set back at least 5 feet from a rear property line for structures up to 28 feet in height. As explained below, the

proposed height of the carport appears to be less than 28 feet as measured from existing grade. As depicted on the Site Plan, the carport is the building located closest to the rear (southern) property line and appears to be located such that it meets the required 5-foot setback from the rear property line, however **a condition of approval is included to require that the Carport is designed, sited and constructed such that it meets the 5-foot setback required from a rear property line.**

Pursuant to HRMC 17.03.030.D.3(d), certain projections are permitted to encroach into a side or rear setback up to 3 inches for every required foot of setback. For a 5-foot side setback, a projection can encroach up to 15 inches into the setback. HRMC 17.01.060 defines “projections” as “architectural features such as cornices, eaves, canopies, sunshades, gutters, chimneys, and flues.” The Site Plan appears to depict eaves on the proposed carport projecting into the side and rear setbacks, however details were not provided. **A condition of approval is included to require that the carport is designed, sited, and constructed such that eaves project no more than 15 inches into a side or rear setback.**

All other proposed structures and buildings appear to be sited such that they are located well outside setbacks, however **a condition of approval is included to require that all buildings shall be designed, sited, and constructed in conformance with setback standards.**

E. Maximum building height: Thirty-five (35) feet for all uses except residential development; twenty-eight (28) feet for all residential development. Multi-family dwellings are permitted up to thirty-five (35) feet. All other residential development may be conditionally permitted up to thirty-five (35) feet subject to HRMC 17.06.

FINDINGS: The maximum allowed building height for multi-family dwellings is 35 feet as measured from existing grade. Pursuant to HRMC 17.01.060, building height is measured either from the highest existing grade adjacent to a building when the existing grade change is less than 10 feet, or at a point 10 feet above the lowest existing grade when the existing grade change is greater than 10 feet – whichever yields the greater building height. The heights of the proposed buildings were evaluated as follows:

Building 1: According to the existing grade information provided on the elevation drawings (Sheet PR A1-4, Attachment A.3), the existing grade change for Building 1 is less than 10 feet (381’ to 387.5’), thus building height will be measured from the existing grade highest a point within 5 feet (387.5’). Using the information provided by the applicant, the proposed height of Building 1 is 34.8 feet (roof ridge height of 422.3’ – 387.5’ = 34.8’) in conformance with the standard, however **a condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Building 2: According to the existing grade information provided on the elevation drawings (Sheet PR A1-5, Attachment A.3), the existing grade change for Building 2 is more than 10 feet (374’ to 388’), thus the building height will be measured from a point 10 feet above the lowest existing grade at the building corners (374’ + 10’ = 384’). Using the information provided by the applicant, the proposed height of Building 2 is 26.5 feet (roof ridge height of 410.5’ – 384’ = 26.5’), in conformance with the standard. **A condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Building 3: According to the existing grade information provided on the elevation drawings (Sheet PR A1-6, Attachment A.3), the existing grade change for Building 3 is more than 10 feet (367' to 380'), thus the building height will be measured from a point 10 feet above the lowest existing grade at the building corners (367' + 10' = 377'). Using the information provided by the applicant, the proposed height of Building 2 is approximately 33.3 feet (roof ridge height of 410.3' – 377' = 33.3'), in conformance with the standard. **A condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Carport: No existing grade information was provided for the Carport. The elevation drawings indicate the proposed building height is approximately 12 feet (Sheet PR A1-7, Attachment A.3). **A condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Recreation Building: According to the existing grade information provided on the elevation drawings (Sheet PR A1-7, Attachment A.3), the existing grade change for the Rec Building is less than 10 feet, (383' to 390'), thus building height will be measured from the existing grade highest a point within 5 feet (390'). Using the information provided by the applicant, the proposed height of the Rec Building is 12 feet (roof ridge height of 402' – 390' = 12') in conformance with the standard, however **a condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Common Building: According to the existing grade information provided on the elevation drawings (Sheet PR A1-3, Attachment A.3), the existing grade change for the Common House is less than 10 feet, (375' to 382'), thus building height will be measured from the existing grade highest a point within 5 feet (382'). Using the information provided by the applicant, the proposed height of the Common House is 12 feet (roof ridge height of 397.4' – 382' = 15.4') in conformance with the standard, however **a condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Building height will be verified for all buildings at the time of building permit.

F. Parking Regulations:

1. All individual dwelling units, duplexes, and triplexes shall be provided with two (2) parking spaces for each unit on the building site, one (1) of which may be within the required front yard setback area.
2. Multi-family dwellings shall be required to furnish one and one-half (1½) off-street parking spaces per dwelling unit on or adjacent to the building site.
3. Required setback areas may be utilized for off-street parking for multi-family dwellings.
4. Parking spaces utilizing access from a public dedicated alley may be located within the setback area.
5. All parking areas and driveways shall be hard surfaced prior to occupancy, under the following circumstances:
 - a. New construction
 - b. Change of use
 - c. New or expanded parking area
6. Bicycle parking as required by HRMC 17.20.040.

FINDINGS: Multi-family residential development is required to provide 1.5 off-street parking spaces per dwelling unit on or adjacent to the building site. Required setback areas may be utilized

for off-street parking for multi-family dwellings. Pursuant to HMRC 17.01.060, Definitions, parking spaces must be at least nine (9) feet wide and eighteen (18) feet long.

The proposed development includes 25 multi-family dwelling units, and the equivalent of a dwelling unit in the Common House. For twenty-six (26) dwelling units, a minimum of 39 parking spaces is required. As depicted on the Site Plan (Attachment A.1), the applicant proposes to provide a total of 39 off-street parking spaces: 15 covered parking spaces; 16 tandem parking spaces (8 wide x 2 deep); 7 uncovered, non-tandem spaces; and 1 ADA space. Comments provided by the Building Department (Attachment D) indicate that more than one ADA parking space will be required pursuant to the building code. **A condition of approval is included to require that the project plans are revised to meet the parking standards, including ADA standards. The development shall be designed and constructed to include at least the minimum number of required parking spaces.**

Some of the comments received from neighbors include concerns about parking – both in terms of adequacy of the minimum number of spaces required and in terms of guest parking for gatherings or events. There is no applicable standard to require additional on-site parking in excess of the number of spaces required by the zoning and building codes.

The City also does not regulate who parks on a public street. The City does enforce local, state, and federal parking standards and laws on public streets in the city limits. This includes issues such as blocking fire hydrants, double parking, parked against a yellow curb, blocking mailboxes, parked against the flow of traffic, and blocking driveways.

Eugene Street, Adams Place, Hazel Avenue, and Sherman Avenue are public streets. Hazel Avenue is unimproved and not designed for on-street parking. Sherman Avenue is a collector street with limited on-street parking as signed. Eugene Street is a public street designed for on-street parking on both sides of the street. The pavement width measures approximately 30 feet. The City's standards for local streets include a minimum paved width of 28 feet (HRMC 16.12.060(B.6) Figure 16.12-E (Local Streets Standard Diagram)). As described and conditioned, Adams Creek Place will be improved to include 28 feet of pavement width and a 1.5' gravel shoulder on the west side (Attachment C). Parking will not be permitted on the east side of Adams Creek Place pursuant to comments provided by the Fire Department (Attachment I).

Comments received (Attachment J) include concerns regarding accommodations for guest and event parking. Off-street guest parking and special event parking are not required by the code for residential uses, under HRMC 17.03.

HRMC 17.03.030.F(5) requires that all parking areas and driveways are hard surfaced. The project narrative (Attachment A.2) indicates the parking areas will be hard-surfaced. The Site Plan indicated the hard-surfacing will include patterned concrete and asphalt. It appears that half of the tandem parking spaces are proposed to be gravel, which is not consistent with the hard-surfacing requirement. **A condition of approval is included to required that all parking areas and driveways (except as provided in the water line easement on the northern portion of the site) shall be hard surfaced prior to occupancy. Hard surfacing means asphalt, concrete or other similar surface that is accepted by the City Engineering Department. The applicant shall submit materials and method of construction to the Engineering Department as part of the construction documents and building permit submittal for approval prior to construction.**

Bicycle parking is addressed below in HRMC 17.20.040. As conditioned, the proposal is consistent with these requirements.

G. Signs: All signs shall be in conformance with the sign regulations in this title.

FINDINGS: No information was provided regarding signs. In order to ensure compliance with the city's sign regulations, **a condition of approval is included to require sign permits shall be obtained from the City of Hood River prior to installation of any new signs on the site.** As conditioned, the proposal is consistent with these requirements.

H. Landscaping. All landscaping shall be in conformance with the landscape standards in this title.

FINDINGS: HRMC 17.17 includes standards for landscaping. Landscaping is addressed below in HRMC 17.17.

2. CHAPTER 17.04 – SUPPLEMENTARY PROVISIONS

17.04.020 Access. Every lot or parcel shall have access on a street other than an alley, for at least twenty (20) feet of width.

FINDING: As described above, the subject property has frontage and access on two public rights-of-way, in excess of 20 feet of width on both, in conformance with this standard.

17.04.040 General Exceptions to Building Height Limitations. Vertical projections such as chimneys, spires, domes, towers, aerials, flagpoles, and similar objects not used for human occupancy are not subject to the building height limitations of this title.

FINDING: The project narrative (Attachment A.2) indicates that no vertical projections are proposed. **A condition of approval is included to alert the applicant that the building permit plans will be reviewed for conformance with this standard.**

17.04.050 Fences and Walls.

- 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.
- B. Height is measured from original ground elevation in accordance with the City Engineering Standards.
- C. A fence that is six (6) feet or less as measured from original ground elevation in accordance with City Engineering Standards, is not considered a structure for purposes of setbacks established in this title.
- D. All retaining walls are considered structures from purposes of setbacks, and may not be located within the front, side or rear setback for a building except as provided in this title.

FINDINGS: According to the project narrative (Attachment A.2), no fences are proposed, however **a condition of approval is included to ensure compliance with HRMC 17.04.050 for any fences or walls proposed in the future.**

17.04.060 Retaining Walls.

- A. 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.

- B. If more than one retaining wall is located within the setback, the distance between each wall must be equal to the height of both walls, and the area between the walls must be landscaped.
- C. There shall be no more than 4' of exposed wall face on a retaining wall within a setback adjacent to a public right-of-way.
- D. One retaining wall of any height may be located within or on all property lines if the wall retains earth on the adjoining parcel and, if on a corner lot or parcel, when vision clearance requirements are met.
- E. Height is measured from original ground elevation in accordance with the City Engineering Standards.
- F. The limitations on location and height of retaining walls in this title do not apply to retaining walls located within the public right of way for the purpose of constructing or maintaining the public right of way.

FINDINGS: Details for proposed retaining walls were not submitted. The site is sloped and retaining walls are expected in the location of the detention ponds, and likely along some sections of walkways and the sidewalk along Sherman Avenue.

The Engineering Department provided comments (Attachment C) regarding retaining walls including:

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.

A condition of approval is included to require that details of all proposed retaining walls are included in the construction drawings submitted for building permits, must meet City Engineering Standards, the standards in HRMC 17.04.060, and may require a building permit as determined by the Building Official. Retaining walls located within a public right-of-way require a City permit and must be stamped by a PE.

17.04.120 Maximum Lot Coverage

FINDING: Pursuant to HRMC 17.04.120.B.5, “Multi-family dwellings are exempt from the lot coverage requirements but shall comply with HRMC 17.16 Site Plan Review criteria and HRMC 17.17, Landscaping and Development Standards.” Thus, the standards in HRMC 17.04.120 are not applicable.

17.04.130 General Requirements for Parking Lots

A parking lot, whether an accessory or principal use, intended for the parking of four (4) or more automobiles or trucks shall comply with the following stipulations:

1. Areas used for standing or maneuvering of vehicles shall have hard surfaces maintained adequately for all-weather use and be so designed as to avoid flow of water across sidewalks.
2. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.
3. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access, and provide the maximum safety of pedestrians and vehicular traffic on the site.
4. Service drives for parking lots shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points fifteen (15) feet from their intersection. Exceptions may be granted by the Building Official with the provision of safety devices.
5. Landscaping shall be in conformance with the landscape standards in this title. Duplexes are excluded from this requirement.

FINDINGS: The proposed development includes a shared parking lot with more than 4 parking spaces, thus is subject to the standards in HRMC 17.04.130. The parking area features 90-degree parking on either side of a 23-foot drive aisle for a majority of the 39 spaces.

HRMC 17.03.130(1) requires hard-surfacing of the parking area designed to avoid water flow across sidewalks. Hard-surfacing of the parking area is discussed above in HRMC 17.03.030.F, Parking Regulations, and **a condition of approval is included to required that all parking areas and driveways (except as provided in the water line easement on the northern portion of the site) shall be hard surfaced prior to occupancy. Hard surfacing means asphalt, concrete or other similar surface that is accepted by the City Engineering Department. The applicant shall submit materials and method of construction to the Engineering Department as part of the construction**

documents and building permit submittal for approval prior to construction. Drainage of the parking area will be reviewed by the Engineering Department in conjunction with review of a final Stormwater Management Plan for the project.

HRMC 17.04.130(2) requires access aisles are designed with sufficient width for all vehicular turning and maneuvering. The aisle width for the proposed shared parking lot is noted as 23 feet on the Site Plan (Attachment A.1) which is generally sufficient for vehicular maneuvering.

HRMC 17.04.130(3) requires service drives are designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access, and provide the maximum safety of pedestrians and vehicular access on the site. The parking lot features one two-way drive aisle or service drive at the north end of the parking lot. The applicant describes proposed design features to address traffic flow and safety for vehicles and pedestrians in the Project Narrative (Attachment A.2):

The proposed development has one service drive connecting Adams Creek Place to vehicular parking areas. A bulb-out style curb at the terminus of Eugene Street establishes traffic flow and protects onstreet parking on the south side of the street. Pedestrians will not be required to walk across the service drive to access their residences as they are able to use the plaza and surrounding walkways. To maximize pedestrian safety, a raised walk along the north edge of the service drive provides convenient access to the public sidewalk on Adams Creek Place.

Pedestrian circulation within the parking area is provided only in the drive aisle. Given the low speed of vehicles in a parking area, this may be sufficient. The Site Plan depicts walkway connections between the residential buildings and Recreation Building that allow residents access to the parking area without crossing ingress/egress traffic on the driveway.

HRMC 17.04.130(4) requires provision adequate vision clearance for driveways serving parking lots. The Site Plan depicts a triangular area on the inside of the 90-degree turn into the lot, presumably for vision clearance purposes. Treatment of this area is unclear, thus **a condition of approval is included to require that the project is designed and constructed to provide a vision clearance area for the parking lot service drive consistent with the standards of HRMC 17.04.130(4).**

Landscaping for the parking lot is discussed in HRMC 17.17 below. As conditioned, the parking area standards are met.

3. CHAPTER 17.16 – SITE PLAN REVIEW

17.16.010 Applicability.

- A. A site plan review permit shall be required for the following circumstances:
 - 1. New construction.
 - 2. Expansion, remodel, or exterior alteration of any building or other structure.
 - 3. Change of use.
 - 4. Multi-family and group residential.
 - 5. Removal or fill of over 5,000 cubic yards of land.
- B. Exemptions from site plan review are as follows;
 - 1. Any activity that does not require a building permit and is not considered by the Director to be a change in use.

2. Any activity on the exterior of a building that does not exceed ten percent (10%) of the structure's total cost, fair market value, or \$75,000, whichever is less, as determined by the building official.
3. Interior work which does not alter the exterior of the structure or effect parking standards by increasing floor area.
4. Normal building maintenance including the repair or maintenance of structural members.
5. All residential development, except multi-family and group residential, as provided above.

FINDINGS: Pursuant to HRMC 17.16.010.A.4, multi-family residential projects are subject to Site Plan Review.

17.16.020 Application Procedure. The Planning Director shall review all site plan review applications. However, if the Director determines that an application is unusually complicated or contentious due to site constraints or due to the complexity of the project, the Director may request the Planning Commission to review the application.

The City shall process a site plan review application in accordance with the following procedures:

A. Pre-Application Conference

1. An applicant for a site plan review permit shall meet with the City staff at a required pre-application conference to assist in the permit processing.
2. An applicant may submit an application for a site plan review permit at any time after completion of a required pre-application conference. The applicant shall submit a complete application as specified in *Submittal Requirements* of this chapter, listed below.

FINDINGS: The property owner/applicant attended a pre-application conference on April 26, 2019, prior to submittal of the subject application.

B. Application Review.

1. Administrative Review
 - a. Upon receipt of a complete application, the Director may determine, based on the complexity of the proposal, that it is appropriate for City staff to review the application administratively and make a recommendation to the Director. The final decision on an application is made by the Director based on the following:
 - (1) The recommendation of the City staff,
 - (2) Consideration of any public comments received; and
 - (3) The decision criteria in this chapter.
 - (a) Administrative site plan review will require an additional noticing requirement. The Notice of Application shall be published in the local newspaper of record.
2. Quasi-Judicial Review
 - a. A site plan review application requiring Planning Commission review and decision shall be reviewed by City staff prior to the final decision by the Planning Commission in accordance with the following procedure:
 - b. The Director shall forward a completed application to City staff.
 - c. City staff shall consider the application and make recommendation to the Director.
 - d. The Director shall review the staff recommendation and determine the major issues and specific aspects of the project, which the Planning Commission should review.

- e. The Planning Commission shall review the application in relationship to staff recommendations. The Planning Commission shall consider the application at a public meeting.
- f. The Planning Commission will make the final decision based on the following:
 - (1) The recommendation of City staff;
 - (2) Consideration of any public comments received;
 - (3) The decision criteria in this chapter.

FINDINGS: The Planning Director determined that due to the scale of the proposed development relative to existing development on the subject site and the level of interest by nearby property owners, review by the Planning Commission is appropriate for the proposal. As such, the application has been processed in accordance with HRMC 17.09.040, Quasi-Judicial Actions.

17.16.030 Submittal Requirements.

HRMC 17.16.030 enumerates features and information required to be provided on a site plan. Additional application information is required pursuant to HRMC 17.09.040 and as described in the Site Plan Review application packet.

FINDINGS: The applicant submitted a Site Plan Review application on February 3, 2020, with additional information submitted on May 1 and June 3, 2020. Upon review of the application materials, additional information was requested by staff on March 4, 2020 and May 28, 2020.

There was considerable interest in the completeness review process on the part of a few neighboring property owners (see comments in Attachment J).

In response to staff's May 28th completeness letter, the applicant submitted additional application materials on June 3rd, 2020 and pursuant to ORS 227.178 (Oregon state law regarding land use applications), also provided written notice that some of the information requested by city staff would not be provided to deem the application complete. ORS 227.178 gives the applicant the exclusive right to decide that they want the application to be determined complete for the purposes of getting the review process moving forward. Once an applicant informs City staff that they are not submitting more information to determine the application complete, the completeness phase of the application process is terminated and the City is obligated to take final action on an application for a permit, including resolution of all appeals under ORS 227.180 (Review of action on permit application), within 120 days. As explained in a letter to the applicant dated June 11, 2020, the application was deemed complete pursuant to ORS 227.178 on June 3, 2020.

17.16.050 Multi-Family and Group Residential Decision Criteria.

- A. **Natural Features:** Significant natural features shall be protected to the maximum extent feasible. Where existing natural or topographic features are present, they shall be used to enhance the development. The use of small streams in the landscaping design shall be encouraged rather than culvert and fill. Existing trees and large woody plants shall be left standing except where necessary for building placement, sun exposure, safety, or other valid purpose. Vegetative buffers should be left along major street or highways, or to separate adjacent uses. The use should have minimal adverse impacts on the land and water quality. Possible impacts to consider may include pollution, soil contamination, siltation, and habitat degradation or loss.

FINDINGS: Significant natural features on the subject property include native trees measuring 6 or more inches in diameter, a stream (Adams Creek) and associated delineated wetlands and seeps, and steep slopes. The Project Narrative (Attachment A.2) describes how the project design is intended to protect natural features. Existing topography, the stream, and wetlands are depicted on an Existing Conditions sheet provided by the applicant (Sheet C6, Attachment A.4). The significant trees are depicted on the Existing Conditions sheet and identified by size and species on the Erosion Control & Demolition Plan (Sheet C7, Attachment A.4).

Trees/vegetation: The preliminary plans indicate proposed retention of 49 significant trees and removal of 15 significant trees (Sheet C7, Attachment A.4). This calculation does not include the likely removal of additional significant trees to accommodate a detention pond proposed on the northern portion of the site as acknowledged by the applicant in a completeness letter (6/4/20 letter, Attachment A.2). The trees proposed for removal are located in areas planned for buildings, parking areas, street improvements, utilities, or stormwater facilities, consistent with this standard. No specific information was provided by the applicant regarding the retention of “large woody plants” on the site. The Erosion Control plan indicates the proposed installation of silt fences during construction, however no details were provided regarding the construction methods proposed for the protection of significant trees to be retained. Many of the trees proposed to be retained are located in close proximity to planned buildings or other site improvements. As such, **a condition of approval is included to require that a tree protection plan is submitted to the Planning Director for review and approval prior to the issuance of a construction site permit, demolition permit, or building permit. Approved tree protection measures shall be installed prior to any grading or demolition work on the subject property.**

The final stormwater, grading, and site plans shall demonstrate that significant trees and large woody plants will be preserved except where necessary for building placement, sun exposure, safety, or other valid purpose.

Along Sherman Avenue, there are several existing significant trees, primarily east of the existing driveway, all of which are proposed to be retained, consistent with this standard. Along the western property line – the area separating the proposed and adjacent existing uses, there are only 4 significant trees, 3 of which will be removed to accommodate a required street frontage improvements. **A condition of approval is included to require retention of an existing vegetative buffers along Sherman Avenue and the western property line to the extent possible.**

There are some invasive plant species on the site including blackberry. Invasive plant species often outcompete native and ornamental species which can lead to soil erosion, loss of habitat and hazardous conditions. Invasive species typically do not satisfy the functional objectives as landscaping as detailed in this ordinance. Therefore, as addressed below in HRMC 17.17.030, **a condition of approval is included to require that the final landscaping plan shall ensure removal of invasive vegetation including blackberry.**

Steep slopes: The subject site features steep slopes ranging from approximately 20-75%, particularly on either side of Adams Creek. The buildings and most of the site improvements are generally proposed on areas of the site with more moderate slopes ranging from approximately 5-20%. The applicant states that “Structures have been sited to match existing grade to the extent feasible” (Attachment A.2). It is not clear how much grading of sloped areas will be proposed in a final Stormwater Management Plan, thus **a condition of approval is included to require that the**

final Stormwater Management Plan is designed to minimize grading on steep slopes to the extent practicable.

Stream: Adams Creek and associated seeps are non-fish bearing. The Hood River zoning code does not require a buffer along non-fish bearing streams. The Site Plan (Attachment A.1) indicates and the applicant states in the Project Narrative (Attachment A.2) that with the exception of two footbridges, no grading or construction is proposed within Adams Creek or directly adjacent to it. No new culverts are proposed with this development. As such, and as described in more detail in HRMC 17.22 below, the proposal is consistent with this standard with respect to protection of the stream as a natural feature.

Wetlands: As discussed below in Chapter 17.22, the site features three delineated wetlands. As indicated on the Site Plan (Attachment A.1), preliminary Grading Plan (Sheet C8, Attachment A.4), and Project Narrative (Attachment A.2), no disturbance to the wetlands is proposed, consistent with the natural features standard. Wetland standards are addressed below in HRMC 17.22.

As conditioned, the natural features standard is met.

B. **Grading:** Any grading, contouring, on-site surface drainage, and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be required.

FINDINGS: The applicant submitted an Existing Conditions sheet depicting existing topography of the site (Sheet C6, Attachment A.4) and a preliminary grading plan (Sheet C8, Attachment A.4). The applicant acknowledges the preliminary grading plan does not fully account for proposed stormwater management facilities (6/4/20 letter, Attachment A.2). As such, the applicant has not demonstrated that the proposed preliminary grading plan will have no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system.

Adams Creek, which traverses the subject property from south to north, conveys stormwater and is an open channel element of the city's public storm drainage system. Sherman Avenue, a public right-of-way is located at the north end of and below (downstream of) the subject property. Neighboring properties include property located across Sherman Avenue.

The Engineering Department provided comments regarding the applicant's preliminary stormwater plan:

A stormwater management plan as described in the HRES will be required for this development. A final Stormwater Management Plan is required at Detailed Engineering Plan Review submittal.

- The Public Works & Engineering Department has 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.
- The east basin currently has no stormwater mitigation proposed. Any disturbance and/or proposed impervious surfacing (i.e. paths) will require stormwater mitigation.

- 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.
- 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.
- 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.

After the public hearing, the applicant submitted updated conceptual stormwater management information (Attachment N) and the City Engineering Department provided the following comment in response: "The revised preliminary concept of stormwater management for the Adams Creek Cohousing project has been deemed as feasible by the City Engineer." (Attachment O).

A condition of approval is included to require the applicant to submit a detailed final grading plan for review and approval prior to issuance of a demolition permit, construction site permit, or building permit. The final grading plan is subject to City Engineering Standards and shall depict existing and proposed grades, and the locations and heights of all proposed retaining walls. All grading, contouring, on-site surface drainage, and construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. All grading activities and retaining wall construction shall be consistent with the recommendations of the Engineering Department including those specified in Attachment C, and the forthcoming Geotechnical Analysis. Graded areas shall be replanted as soon as possible after construction to prevent erosion.

A detailed construction erosion control plan and tree protection plan also shall be submitted for review and approval City Building and Engineering Departments prior to issuance of a demolition permit, construction site permit, or building permit. Prior to any development activity on the site, approved erosion control measures and tree protection fencing shall be installed.

A final stormwater management plan as described above and meeting the City Engineering Standards shall be submitted and approved prior to issuance of any demolition, construction site, or building permits.

In addition, given the steep slopes on the subject property, a Geotechnical analysis shall be conducted and a Geotechnical Report, prepared by a licensed professional shall be submitted prior to the issuance of any demolition, construction site, or building permits.

As conditioned, the proposal is consistent with this criterion.

- C. **Public Facilities:** Adequate capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks shall be provided to the subject parcel. Development of on-site and off-site public facilities necessary to serve the proposed use shall be consistent with the Comprehensive Plan and any adopted public facilities plan(s). Underground utilities shall be required. Connection to Oregon Department of Transportation (ODOT) stormwater facilities will require a permit from ODOT District 2C. On-site detention or treatment of stormwater may be required by ODOT.

FINDINGS: All public facilities must be developed consistently with the City's adopted capital facilities plans. There shall be adequate capacity of water, sanitary sewer, storm sewer, fire protection, streets and sidewalks at and serving the subject parcel. To determine adequacy, the level of these public facilities are evaluated based upon the proposed use. Consideration is given to whether there is adequate existing service and if the proposed use will burden the existing service to the extent it warrants an increase in capacity. Capacity refers to both the capability of the system to handle the proposed use and the level of service at which the facility currently operates and will operate after the proposed use is established. Conditions of approval requiring the applicant to increase the level of service or capacity may be imposed if necessary to demonstrate compliance with this criterion. Alternately, the City may require the applicant to contribute its proportionate share to the improvement where permitted in accordance with HRMC 3.20 or may allow the applicant to defer improvements through the execution of an Improvements Agreement that commits the property owners or their successors to participate in the future improvement(s) in accordance with HRMC 15.16.

Other types of on-site and off-site public facilities shall be included if necessary to serve the proposed use. "Public facilities" are defined by HRMC 17.01.060 and include that which is necessary for the public, health, safety and welfare.

Public and private utilities and a public street currently serve the site. The adequacy of public facilities to serve the site is addressed below and the Engineering Department recommends conditions of approval to ensure adequate public facilities are provided to the proposed development (Attachment C). Recommended conditions of approval are included to ensure adequate public facilities are provided.

Utilities – Sewer, Water, Stormwater

The City Engineering Department submitted comments relating to public facilities (Attachment C). Excerpts of the comments include:

Utilities:

- 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.
- 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.

- 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.
- 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.

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

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

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.

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').

- 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.

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.

- 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.

- 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.

Conditions of approval are included to satisfy the engineering comments related to utilities.

Transportation Infrastructure

The subject property is currently served by Sherman Avenue which is designated as a Collector Street in the City's Transportation System Plan (TSP). The subject property also has frontage on an unnamed public right-of-way on a portion of the western property line. The unnamed public right-of-way is accessed via Eugene Street and Hazel Avenue, all three of which are designated as Local Streets in the TSP. None of the four rights-of-way are improved to current city standards and will require improvements to increase capacity to adequately serve the proposed use as described herein.

Pursuant to HRMC 17.20.030.C.6, vehicular access for the proposed development is required to be located on a street with the lower functional classification. As such, vehicular access for the proposed development will be provided on the local street right-of-way adjacent to a portion of the western property line (proposed to be named Adams Creek Place) and not permitted on Sherman Avenue.

The proposed residential development will generate traffic impacting Eugene Street, Sherman Avenue, and other streets and intersections in the vicinity as addressed in the applicant's Traffic Assessment Letter (Attachment A.5). The City Engineering Department provided comments regarding adequate transportation facilities as follows:

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).

- 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.
- 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.

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.

- The proportionate share per trip generated through the Cascade Ave. and Rand Rd. intersection is \$566
- The proportionate share per trip generated through the Cascade Ave. and 20th St. intersection is \$495
- The proportionate share per trip generated through the Oak St. and 2nd St. intersection is \$694
- The proportionate share per trip generated through the Belmont Ave. and 12th St. intersection is \$27
- The proportionate share per trip generated through the Belmont Ave. and 13th St. intersection is \$1,286

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.

If approved as a Design Exception, the walkway proposed as an alternative to the required sidewalk improvement along Sherman Avenue must be located within a public access easement. The easement shall comply with City Engineering Standards.

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.

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.

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.

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.

Conditions of approval are included to satisfy the engineering comments related to transportation, streets, and sidewalks.

Street Lighting

The Engineering Department comments (Attachment C) include a requirement to install a street light at the intersection of Eugene St. and Adams Creek Place in conformance with City of Hood River Engineering Standards and in coordination with the Public Works Department and Pacific Power. **A condition of approval is included to satisfy the engineering comments related to street lighting.**

Police and Fire

The City of Hood River Police and Fire Departments currently provide service the site. The Fire Chief provided comments regarding access to the site, automatic sprinklers, and other fire access items (Attachment I). Conditions of approval are included to require the developer to demonstrate compliance with the requirements of the City Fire Chief prior to occupancy. As conditioned, the proposal is consistent with this criterion.

As conditioned the proposal is consistent with the public facilities criterion.

D. Traffic and Circulation: The following traffic standards shall be applicable to all proposals:

1. **Traffic Impact Analysis:** The applicant will be required to provide a traffic impact analysis prepared by an Oregon licensed traffic engineer or a Transportation Assessment Letter pursuant to Section 17.20.060 unless waived by the City Engineer.

FINDINGS: As required in HRMC 17.20.060, the applicant submitted a Traffic Assessment Letter (Attachment A.5). The traffic analysis is addressed below in HRMC 17.20.060.

E. Storage: All outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing.

FINDINGS: The Project Narrative (Attachment A.2) states that “Proposed garbage collections area are covered and enclosed by a sight-obscuring fencing.” The Site Plan (Attachment A.1) depicts the location for the proposed garbage collection area within the proposed Recreation Building. The Elevation Drawings (Sheet PR A1-7, Attachment A.3) for the Recreation Building depict “sight obscuring access gates” to enclose the garbage and recycling collection area.

No other outdoor storage areas are proposed.

Hood River Garbage submitted comments (Attachment E) noting that the location will function for its needs and that it will need to be appropriately sized to serve the proposed number of dwelling units.

To ensure these requirements are met, **conditions of approval are included to require that all outdoor storage and garbage collection areas on the site shall be appropriately sized and screened through the use of vegetative materials or appropriate fencing and covered to prevent runoff into the sanitary sewer system. Prior to issuance of building permits, details of screening methods shall be submitted to the planning director. Any trash/recycling enclosure shall be designed in accordance with the specifications of the service provider (Hood River Garbage Service, Inc.).**

F. Equipment Storage: Design attention shall be given to the placement or storage of mechanical equipment so as to be screened from view and provide a sound buffer that meets the minimum requirements of the noise ordinance.

FINDINGS: No details about mechanical equipment were provided. The Project Narrative (Attachment A.1) states that small-scale mechanical equipment will be mounted on the ground and that no rooftop mechanical equipment is proposed. **As such a condition of approval is**

included to require that, prior to issuance of a building permit, building plans shall demonstrate that any new mechanical equipment located on the exterior of the building will be screened from view and meet the requirements of the city's noise ordinance. The property owner shall demonstrate conformance with the screening requirement for mechanical equipment prior to occupancy.

G. Design: Variety of detail, form, and siting should be used to provide visual interest. A single uninterrupted length of facade shall not exceed 100 feet. Buildings shall utilize at least three (3) of the following architectural elements to provide architectural variety:

1. Massing
2. Offsets
3. Materials
4. Windows
5. Canopies
6. Pitched or terraced roof forms
7. Other architectural elements

FINDINGS: A variety of detail, form and siting are required to ensure visual interest in proposed building design. Six buildings are proposed and the Project Narrative (Attachment A.2) describes that six of the seven listed architectural elements are proposed for the buildings: massing, offsets, materials, windows, canopies, and pitched roof forms.

The applicant submitted elevation drawings (Attachment A.3), a Site Plan (Attachment A.1), and a project narrative (Attachment A.2) to describe the design proposed for each of the buildings. The elevation drawings include information about proposed exterior materials and building dimensions. No two buildings are designed identically.

Buildings 1, 2 & 3: (Sheets PR A1-4, PR A1-5 & PR A1-6, Attachment A.3) The three multi-family residential buildings are similarly designed but differ in size. Building 1 is three stories in height and Buildings 2 and 3 are two stories in height, providing variation in roof height and massing. Each of the buildings feature offsets created by elevated open-air walkways and recessed balconies. A variety of exterior materials is proposed including fiber cement siding in horizontal and vertical cladding, concrete, patterned screening, and accent wood cladding. Multiple window sizes are proposed for the buildings. The residential buildings include roof eaves and it appears some small canopies are included on north and south elevations, although details are not provided. Buildings 2 and 3 have multiple pitched or 'folded' to provide variety in massing and roof forms. With interruptions of balconies and recessed staircases, no façade exceeds 100 feet of uninterrupted wall plane.

Recreation Building: (Sheet PR A1-7, Attachment A.3) The Recreation Building features a simple design that includes offsets due to its L-shaped footprint. The building features predominate use of horizontal clad fiber cement siding with accents of slatted screening. The east elevation features a large canopy. None of the facades exceeds 50 feet in length.

Common House: (Sheet PR A1-3, Attachment A.3) The Common House features a pitched roof, a variety of exterior materials (Hardie board & batten and shingle cladding), variety in window sizing, a large deck, and a deep covered entry (canopy) to provide visual interest. As illustrated on the elevation drawings, none of the façade lengths exceeds 75 feet.

Carport/Garage: (Sheet PR A1-7, Attachment A.3) The Carport/Garage features a shed roof and horizontal siding. It is not clear that this structure meets the standard restricting the length of an uninterrupted façade to no more than 100 feet. To ensure consistency with the uninterrupted façade length standard, **a condition of approval is included to verify, prior to building permit, that the building does not include an uninterrupted façade length exceeding 100 feet.**

As conditioned, the proposed design of each of the buildings appears to be consistent with this standard. To ensure consistency with this standard, **a condition of approval is included to require that each of the proposed buildings is designed and constructed with a variety of design elements in conformance with HRMC 17.16.050.G.**

H. Orientation: Buildings shall have their orientation toward the street rather than the parking area, whenever physically possible.

FINDINGS: “Orientation towards the street” means that building entrances face the street. Usually, this is the street from which the property is accessed as opposed to a street on which the property simply has frontage.

The proposed site layout provides that entrances of the three multi-family buildings face a ‘central greenway’ on the interior of the site rather than toward adjacent streets. Similarly, the entrances for the proposed Recreation Building and Common House face the residential buildings, not adjacent streets. Given that the multi-family dwellings are private dwelling units, that the common buildings are for use by residents and not open to the public, none of the buildings face the parking area, and that the site is adjacent to lower-density residential development, the Planning Commission finds that the proposed orientation of the buildings is consistent with HRMC 17.16.050.H.

I. Parking: Parking areas shall be located behind buildings or on one or both sides, whenever physically possible.

FINDINGS: Location of parking behind or beside a building allows orientation of the building toward the street and a more welcoming site for pedestrians. Where more than one building is proposed, parking shall be located in such a manner that most achieves the intent of this provision.

The subject property is oriented in a north-south direction. Because of the size and topography of the site, frontage on two public streets, and the proposal of multiple multi-family buildings, there is no clear “front” or “behind” of the proposed development. That said, the project design includes provision of a shared parking lot that is located south of all proposed multi-family buildings and not directly adjacent to a public right-of-way. The proposed site layout provides for pedestrian entrances that avoid conflict with the proposed parking area. As such, the proposal is consistent with this criterion.

17.16.060 Effect of Approved Site Plan Review Permit. No building or development of any sort shall occur to the approved site plan review permit except as follows:

1. Minor adjustments to an approved site plan review permit may be made after review and approval by the Director. Minor adjustments are those that entail minor changes in dimensions or siting of structures and location of public amenities, but do not entail changes to the intensity or character of the use.

2. Major adjustments to an approved site plan review permit require a new or amended application, as determined by the Director. Major adjustments are those that change the basic design, intensity, density, use, and the like.

FINDINGS: Any proposed adjustment to an approved Site Plan Review permit is subject to these provisions.

17.16.070 Expiration and Extension

- A. The site plan review permit is valid for a period of two (2) years from the written Notice of Decision, or the decision on an appeal, whichever is later.
- B. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.

FINDINGS: If the application is approved, a **condition of approval is included to state that this Site Plan Review is valid for two (2) years from the date of the written Notice of Decision, or the decision on an appeal, whichever is later. Any required construction site permit or building permit associated with the proposed multi-family development shall be obtained within that period. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.**

17.16.080 Appeal. Final decisions on site plan review may be appealed in accordance with the provisions of *Appeal Procedures* (Chapter 17.09).

FINDINGS: The notice of decision associated with this application will detail the appeal process in conformance with HRMC 17.09.030(J).

4. CHAPTER 17.17 – LANDSCAPING AND DEVELOPMENT STANDARDS

17.17.010 Scope

- A. Landscaping standards apply to all new multifamily, commercial, industrial uses, change of use, parking lots of four (4) spaces or more, public facilities and conditional uses.
- B. For sites that do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building or parking lot expands, e.g. if the building or parking lot area is to expand by twenty-five percent (25%), then twenty-five percent (25%) of the site must be brought up to the standards required by this ordinance.

FINDINGS: The proposal is a multi-family residential use. As such, the landscaping requirements of this section apply to the proposal.

17.17.020 Procedure

- A. A preliminary or conceptual landscaping plan shall be submitted to the planning Director at the time of application. The Planning Director shall review all landscaping plans for

compliance with the provisions of this ordinance and notify the property owner of deficiencies in a submitted plan.

- B. A building permit shall not be issued until a final landscaping plan has been approved by the Planning Director.
- C. The required landscaping shall be in place prior to issuance of a certificate of occupancy.
- D. A property owner shall be responsible for the establishment and maintenance of landscaping. All required landscaped areas shall be maintained according to the approved landscaping plan.

FINDINGS: The applicant submitted a preliminary landscaping plan (Attachment A.1). In order to ensure conformance with these requirements, **conditions of approval require a final landscaping plan be submitted to and approved by the Planning Director prior to the issuance of a construction site permit or building permit; all approved landscaping shall be installed or guaranteed prior to occupancy of the building; and the owner shall be responsible for the establishment and maintenance of all landscaping in accordance with the approved landscaping plan. If plantings fail to survive, it is the responsibility of the property owner to replace them.** As conditioned, the proposal complies with these standards.

17.17.030 Contents of Landscaping Plan. A landscaping plan submitted to the Planning Director as required by this ordinance 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.

FINDINGS: The Site Plan/preliminary Landscaping Plan (Attachment A.1) depicts areas to be formally landscaped with ground cover, decorative landscaping, native vegetation, and screening vegetation; locations of proposed new trees; and areas to be left undisturbed with native vegetation. It includes some areas to be planted with 'native vegetation' but does not provide information about specific proposed plant or tree species. The Project Narrative (Attachment A.2) notes that "specific species will be selected to minimize upkeep, complement or supplement surrounding natural vegetation, and fit the climate." **A condition of approval is included to require that the Final Landscaping plan shall include plant species suitable for the subject property, taking into consideration climate, soils, and surrounding natural vegetation. In addition, the final landscaping plan shall include provisions for ensuring erosion control on sloped areas, screening of the development from adjacent properties, and shade within a reasonable time. As conditioned, the project meets this standard.**

17.17.040 General Landscaping Standards. The following landscaping standards shall apply:

- 1. The property owner shall be responsible for any future damage to a street, curb, or sidewalk caused by landscaping.
- 2. 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.
- 3. Landscaping in parking areas shall be planted in combination along the perimeter and in the interior of the lot and shall be designed to guide traffic movement and lessen the visual dominance of the lot.
- 4. Plants that minimize upkeep and maintenance shall be selected.
- 5. Plants shall complement or supplement surrounding natural vegetation and fit the climate.

6. Plants chosen shall be in scale with building development.
7. Minimum landscaping as a percent of gross site area shall be as follows:

<u>ZONE/USE</u>	<u>PERCENT</u>
Multi-family	20%

8. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting.
9. Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting.
10. Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting.
11. Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.
12. Watering systems shall be installed to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.
13. Trees shall not be planted closer than twenty-five (25) feet from the curb line of intersections of streets or alleys, and not closer than ten (10) feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.
14. Street trees shall not be planted closer than twenty (20) feet to light standards. Except for public safety, no new light standard location should be positioned closer than ten (10) feet to any existing street tree, and preferably, such locations will be at least twenty (20) feet distant.
15. Trees shall not be planted closer than two and one-half (2½) feet from the face of the curb except at intersections, where it should be five (5) feet from the curb in a curb return area.
16. Where there are overhead power lines, tree species that will not interfere with those lines shall be chosen.
17. Trees shall not be planted within two (2) feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least four (4) feet by four (4) feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, paver blocks, cobblestones, or ground cover.
18. Trees, as they grow, shall be pruned to their natural form to provide at least eight (8) feet of clearance above sidewalks and twelve (12) feet above street roadway surfaces.
19. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the City Engineer.
20. Vision clearance hazards shall be avoided. Refer to Diagram "A" – Vision Clearance, Section 17.09.040.
21. City or State right-of-way(s) cannot be used to satisfy the required landscaping requirement.
22. Landscaping in the Central Business district and the Heights Business District can include street amenities such as park benches and planter boxes.

FINDINGS: HRMC 17.17.040(7) requires that a minimum of 20% of the gross site area is landscaped. Based on the survey provided by the applicant (Sheet C5, Attachment A.4), the gross site area is approximately 2.4 acres (≈104,544 square feet). Thus, a minimum of 20,909 square feet of the site is required to be landscaped. It is estimated that the Site Plan shows more than 60,000 square feet of area in formal landscaping or left in a natural condition. In

previous decisions, the Planning Commission has agreed to include areas of undisturbed existing vegetation to be included in the required landscaped area. **A condition of approval is included to require that the Final Landscaping Plan, submitted for review and approval by the Planning Director prior to issuance of a construction site permit or building permit, includes a minimum of 20% of the gross site area for landscaping.**

HRMC 17.17.040(3) requires parking areas shall include landscaping planted in combination along the perimeter and in the interior of the lot designed to guide traffic movement and lessen the visual dominance of the lot. The Site Plan/preliminary Landscaping Plan (Attachment A.1) depicts proposed screening vegetation on the west and south sides of the parking area property lines adjoining adjacent properties. It also depicts three proposed trees will be planted interior to the lot in the area proposed for tandem parking. The Project Narrative (Attachment A.2) indicates the screening vegetation will be a “mix of ground cover, mulch, decorative trees, and tightly spaced evergreen shrubs.” As proposed, the preliminary landscaping plan appears to meet the requirements for parking area landscaping. **A condition of approval is included to require that the Final Landscaping Plan shall include landscaping planted in combination along the perimeter and in the interior of the lot designed to guide traffic movement and lessen the visual dominance of the lot. Trees that will provide shade shall be included in the perimeter and interior parking lot landscaping.**

Generally, the preliminary landscaping plan has been designed to meet the standards of HRMC 17.17.040 however, to ensure compliance, additional **conditions of approval area included to require the Final Landscaping Plan is designed and landscaping is installed to contribute to privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character. The Final Landscaping Plan shall include a mix of deciduous and evergreen trees and shrub meeting the following standards:**

- **Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting;**
- **Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting;**
- **Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting; and**
- **Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.**

A watering system shall be installed to assure landscaping success.

The preliminary Landscaping Plan/Site Plan (Attachment A.1) depicts the locations for proposed street trees along Adams Creek Place. No new street trees are depicted along Sherman Avenue. HRMC 17.17.040(19) provides that “existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the City Engineer.” The applicant is requesting a design exception for the required sidewalk along Sherman Avenue. As such, **a condition of approval is included to required that the final plans submitted for permits include a plan for street trees that meets the provisions of HRMC 17.17.040. Street tree species shall be selected from the City of Hood River Street Tree List and shall have a minimum caliper size at planting of 2 inches as measured 6-12 inches above the root ball.**

As conditioned, the proposal complies with this standard.

17.17.050 City Entrances Landscaping and Development Standards. The following standards will be required for new commercial, multi-family, industrial uses, including change of use, and parking lots of four (4) spaces or more on properties within the designated entrances to the City of Hood River.

FINDINGS: The subject site is not located within a designated city entrance, thus the standards in HMRC 17.17.050 are not applicable.

17.17.060 Violation. Failure to comply with the standards subsequent to issuance of the building permit for new construction shall constitute a violation of these regulations and be subject to the penalty and abatement proceedings in the *Severability – Penalties* chapter (Chapter 17.10).

FINDINGS: A condition of approval will alert the applicant that failure to comply with the standards subsequent to issuance of the building permit for new construction constitutes a violation of these regulations and be subject to the penalty and abatement proceedings in the *Severability – Penalties* chapter (Chapter 17.10).

5. CHAPTER 17.20 – TRANSPORTATION CIRCULATION & ACCESS MANAGEMENT

17.20.010 Applicability. This chapter implements the City’s adopted Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-12). The standards of this chapter are applicable to all proposed improvements to the public transportation system and to all development on the public transportation system.

FINDINGS: Impacts to the public transportation system are anticipated in association with the proposed development. As such the standards of this chapter are applicable.

17.20.020 Definitions. This section incorporated into Section 17.01.060 – Definitions.

FINDINGS: Interpretations of text in this section shall be consistent with the definitions in HRMC 17.01.060.

17.20.030 Access Management Standards. This section shall apply to all development on arterials and collectors within the City and UGA and to all properties that abut these roadways as part of site plan review process (Chapter 17.16). Within the Interchange Area Management Plan Overlay Zone’s “Access Management Blocks,” this section also applies to local streets and roads and abutting properties.

- A. **Site Plan Review Procedures.** All site plans are required to be submitted for review pursuant to the provisions of this title and shall show:
- a. Location of existing and proposed access point(s) on both sides of the road where applicable;
 - b. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;

- c. Number and direction of lanes to be constructed on the driveway plus striping plans;
- d. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);
- e. Parking and internal circulation plans including walkways and bikeways; and
- f. A detailed description of any requested variance and the reason the variance is requested.

FINDINGS: The site abuts an existing collector street, Sherman Avenue. The Site Plan (Attachment A.1), Grading Plan (Sheet C8, Attachment A.4), and the Traffic Assessment Letter (Attachment A.5) generally include the required information. An existing access driveway on Sherman Avenue is depicted on the Site Plan. The proposed access driveway is located off of 'Adams Creek Place' – a previously unnamed and unimproved local street public right-of-way. The proposed driveway access scales to 20 feet in width. The access point is located directly opposite of the east end of Eugene Street. No striping is shown or proposed, however the driveway is two-directional. The Site Plan depicts proposed walkways and the Grading Plan depicts proposed sidewalks and ADA ramp improvements. A list of Design Exceptions is included on the Cover Sheet of the Civil Plans (Sheet C1, Attachment A.4) and the applicant states he will provide a detailed description and justification for those exceptions at the time of permit submittals.

- B. **Criteria.** All site plans shall comply with the following access criteria:
1. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
 2. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.
 3. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
 4. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas; entrances to the development; and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.
 5. The access shall be consistent with the access management standards adopted in the Transportation System Plan.
 6. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.

FINDINGS: The public right-of-way adjacent to the western boundary of the subject property is proposed to be improved as a local street (Adams Creek Place) connecting the east ends of Eugene Street and Hazel Avenue. The alignment of Adams Creek Place is within an existing public right-of-way and additional right-of-way dedication is required to accommodate required frontage improvements. The Grading Plan (Sheet C8, Attachment A.4) indicates it is designed to generally follow the existing gently sloped topography, consistent with HRMC 17.20.030.B.1.

HRMC 17.20.030.B.2 requires compliance with driveway spacing, sight distance and other access considerations. Vehicular access will be provided by a new driveway accessing the improved Adams Creek Place right-of-way. Adams Creek Place is a local street with a minimum driveway spacing standard of 22 feet from other driveways or public streets (HRMC 13.28.040). Existing nearby driveways are not depicted on the Site Plan or Grading Plan. No other driveways exist or are proposed on the east side of Adams Creek Place. The driveway is located directly opposite of

the east end of Eugene Street on the east side of Adams Creek Place. The applicant's traffic engineer (6/2/20 letter, Attachment A.5), contends the proposed driveway is not subject to driveway spacing standards for driveways on Eugene Street. The City Engineer determined that the location is allowed to satisfy driveway spacing standards in order to allow the driveway to function as a stop controlled T-intersection (Attachment C), however the applicant's TAL needs to be updated to reflect this condition accurately. **A condition of approval is included to require the applicant to submit an updated TAL that accurately reflects driveway spacing standards, sight distance, and intersection controls.**

The applicant's TIA also addresses sight distance and states that based on a design speed of 25 mph, a minimum sight distance of 280 feet should be provided on both Eugene Street and Adams Creek Place. The applicant's traffic engineer recommends removal of existing vegetation along the site's frontage on Adams Creek Place to achieve the required sight distance. **A condition of approval requires vegetation removal, new plantings, and landscaping maintenance to achieve the required sight distance standard.**

As conditioned, the proposal is consistent with HRMC 17.20.030.B.2.

HRMC 17.20.030.B.3 requires provision of a road system that adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection. Pursuant to this standard, Adams Creek Place will be improved as a local street to provide access to the development for residents, visitors, deliveries, emergency vehicles, and garbage collection. The proposed driveway will provide access to a shared parking lot for residents. It is not clear what provision is made for access by visitors other than on-street parking on adjacent or nearby public streets. The applicant proposes that delivery vehicles will use a 'plaza' area adjacent to parking spaces. Access for fire apparatus is provided on Adams Creek Place and a restriction on parking on the east side of the street will ensure adequate access for fire apparatus (Attachment I). As described above, Hood River Garbage provided comments indicating the plan provides adequate access for garbage collection (Attachment E).

As conditioned for fire access, the proposal is consistent with HRMC 17.20.030.B.3.

HRMC 17.20.030.B.4 requires provision of adequate internal pedestrian circulation, sidewalks on adjacent streets, and pedestrian linkages to the peripheral street system. The Site Plan depicts and internal system of pathways connecting the proposed residential buildings to the proposed common buildings and parking area, and to proposed sidewalks on Adams Creek Place and Sherman Avenue. Comments from the Engineering Department (Attachment C) include specifications for sidewalks required on Adams Creek Place, Eugene Street, and Sherman Avenue pursuant to this standard and to street standards in City's Transportation System Plan (TSP) and provide adequate public facilities. As noted on Sheet C1 of the civil drawings (Sheet C1, Attachment A.4), the applicant intends to request Design Exceptions for sidewalks on Sherman Avenue and Eugene Street. If approved, a public access easement will be required for the walkway proposed in lieu of a sidewalk on Sherman Avenue.

As proposed, walkways and sidewalks will provide pedestrian access to Sherman Avenue to the north and Adams Creek Place and Eugene Street out to 17th Street to the west. At the pre-application conference Staff recommended and requested a pedestrian connection to the south be provided at the southwest corner of the subject property to provide a potential pedestrian connection to Andy's Way, leading to the public street network to the south, and the nearby

middle school. This small connection is a significant opportunity to achieve a north-south pedestrian access in an area that does not currently meet the City's block length and perimeter standards in HRMC 16.12.020. A pedestrian connection in this location will promote efficient pedestrian circulation to key destinations to the south such as the middle school, aquatic center, and Jackson Park. **A condition of approval is included to require an easement for a pedestrian connection from Eugene Street to the southwest corner of the subject property.** As conditioned, the proposal is consistent with HRMC 17.20.030.B.4.

Access Management Standards in the City's Transportation System Plan includes standards for roadway design, access spacing, and other techniques used to provide efficient, safe, and timely travel within the city to individual destinations. Conformance with the access management standards is addressed in more detail below. As conditioned throughout this report, the proposal is consistent with HRMC 17.20.030.B.5 and access management standards.

No access to the State Highway System is proposed. The Oregon Department of Transportation (ODOT) provided comments to indicate it had no concerns with the proposed project given the recommended vehicular access from Eugene Street and Adams Creek Place and limitation on vehicular access from Sherman Avenue in close proximity to a state highway (Attachment F).

As conditioned, the proposal is consistent with these criteria.

C. Standards.

1. **Access Spacing:** Driveway accesses shall be separated from other driveways and street intersections in accordance with the standards and procedures of Chapter 13.28.

FINDINGS: As addressed above, a new driveway accessing Adams Creek Place is proposed on the western side of the subject property. Adams Creek Place is a local street requiring a minimum of 22 feet separation between driveways and from the intersections of public streets. No other driveways are proposed on Adams Creek Place, thus the proposed driveway does not conflict with the spacing requirement for other driveways. The proposed driveway location is directly opposite of the east end of and in alignment Eugene Street, essentially forming a T-intersection with Eugene Street and Adams Creek Place. The City Engineer has determined that the driveway location is a permitted exception to driveway spacing standards with intersection controls (Attachment C).

2. **Joint and Cross Access:**

- a. Adjacent commercial or office properties classified as major traffic generators (e.g. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
- b. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
 - (1) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
 - (2) A design speed of ten (10) mph and a maximum width of twenty (20) feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
 - (3) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive; and

- (4) A unified access and circulation system plan for coordinated or shared parking areas is encouraged.
- c. Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.
- d. Pursuant to this section, property owners shall
 - (1) Record an easement allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
 - (2) Record an agreement that remaining access rights along the roadway will be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
 - (3) Record a joint maintenance agreement defining maintenance responsibilities of property owners.
- e. The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:
 - (1) Joint access driveways and cross access easements are provided in accordance with this section.
 - (2) The site plan incorporates a unified access and circulation system in accordance with this section.
 - (3) The property owner enters into a written agreement with the city, which shall be recorded with respect to the subject property, agreeing that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and
 - (4) The City Engineer may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

FINDINGS: The subject property is not adjacent to commercial or office properties and joint access with adjacent properties is not required or recommended. Thus, these standards are not applicable.

- 3. **Driveway Design:** Driveways shall be designed pursuant to the requirements of Chapter 13.28.

FINDINGS: The proposal includes a single point of vehicular access for a shared parking area serving 26 dwelling units as well as deliveries and garbage collection. The proposed driveway will access Adams Creek Place, a local street. The subject property has approximately 195 feet of frontage on Adams Creek Place, thus pursuant to HRMC 13.28 a maximum driveway width of 36 feet with ramps may be allowed. The applicant proposes a driveway width of approximately 20 feet as depicted on the Site Plan. Comments from the Engineering Department (Attachment C) include the following driveway design requirements:

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.

A condition of approval is included to require that the proposed vehicular driveway approach is designed to meet City Engineering Standards.

4. Requirements for Phased Development Plans:

- a. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one (1) building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are responsible for compliance with the requirements of this ordinance and both may be cited for any violation.
- b. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.

FINDINGS: A phased development plan is not proposed at this time. If the property is further developed in the future, the future development will be reviewed for compliance with this standard.

- 5. Nonconforming Access Features:** Legal access connections in place as of November 2001 that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards pursuant to the requirements of 13.28.

FINDINGS: There is an existing driveway access from Sherman Avenue serving the existing single-family dwelling. The existing driveway does not to current access standards requiring access from a lower classification street when a property has frontage on two or more streets (HRMC 17.20.030.C.6). As such, the applicant proposes to construct a new vehicular access point on Adams Creek Place, a local street. To bring the subject property into compliance with these standards, continued vehicular access from Sherman Avenue is prohibited. The applicant has proposed to keep the existing driveway to provide pedestrian access to Sherman Avenue, consistent with pedestrian circulation standards. Comments provided by ODOT (Attachment F) indicated concerns with additional vehicular access on Sherman Avenue. To ensure compliance with access standards, **a condition of approval is included to prohibit vehicular access on the existing driveway on Sherman Avenue; allow the driveway to be retained and maintained for pedestrian access; and require the property owner to install bollards or other vehicular barrier at the northern end of the existing driveway. The proposed vehicular barrier shall be submitted for review and approval by the City Engineer and Fire Chief.**

- 6. Reverse Frontage:** Lots that front on more than one (1) street shall be required to locate motor vehicle accesses on the street with the lower functional classification.

FINDINGS: The subject property has frontage on Sherman Avenue and on an unimproved local street right-of-way on the west side of the property. Sherman Avenue is designated a collector street in the City’s TSP. Consistent with this standard, the applicant proposes to improve the local street public right-of-way on the western side of the property – to be called Adams Creek Place – and construct a new vehicular access driveway on Adams Creek Place. As described above and conditioned, motor vehicle access from Sherman Avenue, a collector street, will be prohibited.

D. Access within Interchange Area Management Plan (IAMP) Overlay Zone.

In addition to the standards and requirements of the Transportation Circulation and Access Management section of this ordinance (Section 16.12 and Section 17.20), parcels wholly or partially within an adopted IAMP Overlay Zone are subject to the Access Management Plan in the applicable IAMP (Exit 62 or Exit 63/64). The following applies to land use and development applications for parcels within an adopted IAMP Overlay Zone that are subject to Chapter 17.16 Site Plan Review or Title 16 Subdivisions and that are shown as part of an “Access Management Block” subject to the recommendations of the Access Management Plan (see Figure 9, Access Management Blocks, in the Exit 62 IAMP and Figures 10 and 11, Access Management Blocks, in the Exit 63 and 64 IAMP).

FINDINGS: The subject property is not located within an Interchange Area Management Plan (IAMP) Overlay Zone. As such these requirements are not applicable.

17.20.040 Bicycle Parking. All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in Table 17.20-40-A, and subsections A-H, below.

- A. Minimum Required Bicycle Parking Spaces. Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 17.20.40-A. Where two options are provided (*e.g.*, 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking shall be used.

Table 17.20.40-A Minimum Requirements for Bicycle Parking Spaces

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
Residential Categories			
Household Living	Multi-family	1 per 4 units	2, or 1 per 20 units

- B. Exemptions. Section 17.20.040 does not apply to single-family and two-family housing (attached, detached, or manufactured housing) or home occupations.
- C. Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less. Long-term (*i.e.*, sheltered) bicycle parking should be incorporated whenever possible into building design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable. Racks shall allow frames and wheels to be locked. Shared facilities will be allowed.
- D. Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.

- E. Options for Storage. Long-term bicycle parking requirements for multiple family uses and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building, including beneath roof overhangs and awnings.
- F. Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking.
- G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance areas (see Diagram "A" – 17.04.090).

FINDINGS: The applicant proposes a multi-family residential development with a total of 26 dwelling units as described in Chapter 17.03. As such, a minimum of 6.5 long-term bicycle parking spaces and 2 short-term bicycle spaces are required.

The Site Plan (Attachment A.1) indicates space will be available for approximately 25 bicycles inside the Recreation Building, meeting the requirement that long-term bicycle parking spaces are covered or enclosed. The Site Plan also indicates that two additional bicycle parking spaces will be located outside of and adjacent to the entries of each the Recreation Building and the Common House. Details for bicycle parking were not provided. As such, **a condition of approval is included to require that the final plans submitted for permits include provision for a minimum of 7 long-term bicycle parking spaces inside or covered and a minimum of 2 short-term bicycle parking spaces near the entry of a common building. Conformance with the bicycle parking standards shall be verified prior to occupancy.** As conditioned, the proposal is consistent with these requirements.

17.20.050 Standards for Transportation Improvements

- A. **Permitted Uses.** Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:
 1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
 2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
 3. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.
 4. Landscaping as part of a transportation facility.
 5. Emergency measures necessary for the safety and protection of property
 6. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.
 7. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

FINDINGS: The proposed use exceeds the scope of these permitted improvements. As such, the standards of HRMC 17.20 are applicable to the proposal.

B. Uses Subject to Site Plan Review.

1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are
 - a. Not improvements designated in the Transportation System Plan; or
 - b. Not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.
2. An application for site plan review is subject to review under *Site Plan Review* (Chapter 17.16); however, the decision criteria do not apply. In order to be approved, the site plan permit shall comply with the Transportation System Plan and applicable standards of this title, and shall address the criteria below. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:
 - a. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.
 - b. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
 - c. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
 - d. Project includes provision for bicycle and pedestrian circulation as consistent with the Comprehensive Plan and other requirements of this ordinance.
3. Street and interchange improvements (defined as parking removal, access modifications in IAMP blocks, new lanes, new streets, signalization modifications). The site plan review shall include findings and solutions addressing safety, mobility, and the effect of traffic beyond the immediate vicinity, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed. "The following facility(ies) shall be considered in the study area for all traffic analysis unless modified by the City Engineer: All access points and intersections signalized and un-signalized adjacent to the proposed site, if the proposed site fronts an arterial collector street the analysis shall address all intersection and driveways along the site frontage and within the access facing distances extending out from the boundary from the site frontage roads through and adjacent to the site. All intersections that receive site generated trips that comprise at least 10% or more of the total intersection volume. All intersections needed for signal progression analysis. In addition to these requirements the City Engineer may determine any additional intersections or roadway links that may be adversely affected as the result of the proposed development.

FINDINGS: These standards apply to transportation improvements such as new roads that are not included in the City's Transportation Plan. The proposed improvements to Adams Creek Place are within an existing local street public right-of-way and no transportation improvements described in HRMC 17.20.050.B.2 are proposed, thus the standards in HRMC 17.20.050.B.2 are not applicable. Instead, the Site Plan Review criteria in HRMC 17.16 are applicable as described above.

17.20.060 Traffic Impact Analysis

- A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to protect and minimize adverse impacts to transportation facilities. This section establishes the standards for when a proposal must be

reviewed for potential traffic impacts; when a Traffic Impact Analysis (TIA) must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a TIA; and who is qualified to prepare the analysis.

- B. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the *Trip Generation* manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily and peak hour (weekday and/or weekend) vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. A trip generation study may be used to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which a similar facility is available to count.
- C. Applicability and Consultation. A Traffic Impact Analysis shall be required to be submitted to the city with a land use application when (1) a change in zoning or plan amendment is proposed or (2) a proposed development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis, field measurements, crash history, Institute of Transportation Engineers *Trip Generation*; and information and studies provided by the local reviewing jurisdiction and/or ODOT:
 - a. 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);
 - b. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day
 - c. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or
 - d. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; 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 applicant shall consult with the City Engineer or his/her designee at the time of a pre-application conference (see Section 17.09.120 Pre-Application Conferences) about whether a TIA is required and, if required, the details of what must be included in the TIA.

FINDINGS: The applicant submitted a Traffic Assessment Letter (Attachment A.5) that indicates the proposed development is expected to generate 174 new average daily trips, 11 new weekday AM peak hour trips, and 13 new weekday PM peak hour trips, which is below the threshold for requiring a Traffic Impact Analysis (TIA). The City calculates the guest suite in the Common House as an additional dwelling unit for traffic and parking purposes which will revise the trip generation but not above the threshold to require a TIA. A Traffic Impact Analysis was not required because no zone change is proposed; the project will generate fewer than 25 peak hour trips and fewer than 250 average daily trips; the development will not add more than 10 vehicles exceeding 20,000 pound gross vehicle weight per day; the driveway location is a permitted exception to access spacing standards; and the use is not expected to cause safety problems. At the pre-application conference held on April 26, 2019, the City Engineer did not require the applicant to provide a Traffic Impact Analysis. Instead, the applicant was required to provide a Transportation Assessment Letter (TAL) prepared by a professional engineer registered in Oregon and in conformance with HRMC 17.20.060.D.

Many of the comments submitted by nearby property owners included concerns about increased traffic that will be generated by the proposed development. As described in the applicant's TAL, total weekday vehicular trips are expected to increase by approximately 194 trips. Vehicular access for the proposed development will be via a single driveway that accesses Adams Creek Place at its intersection with Eugene Street. Both roads are public and are classified as local streets in the City's Transportation System Plan (TSP) with a speed limit of 25 mph. The TSP explains that local streets are designed to accommodate between 1,000 and 1,200 vehicles per day through residential areas. When a proposed development is expected to increase through-traffic on a residential local street by more than 200 vehicles per day, or 20 or more vehicles in the PM Peak Hour, the City may consider requiring traffic calming mitigation measures. Based on the TAL and the subsequent analysis of the City Engineer (Attachment C), traffic volume on the section of Eugene Street between the subject property and 17th Street will increase from the current volume, however the proposed development is not forecasted to generate more than 200 vehicle trips per day on the adjacent residential local streets (that would trigger the requirement for traffic calming mitigation) and no safety hazards have been identified as a result of the development. As discussed in this report, with conditions of approval to ensure the sight distance standard is met for Adams Creek Place and the TAL is updated to reflect 26 dwelling units, the proposal meets the City's access management standards.

- D. Traffic Assessment Letter. If a TIA is not required as determined by Section 17.20.060.C, the applicant shall submit a Transportation Assessment Letter (TAL) to the City indicating that TIA requirements do not apply to the proposed action. This letter shall present the trip generation estimates and distribution assumptions for the proposed action and verify that driveways and roadways accessing the site meet the sight distance, spacing, and roadway design standards of the agency with jurisdiction of those roadways. Other information or analysis may be required as determined by the City Engineer. The TAL shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis.

The requirement for a TAL may be waived if the City Engineer determines that the proposed action will not have a significant impact on existing traffic conditions.

FINDINGS: The applicant submitted a Traffic Assessment Letter (TAL) prepared by Lancaster Engineering (April 23, 2020; Attachment A.5). The TAL indicates that a Traffic Impact Analysis (TIA) is not required based on the trip generation estimates developed using the *Trip Generation Manual*, 10th Edition, published by the Institute to Transportation Engineers. The applicant's TAL addresses existing conditions, trip generation and distribution, access spacing, and sight distance.

The applicant's TAL generally complies with the requirements of HRMC 17.20.060.D.

- E. Traffic Impact Analysis Requirements.
1. Preparation. A Traffic Impact Analysis shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis and will be paid for by the applicant.
 2. Transportation Planning Rule Compliance. See Chapter 17.08.050 Transportation Planning Rule Compliance.

3. Pre-application Conference. The applicant will meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis. The City has the discretion to determine the required elements of the TIA and the level of analysis expected.
- F. Study Area. The following facilities shall be included in the study area for all Traffic Impact Analyses (unless modified by the City Engineer):
1. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
 2. Roads through and adjacent to the site.
 3. All intersections that receive site-generated trips that comprise at least 10% or more of the total intersection volume.
 4. All intersections needed for signal progression analysis.
 5. In addition to these requirements, the City Engineer may determine any additional intersections or roadway links that may be adversely affected as a result of the proposed development.
 6. Those identified in the IAMP Overlay Zone (see Subsection I).
- G. When a Traffic Impact Analysis (TIA) is required, the TIA shall address the following minimum requirements:
1. The TIA was prepared by an Oregon Registered Professional Engineer; and
 2. If the proposed development shall cause one or more of the effects in Section 17.20.060(C), above, or other traffic hazard or negative impact to a transportation facility, the TIA shall include mitigation measures that are attributable and are proportional to those impacts, meet the City's adopted Level-of-Service standards, and are satisfactory to the City Engineer and ODOT, when applicable; and
 3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - a. Minimize the negative impacts on all applicable transportation facilities; and
 - b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
 - c. Make the most efficient use of land and public facilities as practicable; and
 - d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
 - e. Otherwise comply with applicable requirements of the Hood River Municipal Code.
 4. If the proposed development will increase through traffic volumes on a residential local street by 20 or more vehicles during the weekday p.m. peak hour or 200 or more vehicles per day, the impacts on neighborhood livability shall be assessed and mitigation for negative impacts shall be identified. A negative impact to neighborhood livability will occur where:
 - a. residential local street volumes increase above 1,200 average daily trips; or
 - b. the existing 85th percentile speed on residential local streets exceed 28 miles per hour.

FINDING: A Traffic Impact Analysis was not required, thus HRMC 17.20.060.E – G are not applicable.

- H. Conditions of Approval. The city may deny, approve, or approve a development proposal with appropriate conditions needed to meet transportation operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Factors that should be evaluated as part of land division and site development reviews, and which may result in conditions of approval, include:
1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.
 2. Access for new developments that have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.
 3. Right-of-way dedications for planned roadway improvements.
 4. Street improvements along site frontages that do not have improvements to current standards in place at the time of development.
 5. Construction or proportionate contribution toward roadway improvements necessary to address site generated traffic impacts, i.e. construction or modification of turns lanes or traffic signals.

FINDINGS: HRMC 17.20.060.H authorizes conditions of approval needed to meet transportation operations and provide right-of-way improvements necessary to develop the future planned transportation system, including construction or proportionate contribution toward roadway improvements necessary to address site generated traffic impacts.

The proposed residential development will generate traffic impacting Eugene Street and other streets and intersections in the vicinity as addressed in the TAL.

The City Engineer reviewed the applicant's TAL and provided the following comments (Attachment C):

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.

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.**

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.**

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.**

As discussed in HRMC 17.16, **conditions of approval are included to require payment of proportionate share for improvements at 5 intersections that meet warrants for a traffic signal based on additional vehicular trips expected with this development. Conditions of approval also are included to require the applicant's Traffic Assessment Letter to be updated to more accurately reflect access spacing standards, trip generation & distribution, and the restriction of vehicular access on Sherman Avenue.** Other standards and conditions are discussed above in Chapter 17.16.040, Public Facilities to address sight distance and frontage improvements.

In addition, The City Engineer provided comments regarding adequate right-of-way widths adjacent to the subject property:

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).

- 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.
- 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.

Conditions of approval are included to require 20 feet of right-of-way dedication on Adams Creek Place and right-of-way dedication on Sherman Avenue to achieve 30 feet of ROW from the apparent centerline of ROW to the south.

As conditioned, the proposal is consistent with HRMC 17.20.060.

- I. Traffic analysis within an IAMP Overlay Zone. All development applications located within an IAMP Overlay Zone that are subject to the provisions of Chapter 17.16 (Site Plan Review) or Chapter 16.08 (Land Divisions) may be required to prepare a Traffic Impact Analysis. City of Hood River Transportation System Plan policies call for the City, in coordination with Hood River County and ODOT, to monitor and evaluate vehicle trip generation impacts at Hood River interchanges and on street systems in interchange areas from development. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions. Development approved under this article shall be subject to the following additional requirements.

FINDINGS: The subject property is not located within an IAMP Overlay Zone, thus HRMC 17.20.060.I is not applicable.

6. CHAPTER 17.22 – NATURAL RESOURCE OVERLAY

17.22.010 Requirements for Wetlands

- A. **Purpose and Intent.** The purpose of this section is to protect and restore wetlands and the multiple social and environmental functions and benefits these areas provide individual property owners, the community, and the watershed. This requirement is based on the “safe harbor” approach as defined in Oregon Administrative Rules 660-23-0100(4)(b). Specifically, the purpose and intended is to:
 1. Protect habitat for fish and other aquatic life,
 2. Protect habitat for wildlife,
 3. Protect water quality for human uses and aquatic life,
 4. Control erosion and limit sedimentation,
 5. Reduce the effects of flooding,
 6. Provide a stream “right of way” to accommodate lateral migration of the channel and protect the stream and adjacent properties,
 7. Provide opportunities for recreation and education,
 8. Protect open space, and
 9. Minimize the economic impact to affected property owners.

The intent of this section is to meet these goals by modifying the location, but not the intensity of development, where possible. The requirements for wetlands restricts filling, grading, excavation and vegetation removal in significant wetlands for their protection and limits new structures in significant wetlands in Hood River. This section provides procedures for correcting map errors and for granting a variance for parcels that have no buildable site through application of this section.

FINDINGS: The application complies with the intent of these requirements by locating development outside of wetlands identified on the subject property.

- C. **Requirements for All Wetlands.**

1. Compliance with State and Federal Regulations. All activities wholly or partially within wetlands are subject to Division of State Lands permit requirements under the Removal-Fill Law and U.S. Army Corps of Engineers permit requirements under Section 404 of the

Clean Water Act. Where there is a difference between local, state or federal regulations, the more restrictive regulations shall apply.

2. Division of State Lands Notification Required.
 - a. The City shall provide notice to the Division of State Lands, the applicant and the owner of record, within five (5) working days of the acceptance of any complete application for the following activities that are wholly or partially within areas identified as wetlands on the Local Wetlands Inventory or within twenty-five (25) feet of such areas:
 - (1) Subdivisions;
 - (2) Building permits for new structures;
 - (3) Other development permits and approvals that allow physical alteration of the land involving excavation and grading, including permits for removal or fill, or both, or development in floodplains and floodways;
 - (4) Conditional use permits and variances that involve physical alterations to the land or construction of new structures; and
 - (5) Planned unit development approvals.
 - b. This section does not apply if a permit from the Division of State Lands has been issued for the proposed activity.
 - c. City approval of any activity described in this section shall include one of the following notice statements:
 - (1) Issuance of a permit under ORS 196.600 to 196.905 by the Division of State Lands required for the project before any physical alteration takes place within the wetlands;
 - (2) Notice from the Division of State Lands that no permit is required; or
 - (3) Notice from the Division of State Lands that no permit is required until specific proposals to remove, fill or alter the wetlands are submitted.
 - d. If the division of State Lands fails to respond to any notice provided under this section within thirty (30) days of notice, the City approval may be issued with written notice to the applicant and the owner of record that the proposed action may require state or federal permits
 - e. The City may issue local approval for parcels identified as or including wetlands on the Local Wetlands Inventory upon providing to the applicant and the owner of record of the affected parcel a written notice of the possible presence of wetlands and the potential need for state and federal permits and providing the Division of State Lands with a copy of the notification of comprehensive plan map or zoning map amendments for specific properties.

FINDINGS: The City provided notice of the application to the Oregon Department of State Lands (DSL) in accordance with HRMC 17.22.010.C. and will fulfill any additional notice requirements in association with the notice of decision. The wetlands identified on the subject property are subject to compliance with state and federal regulations for wetlands.

Oregon law (ORS 196.795-990) requires people who plan to remove or fill material in waters of the state to obtain a permit from the Department of State Lands (DSL). "Waters of the state" are defined as "natural waterways ...intermittent streams, constantly flowing streams...wetlands and other bodies of water in this state, navigable and nonnavigable..." As described in Attachment G, DSL reiterated the requirement for permits in the event of 50 cubic yards or more of removal, fill, or other ground alteration in wetlands and concurred that, based on the preliminary plans, no disturbance to wetlands is proposed. **A condition of approval requires if any site work within**

delineated wetlands is proposed is proposed, the property owner is responsible for contacting DSL and obtaining any applicable state or federal permits prior to commencing site work.

- D. Procedures for Identifying Significant Wetlands.** The regulations of this section apply to wetlands identified and mapped as significant in the Hood River Local Wetlands Inventory located in the City and the Urban Growth Area. Significance determinations are based on criteria contained in Oregon Administrative Rules 141-86-0300 through 0350 as adopted by the Division of State Lands (DSL). This section applies to wetlands inside the Hood River city limits and to wetlands outside the city limits and inside the urban growth boundary upon annexation of such land.

Wetlands identified in the Hood River Local Wetlands Inventory are shown on maps that may not have site-specific accuracy.

1. The Division of State Lands is the final arbiter of wetland presence and boundaries.
2. Precise wetland boundaries may vary from those shown on the Hood River Local Wetland Inventory map. For any proposed development impacting a significant wetland or within twenty-five (25) feet of a significant wetland, the applicant shall conduct a wetland delineation and submit it to the Division of State Lands for review and approval. The more precise boundary obtained through a DSL-approved wetland delineation shall be used for review and development, and can be identified, mapped, and used for review and development without a change in the Hood River Local Wetland Inventory mapping.
3. Property owners who believe wetlands have been incorrectly mapped on their properties can request corrections to the map by submitting written verification from the Division of State Lands that confirms that there are no wetlands on the property or contains the correct location of the wetlands.

FINDINGS: City's Local Wetland Inventory identifies Adams Creek traversing the subject property south to north. It does not identify wetlands or possible wetlands on the subject property. Because of the presence of surface water drainage (Adams Creek) and the proximity of the proposed development to Adams Creek, the city recommended the applicant contact DSL during the planning and design phase of the project. DSL recommended the applicant conduct a wetland investigation.

As described in Attachment A.7, Schott & Associates conducted a wetland investigation and wetland delineation on the subject property. The wetland delineation (June 2019) was submitted to DSL. The boundaries of these wetlands received concurrence from DSL in 2019 (WD2019-0419; Attachment A.8). The three wetlands identified and delineated on the site are depicted on the Site Plan and civil plans. The wetlands total approximately .04 acres and were claimed jurisdictional by DSL.

The applicant provided findings prepared by Schott & Associates (6/3/20 letter, Attachment A.7) that indicates the wetlands to not qualify as locally significant wetlands, based on functional and quality criteria contained in Oregon Administrative Rules 141-86-0300 through 0350 as adopted by the Department of State Lands (DSL).

E. Land Use and Permit Requirements for Significant Wetlands.

1. Permitted Uses. The following uses are permitted within significant wetlands. Applicable state and/or federal permits shall be obtained.

- a. Passive recreation and land management activities that require no structures, such as bird watching, canoeing, nature walks, land survey, wetland delineation or wetland monitoring.
 - b. Fishing or hunting consistent with state, local and federal law.
 - c. Educational uses or research.
 - d. Construction of permeable trails, boardwalks and viewing platforms, information kiosks, and trail signs.
 - e. Wetland and waterway restoration.
 - f. Removal of non-native vegetation.
 - g. Removal of trees that are a hazard to life or structures.
 - h. Mowing grass to comply with local or state fire prevention requirements.
 - i. Planting or replanting with native plant species.
 - j. Channel maintenance to maintain storm water conveyance and flood control capacity, as required by local policies, state and federal regulations, or intergovernmental agreements.
 - k. Emergency repairs by the City or other public agencies to protect life and property.
 - l. Compensatory mitigation required by state or federal permit. Removal of fill material or any refuse that is in violation of local, state or federal regulations.
 - m. Maintenance of existing structures within the existing footprint of the structure.
 - n. Construction of discharge outlets for treated stormwater or wastewater.
2. Prohibited Uses. Within locally significant wetlands the following practices are prohibited unless specifically authorized by a variance:
- a. New development or expansion of existing development.
 - b. Placement of fill material, grading, or excavation.
 - c. Road construction.
 - d. Construction of stormwater or wastewater management or treatment facilities.
 - e. Construction of new septic drainfields.
 - f. Channelizing or straightening natural drainageways.
 - g. Storage or use of hazardous or toxic materials.
 - h. Clearing of trees and brush with motorized equipment including, but not limited to, chain saws and bulldozers.

FINDINGS: The Site Plan and civil plans identify the location of the wetlands on the subject property. As described above, the on-site wetlands have not been identified as locally significant, however the project narrative and correspondence from Schott & Associates state that no development or site disturbance is proposed within the wetlands. None of the ‘prohibited uses’ listed above are proposed within the delineated wetlands. As described above, some low intensity activities, such as removal of non-native vegetation and channel maintenance for flood prevention are permitted within wetlands, subject to any applicable state or federal permits.

E. **Procedure.** Any decision by the City on a land use application concerning the wetland protection requirements herein may be appealed to the Planning Commission and City Council pursuant to Title 17.

FINDINGS: The subject application is being processed as a Quasi-Judicial Action in accordance with HRMC 17.09.040. Any appeal of this decision will be heard by the City Council.

F. **Variances.**

1. In cases where a property owner believes the application of this ordinance imposes a hardship or renders an existing lot or parcel unbuildable, a property owner may request a variance. Granting of a variance requires findings that satisfy all of the following criteria:
 - a. The proposed development requires deviation from the Riparian Corridor requirements; and
 - b. The application of the requirements of this ordinance without a variance would prevent any reasonable economic use of the property.
 - c. The variance requested is the minimum variance which would alleviate the hardship.
2. Applications for variances shall be processed as an Administrative Action under section 17.09.030.
3. A variance granted under this section is for a variance from strict application of the provisions of this section only.

FINDINGS: No variance from wetland standards is requested in association with this Site Plan Review application.

As conditioned, no further city wetland protections measures are required.

17.22.020 Requirements for Riparian Corridors

- A. **Purpose and Intent.** The purpose of this section is to protect and restore water bodies and their associated riparian areas, in order to protect and restore the multiple social and environmental functions and benefits these areas provide individual property owners, communities, and the watershed. The requirements for riparian corridors is based on the “safe harbor” approach as defined in Oregon Administrative Rules 660-23-0090(5) and (8). Specifically, this section is intended to:
1. Protect habitat for fish and other aquatic life,
 2. Protect habitat for wildlife,
 3. Protect water quality for human uses and aquatic life,
 4. Protect associated wetlands,
 5. Control erosion and limit sedimentation,
 6. Promote recharge of shallow aquifers,
 7. Provide a stream “right of way” to accommodate lateral migration of the channel and protect the stream and adjacent properties,
 8. Reduce the effects of flooding,
 9. Protect open space;
 10. Reserve space for storm water management facilities, other utilities, and linear parks, and
 11. Minimize the economic impact to affected property owners.

The intent is to meet these goals by modifying the location, but not the intensity of development, where possible. The requirements excludes new structures from buffer areas established around rivers, streams and other water bodies in Hood River and also prohibits vegetation removal or other alteration in these buffers and establishes a preference for native vegetation in the buffers. For cases where buffer establishment creates a hardship for individual property owners, this section provides a procedure to apply for a variance. In limited circumstances, changes to the buffer width shall be allowed provided the changes are offset by appropriate restoration or mitigation, as stipulated in this section.

FINDINGS: City's Local Wetland Inventory identifies Adams Creek traversing the subject property south to north. The City's As described below, Adams Creek is not identified as a significant riparian corridor subject to buffer requirements.

Consistent with the purpose and intent of the City's riparian corridor standards, the proposed development is located outside of Adams Creek and associated seeps.

C. **Procedures for Identifying Significant Riparian Corridors.** The inventory of riparian corridors contained in the Comprehensive Plan includes maps of riparian corridors and specifies which water areas are fish-bearing. Inventory information on fish presence and use of waters may become outdated over time or new information may become available. In all cases the most current available information on fish presence and use from the Oregon Department of Fish and Wildlife shall be used to identify riparian corridors subject to the requirements of this section. Based on the classification contained in this inventory, the following significant riparian corridors shall be established:

- a. Along all fish-bearing rivers, streams and other waters with an average annual stream flow greater than 1,000 cubic feet per second (cfs) the riparian corridor boundary shall be seventy-five (75) feet from the top of bank; i.e. Columbia River and Hood River.
- b. Along all lakes, and fish-bearing streams with average annual stream flow less than 1,000 cfs, the riparian corridor boundary shall be 50 feet from the top of bank; i.e. Indian Creek and Phelps Creek.
- c. Wells Island in its entirety.
- d. At any location specified in a conditional use permit as mitigation for permitted development in a significant riparian corridor.
- e. For the safe harbor area only the measurement of distance to the riparian corridor boundary along the Columbia River shall be from the full pool elevation of seventy-seven (77) feet. For all other waters the measurement of distance to the riparian corridor boundary shall be from the stream or pond edge, except that Wells Island is included in its entirety within the riparian corridor boundary. The measurement in all cases shall be a horizontal distance.
- f. Significant riparian corridors identified in the Comprehensive Plan are shown on maps that may not have site-specific accuracy. Property owners who believe the maps are in error or that their properties lie outside the depicted significant riparian corridor can request a site review by City planning staff. City staff can correct the map or request that the property owner submit a survey, performed by a qualified surveyor (Public Land Surveyor), showing the correct significant riparian corridor boundaries. The survey must show the stream or pond edge and the applicable significant riparian corridor boundaries on a scaled parcel base map.

FINDINGS: Adams Creek traverses the subject property south to north. The City has not identified Adams Creek as a significant riparian corridor. A wetland delineation conducted in association with the proposed development confirmed the creek is not a fish-bearing stream (Attachment A.7). The stream and associated seeps identified and mapped in the wetland delineation are, however, waters of the state and subject to state and federal regulations.

D. **Land Use Requirements.**

1. The permanent alteration of significant riparian corridors by grading or by the placement of structures or impervious surfaces is prohibited, except for the following uses provided they

are designed to avoid and minimize intrusion into the riparian corridor, no other options or locations are feasible, and any applicable state and/or federal permits are obtained:

2. Removal of riparian vegetation in significant riparian corridors is prohibited, except for:
3. Exceptions: The following activities are not required to meet the standards of this section if applicable:

FINDINGS: As described above, Adams Creek is not a significant riparian corridor. No significant riparian corridor is present on the subject property, thus HRMC 17.22.020.D is not applicable.

- E. **Variances.** In cases where a property owner believes the application of this section imposes a hardship or renders an existing lot or parcel unbuildable, a property owner may request a variance. Granting of a variance requires findings that satisfy all three (3) of the following criteria:
1. The proposed development requires deviation from the Riparian Corridor requirements; and
 2. Strict adherence to the requirements of this section and other applicable standards would effectively preclude a use of the parcel that could be reasonably expected to occur in the zone, and
 3. The property owner would be precluded a substantial property right enjoyed by the majority of landowners in the vicinity.

FINDINGS: The applicant does not request a variance to these requirements.

F. **Compliance with State and Federal Requirements.** All activities wholly or partially within riparian corridors are subject to applicable Division of State Lands permit requirements under the Removal-Fill Law and U.S. Army Corps of Engineers permit requirements under Section 404 of the Clean Water Act. Where there is a difference between local, state or federal regulations, the more restrictive regulations shall apply.

FINDINGS: The Oregon Department of State Lands submitted comments in response to the notification of the application (Attachment G). 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, and within waters of the state.

The Site Plan depicts two proposed pedestrian water crossings: a 'walkway bridge' over a seep between Buildings 1 and 3 and a 'pedestrian bridge' over Adams Creek as part of the Sherman Avenue sidewalk design exception. The applicant states the bridges will not disturb waterways, however construction details for the bridges has not been provided. A Federal permit may be required by the US Army Corps of Engineers. As such, **a condition of approval is included to require the that the applicant/property owner shall obtain any required state or federal permits for proposed ground disturbance below the ordinary high water of waterways and within waters of the state.**

17.22.040 Violations. Any activities within a significant wetland, riparian corridor, and Columbia River Waterfront not authorized under this ordinance are a violation. Violators shall be subject to the enforcement procedures pursuant to this title. A violation of this ordinance shall be considered a separate offense for each day the violation continues.

FINDINGS: If any violations of this ordinance occur, the applicant will be subject to the enforcement procedures detailed in the Hood River Municipal Code.

17.22.050 Conflicts. To best protect important functions and values of wetland, riparian corridor, and Columbia River Waterfront in the event that the requirements of this section conflict with other ordinance requirements, the City shall apply the requirements that best provide for the protection of the resource.

FINDINGS: In the event that the requirements of this section conflict with other ordinance requirements, the City will apply the requirements that best provide for the protection of the resource.

7. CHAPTER 17.09 – REVIEW PROCEDURES – selection sections to avoid duplication

17.09.040 Quasi-Judicial Actions

A. The Planning Commission, Landmarks Review Board, and Council, on appeal, have the authority to review and approve, approve with conditions, or deny applications processed as quasi-judicial actions.

FINDING: Pursuant to HRMC 17.09.030.B, the subject application was processed as a quasi-judicial action. The Planning Commission has the authority to review and approve, approve with conditions, or deny the proposal. Applicable review procedures and provisions in Chapter 17.09.040 are referenced throughout this report.

E. **Staff Report.** The Director shall prepare a written staff report for each quasi-judicial action that identifies the criteria and standards that apply to the application and summarizes the basic findings of fact. The staff report may also include a recommendation for approval, approval with conditions, or denial.

FINDING: The findings and recommended conditions of approval were prepared pursuant to HRMC 17.09.040.E.

17.09.130 Neighborhood Meeting Requirement

A. Applicants are encouraged to meet with adjacent property owners and neighborhood representatives prior to submitting their application in order to solicit input and exchange information about the proposed development. If required by subsection (B), an applicant will be required to contact all adjacent property owners within 250 feet of the development proposal to arrange a neighborhood meeting before the application is deemed complete. If a neighborhood meeting is mandatory, written verification of the date, time, attendance, and outcome of the meeting is required for a complete application, as well as a copy of the written notice, official mailing list, and affidavit of mailing.

FINDING: Pursuant to HRMC 17.09.130.B, the City required the applicant to host a neighborhood meeting. The applicant hosted a neighborhood meeting on January 13, 2020. The applicant submitted the mailing list, copy of the mailing, affidavit of mailing, copy of meeting information, and a recap of the neighborhood meeting to verify the date, time, attendance, and outcome of the meeting with the application submittal consistent with HRMC 17.09.130.

Comments from several of the neighbors (Attachment J) included concerns about the timing of the neighborhood meeting and the applicant's response to concerns raised at the meeting. Staff strongly

encouraged the applicant to communicate with surrounding property owners and mitigate neighbor concerns to the extent practicable.

HRMC 17.09.040.F.5 states that the applicant has the burden of proof to show why the application complies with the applicable criteria or can be made to comply through applicable conditions. The Planning Commission has the authority to review and approve, approve with conditions, or deny the proposal based upon applicable standards and criteria. This report includes recommended conditions of approval to ensure the application complies with applicable criteria and standards. If concerns raised by parties of interest include applicable standards or criteria not adequately addressed, the Planning Commission has the authority to revise or add conditions of approval accordingly.

- B. Notwithstanding subsection (A), a neighborhood meeting is required for the following types of applications:
1. Subdivisions
 2. PUDs
 3. Other development applications that are likely to have neighborhood or community-wide impacts (e.g., traffic, parking, noise, or similar impacts), as determined by the Planning Director.

FINDING: As discussed previously, due to the neighborhood interest in the application, scope of the project, and increased traffic anticipated in association with the project, the City required the applicant to host a neighborhood meeting consistent with HRMC 17.09.130.B.

III. **CONCLUSION:**

The subject property is a large site, approximately 2.4 acres, that is currently developed with a single-family dwelling. The applicant proposes to replace the existing single family dwelling with 26 dwelling units in 3 multi-family residential buildings, two common buildings, a shared parking lot with carport/garage structure, pathways and walkways, street frontage improvements, and associated site improvements. While the proposed development represents a significant change from existing conditions, the proposed use, multi-family residential, is a permitted use in the R-3 zone, the City's high-density residential zone. The proposal does not request the maximum number of units permitted, it exceeds the required minimum landscape area, and it includes upgrades to the existing network of neighborhood streets and pedestrian facilities.

The City's Housing Needs Analysis (2015) documents a lack of a sufficient number of multi-family housing units in the City of Hood River. Further, multi-family housing is considered "needed housing" under state law (ORS 197.303). Oregon Administrative Rules (660-008) require that a local government may adopt and apply only clear and objective standards, procedures, and conditions to regulate the development of needed housing on buildable land. The standards, conditions and procedures may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.

The subject property includes several natural and topographic features including steep slopes, a stream that conveys public storm water, 3 delineated wetlands, and numerous large, mature native trees. The applicant has designed the project to fit the site and protect much of the natural features. Clustering the development to the west of the site avoids onsite wetlands, most steep slopes, and the mature vegetation present along the eastern portions of the site. The project plans submitted represent preliminary plans. Throughout this report, plan elements are identified which require revision or additional detail to meet city standards. The required revisions are enumerated in the proposed conditions of approval, which are necessary to ensure compliance with the HRMC as

the project develops from Site Plan approval through final engineering and building review.

Several property owners in the vicinity of the subject property have raised concerns about the compatibility of the proposal – including increases in anticipated traffic, parking, and retention or protection of natural features. The applicant is encouraged to continue to work with neighboring residents to address issues of compatibility and to ensure that vegetative buffers and other reasonable measures are considered in the project design to help integrate the development into the existing neighborhood.

Based on the findings included herein and the conditions of approval listed below to ensure compliance with city standards, the proposed development meets the criteria for site plan approval of permitted uses in the High Density (R-3) zone.

IV. CONDITIONS OF APPROVAL: Based on the above Findings of Fact and Conclusions of Law, application materials, preliminary site plan, preliminary elevation drawings, preliminary civil plans including stormwater plan, and all representations and statements made by the applicant, the Site Plan Review application to construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements is APPROVED subject to the requirements that the applicant, owner or subsequent developer (the “developer”) shall comply with all applicable code provisions, laws and standards and the following conditions. These conditions shall be interpreted and implemented consistently with the foregoing findings:

Planning Department

1. The property owner shall obtain a Demolition Permit prior to removing any existing buildings or structures on the subject property.
2. Buildings 1, 2, and 3 shall be designed and constructed in conformance with the requirement that each building include at least 4 dwelling units with separate housekeeping facilities.
3. Building 1 shall be designed, sited, and constructed such that it meets the 10-foot setback required from a public right-of-way. No structures, buildings, or projections are permitted in the 10-foot setback from the Adams Creek Place or Sherman Avenue public right-of-way.
4. The Carport/Garage shall be designed, sited, and constructed such that it meets the 10-foot setback required from a public right-of-way.
5. The Carport shall be designed, sited, and constructed such that it meets the 5-foot setback required from the side and the rear property lines.
6. All buildings shall be designed, sited, and constructed in conformance with setback standards. Projections shall not exceed 15 inches in a side or rear setback.
7. Prior to issuance of building permits, existing grade elevations for all building corners and proposed roof peak elevations for all buildings shall be provided to evaluate and verify proposed building heights.

8. Prior to issuance of building permits, a revised site plan that demonstrate conformance with parking standards, including ADA standards, shall be submitted for review and approval by the Planning and Building Departments. The development shall be designed and constructed to include at least the minimum number of required parking spaces.
9. All parking areas and driveways (except as provided in the water line easement on the northern portion of the site) shall be hard surfaced prior to occupancy. Hard surfacing means asphalt, concrete or other similar surface that is accepted by the City Engineering Department. The applicant shall submit materials and method of construction to the Engineering Department as part of the construction documents and building permit submittal for approval prior to construction.
10. Plans submitted for building permits shall include all proposed rooftop vertical projections or mechanical equipment.
11. Any new fences all be included on a final Site Plan prior to issuance of building permits. All fences must be designed and constructed in conformance with HRMC 17.04.050.
12. The proposed location, height, and materials of all proposed retaining walls shall be included in the construction drawings submitted for building permits. Retaining walls must comply with the standards in HRMC 17.04.060.
13. The proposed development shall be designed and constructed to provide a vision clearance area for the parking lot service drive consistent with the standards of HRMC 17.04.130(4).
14. A tree protection plan shall be submitted to the Planning Director for review and approval prior to the issuance of a construction site permit, demolition permit, or building permit. Approved tree protection measures shall be installed prior to any grading or demolition work on the subject property.
15. The final stormwater, grading, and site plans shall demonstrate that significant trees and large woody plants will be preserved except where necessary for building placement, sun exposure, safety, or other valid purpose.
16. The final Site Plan, Landscaping Plan, and Grading Plan shall be designed and the development shall be constructed to retain existing vegetative buffers along Sherman Avenue and the western property line to the extent possible.
17. The final Landscaping Plan and Grading Plan shall be designed to include the removal of invasive species. Invasive species, such as blackberry, shall be removed from the subject property prior to occupancy.
18. To prevent erosion and preserve steep slopes on the subject property, the final Grading Plan and Stormwater Management Plan shall be designed to minimize grading on steep slopes to the extent practicable.
19. All outdoor storage and garbage collection areas on the site shall be screened through the use of vegetative materials or appropriate fencing and covered to prevent runoff into the sanitary sewer system. Prior to issuance of building permits, details of screening methods shall be submitted to the Planning Director for review and approval. Any trash/recycling enclosure shall be appropriately sized

and designed in accordance with the specifications of the service provider (Hood River Garbage Service, Inc.).

20. Prior to issuance of a building permit, building plans shall demonstrate that any new mechanical equipment located on the exterior of the building will be screened from view and meet the requirements of the city's noise ordinance. The property owner shall demonstrate conformance with the screening requirement for mechanical equipment prior to occupancy.
21. The construction plans for the proposed Carport/Garage shall not include an uninterrupted façade length greater than 100 feet pursuant to HRMC 17.16.050.G. All buildings shall be designed and constructed in conformance with the uninterrupted façade length standard. All the proposed buildings shall be designed and constructed with a variety of design elements in conformance with HRMC 17.16.050.G.
22. A final landscaping plan shall be submitted to and approved by the Planning Director prior to the issuance of a construction site permit or building permit. The final landscaping plan shall be designed to contribute to privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character, and include:
 - plant species suitable for the subject property, taking into consideration climate, soils, and surrounding natural vegetation;
 - provisions for ensuring erosion control on sloped areas, screening of the development from adjacent properties, and shade within a reasonable time;
 - landscaping of a minimum of 20% of the subject gross site area (approximately 20,909 square feet);
 - a mix of deciduous and evergreen trees and shrub meeting the following standards:
 - Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting;
 - Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting;
 - Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting
 - Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.
 - A watering system.
23. The Final Landscaping Plan shall include landscaping planted in combination along the perimeter and in the interior of the lot designed to guide traffic movement and lessen the visual dominance of the lot. Trees that will provide shade shall be included in the perimeter and interior parking lot landscaping.
24. All approved landscaping shall be installed or guaranteed prior to occupancy of the building; and the owner shall be responsible for the establishment and maintenance of all landscaping in accordance with the approved landscaping plan. If plantings fail to survive, it is the responsibility of the property owner to replace them.
25. Prior to issuance of a building permit, the owner shall provide a four-foot public access easement on the subject property to provide a pedestrian connection from the east end of the Eugene Street right-of-way to the southern property boundary within 8 feet of the southwest corner of the subject

property. The easement shall be recorded with Hood River County and a copy shall be submitted to the City of Hood River Planning Director.

26. The final plans submitted for permits shall include provision for a minimum of 7 long-term bicycle parking spaces inside or covered and a minimum of 2 short-term bicycle parking spaces near the entry of a common building. Conformance with the bicycle parking standards shall be verified prior to occupancy.

Public Works and Engineering Department

27. Prior to application for a Construction Site/Right-of-Way permit for the subject development, the applicant shall request and attend a pre-submittal meeting with the Public Works & Engineering Department.
28. All final project plans shall be prepared following the drafting standards and all required elements outlined in the Hood River Engineering Standards (HRES).
29. 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.
30. Hard copy civil plans and 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).
31. The Public Works and Engineering Department will assess System Development Charges for water, stormwater, sanitary sewer, and transportation at time of permit issuance. Fees shall be paid at time of permit issuance, current fees at time of permit issuance shall apply.
32. Prior to issuance of a demolition permit, construction site permit, or building permit, a detailed final grading plan shall be submitted for review and approval. The final grading plan is subject to City Engineering Standards and shall depict existing and proposed grades, and the locations and heights of all proposed retaining walls.
33. All grading, contouring, on-site surface drainage, and construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system.
34. A detailed construction erosion control plan shall be submitted for review and approval City Building and Engineering Departments prior to issuance of a demolition permit, construction site permit, or building permit. Prior to any development activity on the site, approved erosion control measures and tree protection fencing shall be installed.
35. A Geotechnical analysis shall be conducted and a Geotechnical Report, prepared by a licensed professional shall be submitted prior to the issuance of any demolition, construction site, or building permits.

36. All grading activities and retaining wall construction shall be consistent with the recommendations of the Engineering Department including:
- 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.
37. A ten foot (10') public utility easement (PUE) is required along all frontage of public streets prior to issuance of a construction site permit or building permit. 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.
38. **Stormwater:** Prior to issuance of a construction site permit or building permit, the applicant shall submit a final stormwater management plan as described in the Hood River Engineer Standards for review and approval by the City Engineer. 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 20-foot easement is required over the existing stormwater main extending through the subject property from Eugene St. to Adams Creek. The easement shall be provided prior to issuance of a construction site permit or building permit.
- If a connection is made to the existing stormwater line or the line is relocated, the line shall be upsized to 12-inch.
- 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 catch basin will be required at the intersection of Adams Creek Place and Hazel Ave and one catch basin will be required at the intersection of Adams Creek Place and Eugene St.

39. **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.

- 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.
- 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.

40. **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'). The sewer system beyond the ROW will be private and must meet the requirements of the OPSC as administered by the County Building Department.

41. 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.

- All new utilities required to serve the proposed development shall be placed underground within the dedicated ROW. Any existing overhead utilities currently extending through the boundary of the subject property shall also be placed underground.
- For all existing overhead utilities running parallel to the subject property, the City will allow the owner 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 owner must sign an Improvement Agreement.

42. Sufficient right-of-way must be dedicated to the City to achieve 30 feet of ROW for Sherman Avenue from the apparent centerline of Sherman Avenue ROW to the south. Dedication shall be complete prior to issuance of a construction site permit or building permit.
43. Twenty (20) feet of right-of-way shall be dedicated to the City for the construction of Adams Creek Place adjacent to the subject property. Dedication shall be complete prior to issuance of a construction site permit or building permit.
44. 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.
45. 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.
46. Any required Improvement Agreements shall be completed per City standard form and recorded in the deed records of Hood River County before building permit authorization.
47. Required Waivers of Remonstrance shall be completed per City standard form and recorded in the deed records of Hood River County before building permit authorization.
48. Prior to issuance of permits, any proposed Design Exception shall be submitted to the City Engineer with a written request that clearly states the code section and adequate justification as to why the exception to the code should be approved. All approved design exceptions will be clearly listed on the cover sheet of the Final Approved Plans. It will be the property owner's 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.
49. The Traffic Analysis Letter shall be updated and revised to include:
 - accurately reflects driveway spacing standards and new site distance triangles for the reconfigured access driveway;
 - accurately reflect the restriction of vehicle access on Sherman Avenue and the use of the existing driveway for pedestrians only; and

- include the guest suite in the Common House (for a total of 26 dwelling units proposed) in the vehicle trip generation and trip distribution calculations.
50. Prior to issuance of building or construction site permits, the developer shall contribute a proportionate share of the costs of intersection improvements at 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 consistent with the requirements of Hood River Municipal Code Chapter 3.20. The amount to be contributed by the developer is determined using the city's proportionate share studies and the findings of the applicant's traffic study as revised and approved by the City Engineer. The developer shall sign a written agreement to pay the proportionate contribution; the agreement shall be prepared by the City of Hood River and shall specify that full payment, partial payment or the posting of acceptable security must be made to the City of Hood River on or before the commencement of any work on and issuance of any permit for the subject property under the development proposal.
51. The Applicant shall be required to provide half street frontage improvements on Sherman Avenue 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.
52. The Applicant shall be required to build five-foot (5') sidewalk on Eugene St in conformance with City of Hood River Engineering Standards. The extent of these improvements shall extend from the subject property to 17th Street. These improvements will require ADA curb ramps and ADA compliant driveway approaches to be completed by the applicant. The applicant shall provide copies of the engineering plans with details for these driveway approaches to the owners of the affected properties for their information.
53. The owner shall construct half street, plus ten feet (10'), frontage improvements on Adams Creek Place 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 3N10E35AA 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.

54. 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.
55. The intersection of the driveway access with Adams Creek Place 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.
56. Vehicular access to the subject development shall be prohibited via Sherman Avenue. The existing driveway approach from Sherman Ave. is allowed to remain for pedestrian access only. Bollards or other vehicular obstructions shall be installed to restrict vehicular access from Sherman Avenue. The proposed vehicular barrier shall be submitted for review and approval by the City Engineer and Fire Chief. 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.
57. The owner shall be responsible for constructing new ADA curb ramps as follows: At a minimum all curb ramps will be required to meet current ADA standards at the intersections of Eugene St. and Adams Creek Place, Eugene and 16th St., and Eugene 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.
58. Street Trees shall be installed along the Adams Creek Place and Sherman Avenue frontages pursuant to the provisions of HRMC 17.17.040 at a spacing of no more than 30 feet on center. Street tree species shall be selected from the City of Hood River Street Tree List and shall have a minimum caliper size at planting of 2 inches as measured 6-12 inches above the root ball. On the Sherman Avenue frontage, existing mature trees may be approved by the City Engineer to meet this requirement if there will be no damage from the development which will kill or weaken the tree(s).
59. Vegetation along the frontage of Adams Creek Place shall achieve the required sight distance standard of 280 feet. Existing vegetation shall be removed as necessary to achieve the required sight distance standard and new vegetation shall be planted and maintained to meet the standard.

60. 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.
61. The owner/developer shall install a street light at the intersection of Eugene St. and Adams Creek Place in conformance with City of Hood River Engineering Standards and in coordination with the Public Works Department and Pacific Power.
62. 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.

Building Department

63. The applicant shall confirm with the Building Official whether building permits are required for any retaining wall and, if so, obtain such permits prior to construction of retaining walls.

Fire Department

64. The developer shall demonstrate compliance with the requirements of the City Fire Chief prior to occupancy.
65. The curb along the frontage of Adams Creek Place adjacent to Building 1 shall be painted to restrict parking as required by the Fire Chief.
66. The driveway entrance to the subject development shall comply with Fire access standards.

Oregon Department of State Lands

67. The property owner/developer is responsible for contacting the Oregon Department of State Lands to obtain any applicable state or federal permits prior to commencing site work. 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, and within waters of the state.

General

68. Sign permits shall be obtained from the City of Hood River prior to installation of any new signs on the site.
69. Plans for mail boxes shall be approved by the United States Postal Service.
70. The applicant/property owner is responsible for knowledge of existing easements and property lines. This approval does not condone nor require interference with existing easements, covenants, deeds or restrictions of record which affect this or adjacent properties.
71. Failure to comply with these conditions will nullify this permit.
72. This Site Plan Review permit is valid for a period of two (2) years from the written notice of the final decision, or the decision on an appeal, whichever is later. A single one (1) year extension may be granted by the director prior to the expiration date if the owner can demonstrate that circumstances or conditions, not known or foreseeable at the time of original application, warrant

an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.

- V. **DECISION:** Commissioner Irving moved and Commissioner Powers seconded a motion to approve a Site Plan Review application for the Adams Creek Cohousing development based upon the above Findings of Fact and subject to the Conditions of Approval as amended in this Final Order. The motion passed with a 6-0 vote.

APPROVED BY THE CITY OF HOOD RIVER PLANNING COMMISSION the 24th day of September, 2020.



Arthur Babitz, Chair

ATTEST:



Jennifer Kaden, Associate Planner

SITE PLAN NOTES

1. SEE CIVIL SHEETS FOR EXISTING CONDITIONS, UTILITIES, GRADING, AND STORMWATER MANAGEMENT.
2. SEE CIVIL SHEETS FOR PROPOSED TREE REMOVAL.
3. SEE NARRATIVE FOR ADDITIONAL INFORMATION.

THE OWNER ACKNOWLEDGES THE FOLLOWING REQUIREMENTS OF ZONING SECTION 17.17.040 GENERAL LANDSCAPING STANDARDS.

- THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY FUTURE DAMAGE TO A STREET, CURB, OR SIDEWALK CAUSED BY LANDSCAPING.
- PLANTS THAT MINIMIZE UPKEEP AND MAINTENANCE SHALL BE SELECTED.
- PLANTS SHALL COMPLEMENT OR SUPPLEMENT SURROUNDING NATURAL VEGETATION, BE IN SCALE WITH BUILDING DEVELOPMENT, AND FIT THE CLIMATE.
- DECIDUOUS TREES SHALL HAVE STRAIGHT TRUNKS, BE FULLY BRANCHED, HAVE A MINIMUM CALIPER OF ONE AND ONE-HALF (1½) INCHES AND BE ADEQUATELY STAKED FOR PLANTING.
- EVERGREEN TREES SHALL BE A MINIMUM OF THREE (3) FEET IN HEIGHT, FULLY BRANCHED AND ADEQUATELY STAKED FOR PLANTING.
- SHRUBS SHALL BE A MINIMUM EIGHTEEN (18) INCHES IN HEIGHT AND SPACED NOT MORE THAN FOUR (4) FEET APART FOR PLANTING.
- GROUND COVER, DEFINED AS LIVING MATERIAL AND NOT INCLUDING BARK CHIPS OR OTHER MULCH, SHALL BE PLANTED ON A MAXIMUM EIGHTEEN (18) INCHES ON CENTER BETWEEN PLANTS AND ROWS.
- WATERING SYSTEMS SHALL BE INSTALLED TO ASSURE LANDSCAPING SUCCESS. IF PLANTINGS FAIL TO SURVIVE, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO REPLACE THEM.

SITE PLAN LEGEND

LANDSCAPING (SEE NARRATIVE FOR DESCRIPTION OF TYPES)

	GROUND COVER		LAWN		NEW TREE
	DECORATIVE LANDSCAPING		NATIVE VEGETATION		
	SCREENING LANDSCAPING		NATURAL CONDITION		

PAVING AND SURFACES

	ASPHALT		CONCRETE WALKWAYS
	GRAVEL (DRIVEABLE)		PATTERNED CONCRETE (PLAZA)

OTHER

	BUILDING ENTRY
	SITE LIGHTING BOLLARD



MFA | Architecture and Planning
107 SE Washington, Suite 227
Portland, OR 97214
503-756-6506

PRELIMINARY

ADAMS CREEK COHOUSING, LLC

ADAMS CREEK COHOUSING

1419 SHERMAN AVENUE
HOOD RIVER, OREGON 97031

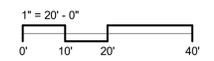
MARK	DATE	DESCRIPTION
ISSUE DATE:	04/30/20	
ISSUE:	SITE PLAN REVIEW	COMPLETENESS RESPONSE

PROJECT:	19027
DRAWN BY:	-
CHECKED BY:	-
COPYRIGHT MFA, 2020 ORIGINAL SHEET SIZE: 24"x36"	

PRELIMINARY SITE AND LANDSCAPE PLAN

PR A1.2

1 PRELIMINARY SITE AND LANDSCAPE PLAN
1" = 20'-0"



C:\Users\jpower\Documents\19027_AdamsCreek_Site_20_20.mxd

4/30/2020 3:54:47 PM

Adams Creek Cohousing

1419 Sherman Avenue, Hood River, Oregon

Narrative for Site Plan Review | Revised 04.30.20

SUMMARY

The applicant requests a Site Plan Review (Chapter 17.16) for the development of a 25-unit condominium cohousing community on 2.3 acres adjacent to Adams Creek in Hood River. The project will consist of flats in three buildings, along with community facilities in two separate structures. Parking will be provided at grade at the southern edge of the property. The project is based on the cohousing concept which strives to create strong neighborhoods through physical design and extensive common facilities.

Provided exhibits:

- Drawing sheets
- Traffic Analysis Letter
- Preliminary Stormwater Management Plan
- Wetland Delineation Report
- Documentation for the Neighborhood Meeting
- Letters of support

BACKGROUND

The ownership group for the Project is Adams Creek Cohousing, LLC, a group of people who will buy homes in the development upon its completion. This group organized specifically to create a cohousing community in this area and has purchased the property. The group actively seeks and welcomes diversity in its membership. Most of the current members already live in the area, and several have deep roots in the region.

The design of the community is the result of workshops during which the design team worked with community members to clarify their program, evaluate alternatives, and settle on this specific design. The design is the result of a thorough process of considering the resident group's goals and priorities and considering various alternatives.

The community members have engaged an experienced development team to assist them with this Project. Kathryn McCamant and Lew Bowers are the group's cohousing consultants, drawing on their expertise from developing numerous cohousing communities. MFA Architecture & Planning brings their recent cohousing experience and a portfolio of thoughtful multi-family designs. Urban Development + Partners is the community's development partner.

To learn more about the people behind the project, see www.adamscreekcohousing.com

WHAT IS COHOUSING?

THE NEED

Dramatic demographic and economic changes have taken place in our society, leaving a mismatch between today's households and conventional housing. Single-family houses were designed for a 1950's model family. Contemporary households—characterized by smaller families, women working outside the home, and growing numbers of single parents, elders, and singles living alone—face a childcare crisis, social isolation, and a chronic time crunch, in part because they are living in housing unsuited to their lives.

At the same time, an increasingly mobile society has distanced many Americans from their extended families, a traditional source of social and economic support. Many of us feel the effects of these trends in our own lives. Things that people once took for granted—family, community, a sense of belonging—must now actively be sought out.

A HOUSING SOLUTION

Cohousing communities respond to the basic needs of today's households—social contact, informal childcare, and economic efficiency—by combining the autonomy of private dwellings with the advantages of community living. Over 130 communities have been built in the United States since 1991, 22 of which are in California. The success and growing acceptance of these developments attest to the viability of this housing solution.

Cohousing communities are neighborhoods designed with the future residents to facilitate cooperation. Like other cohousing communities, Washington Commons Cohousing will be owned as self-contained condominiums with extensive community facilities and will be managed by a homeowners' association. Although individual homes are designed to be self-sufficient, each with its own kitchen, the common facilities are an important aspect of community life, both for social and practical reasons. The community facilities in this development include a kitchen and dining/gathering area, laundry facilities, storage, a workshop, and several flexible rooms which can be used as the residents see fit. Community facilities also include outdoor spaces including patios and gardens.

In many respects, the cohousing model is not new. Many of us remember places where people knew their neighbors and were familiar with each other's families over time. Cohousing communities offer a contemporary model for recreating neighborhoods with a sense of place, and the security and the sense of belonging which accompanies it.

WHAT COHOUSING COMMUNITIES HAVE TO OFFER

- A balance of privacy and community.
- A safe and supportive environment for children and elders.
- A practical and spontaneous lifestyle, not dependent on driving.
- Environmentally sensitive design emphasizing pedestrian access and maximizing open space.

RESIDENT INVOLVEMENT

The homebuyers participate in the planning and design of cohousing communities ensuring that the development responds to their needs and priorities. Residents also fund most of the pre-development costs and are significant investors in the projects from the very beginning. This resident participation creates "pre-sold" custom neighborhoods.

The cohousing model incorporates ideas that have already proven successful. Planned retirement communities often include shared dining and other common facilities. Resident involvement is recognized as a critical aspect in increasing buyer satisfaction and reducing housing management costs. Utilizing conventional forms of ownership such as condominiums, cohousing builds on accepted legal and financial structures. Yet, cohousing communities are unique in combining a participatory planning process, neighborhood design, shared facilities, and resident management to attract all ages and household types. As a result, cohousing communities become cross-generational neighborhoods that support traditional values of family and community.

DESIGN NARRATIVE

The proposed design strives to reinforce urban patterns envisioned for the *Urban High-Density Residential Zone* while being sensitive to both the adjacent single-family neighborhood and the natural resources of the unique site. The residents of Adams Creek Cohousing wish to strengthen the neighborhood by being a catalyst for thoughtful and appropriate growth.

The density, scale, and mass of the proposed development is greater than surrounding neighborhood, but well below that allowed outright by Zoning. An existing stormwater easement, two seasonal springs, and the steep slope down to Adams Creek restrict the footprints of the structures. Additionally, several buildings are limited to two stories due to available fire access. Despite these site constraints, the development achieves the cohousing ideal of a pedestrian-focused, well-connected community. To the extent feasible, building locations take advantage of the largest buildable portions of the site. All building entries are accessed via a north-south walkway and green space. Each end is anchored by community structures – the Recreation Building to the south and the Common House to the north.

The two community structures contain shared resources that allow residents to “downsize” their private residences. Examples of the types of spaces include a central recycling area, bicycle storage, a workshop for crafts and gardening, guest suite, laundry room, and a shared kitchen and dining area for the community to come together for weekly shared meals. These amenities are accessory to the residential use and are not open to the general public. Please note that the Covered Parking and Recreation Building are shown with the largest likely footprint; the budget may dictate that the size of these structures must be reduced.

Per the City Engineer, all vehicular access must come from Eugene Street because Sherman Avenue is classified as a collector. The provided Traffic Analysis suggests that trips generated by the development is supported by the existing road capacity. To minimize the impact of car-oriented areas on the narrow, steep, and wooded property – as well as to reinforce the goal of a pedestrian-focused community – a surface parking lot has been placed south of the existing storm easement to accommodate daily parking needs. To minimize the visual impact of the surface lot, it has been slightly sunken into the existing grade and surrounded by dense vegetative screening. Additionally, a proposed covered parking structure (i.e. carport) and the Recreation Building will further block views to and from the parking lot.

Another significant proposed upgrade to public facilities occurs at the narrow, gravel cut through between Eugene Street and Hazel Avenue. Currently, this 20-foot wide right-of-way functions as an extension of the private yards for 1422 Eugene Street and 1421 Sherman Avenue. Per conversations with the City of Hood River Engineering Department, the development will dedicate an additional 20 feet to the right-of-way and pave the roadway to the fire department’s standards for truck access. The new roadway is labeled Adams Creek Place on the drawings.

To optimize the use of the property and to establish the street edge required by zoning criteria, Building 1 is set back 10 feet from the new property line along Adams Creek Place. After the property dedication, the effective buffer between the building face and curb is approximately 20 feet. The distance between Building 1 and the house at 1422 Eugene is approximately 60 feet. To help soften the transition between multi-family zoning (R-3) and single-family zoning (R-1), the landscaping at this property boundary will feature street trees (height to be determined by the Fire Marshal) and decorative plantings. The mass of all residential buildings is broken up by roof line articulation and recessed balconies. Additionally, Building #1 has been partially sunken into the existing grade to decrease its perceived height. Accounting for the grade differential and orientation of the roof gables, the effective mass of Building #1 will be only be slightly taller than the 2-story home across the street.

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 design excels in providing open space and views to the natural features. In addition to the central greenway, the site plan allows for shared gardens and outdoor gathering areas of various sizes. All residences have entries and windows looking into the center of the community. Each flat also has a private balcony or patio, many of which look out towards Adams Creek and the vista across the Gorge valley.

Proposed cladding materials are durable and high-quality. The predominant cladding is fiber-cement in a variety of orientations and textures. For example, the shingle-style cladding reveals its character with texture and shadow. Board-and-batten siding provides a vertical emphasis, while the lap siding anchors the buildings to the ground. As a contrasting material, wood cladding provides an accent and warmth in areas well-protected from weather and sun. Painted railings will provide contrast and scale. Given the predominantly single-family context of the surrounding neighborhood, the proposed materials are compatible with adjacent properties.

The design strives to retain as many existing mature trees as is feasible. Much of the site – including Adams Creek – will be left in its natural condition. New landscaping will use native and adaptive plant materials that are appropriate for the climate and will need minimal irrigation and fertilization. Residents will install much of the internal landscaping themselves (like single-family homeowners) to reduce upfront costs, allow for greater variety, and encourage residents to care for and maintain the landscape over time.

All outdoor lighting will be “Dark Sky” compliant to minimize ambient light. Most of the outdoor lighting will be provided by front porch lights and other building-mounted fixtures. Pedestrian-scaled bollards will be provided at other circulation areas as required for safety and security during evening hours. Lighting will be balanced to afford safety and security without spilling onto the adjacent property.

Retaining wall materials will be timber ties or concrete as appropriate to the height and soils conditions. See grading plan for proposed locations. No exterior signs are proposed at this time. No fencing is proposed at this time.

The development includes many improvements and design elements made to ensure compatibility with the surrounding neighborhood. See provided documentation of the Neighborhood Meeting.

See the drawings for dedications, easements, and other features not specifically identified in this narrative.

ZONING SUMMARY

General Data

Tax lot number	03N10E35AA Tax Lot 4900
Lot area	2.4 acres (+/- 104,544 square feet) prior to dedications 2.3 acres (+/- 101,183 square feet) after dedications
Zone	(R-3) Urban High Density Residential All property lines are adjacent to R-3, except west property line which is R-1

17.03.030 Urban High Density Residential Zone (R-3)

A. Permitted Uses	<i>Multiple-family dwellings</i> , subject to HRMC 17.16 (Site Plan Review). <i>Accessory uses</i> permitted when accessory to the residential use. The proposed “Common House” and “Recreation Building” are accessory to the condominiums. These amenities are not open to the general public.
B. Conditional Uses	None proposed
C. Site Development Standards	A minimum frontage of 50’ feet on a dedicated public street. One unit per 1,500 sf of site area (101,183 / 1,500 = up to 67 units) Proposed = 25 units = One unit per 4,047 sf of site area (101,183 / 25)
D. Setbacks	See Site Plan for locations and proposed dimensions. 10’ at public ROW at public dedicated street Provided between Common House and Sherman = 18 feet Provided between Building 1 and Adams Creek Place = 10 feet 5’ setback at side / rear yard or property line Provided between Covered Parking and adjacent yards = 5 feet 8’ setback at side yard or property line when structure is greater than 28’ Does not apply 10’ setback at rear yard or property line when structure is greater than 28’ Does not apply Projections may not encroach more than three (3) inches for each foot of required yard setback width. For a 10’ setback, this equals 30” of encroachment. Proposed eaves and balconies at Building 1 project less than 30 inches.
E. Max Building Height	35’ for multi-family dwellings Proposed = See measurements per building provided on elevations
F. Parking	Multi-Family shall provide 1.5 off-street spaces per dwelling unit. 25 units x 1.5 = 37.5 = 38 required spaces, minimum Proposed = 39 spaces (see site plan) Required setback areas may be utilized for off-street parking. All parking areas and driveways will be hard surfaced. See the site plan legend for materials. Off-street loading spaces are not required in this zone.

17.04 Supplementary Provisions

17.04.040 General Exceptions to Building Height Limitations

Vertical projections such as chimneys, spires, domes, towers, aerials, flagpoles, and similar objects not used for human occupancy are not subject to the building height limitations of this article. Currently, the proposed project does not include any of the listed examples. Mechanical vents and similar devices will be included with the building permit and/or trade permits.

17.04.050 Fences and Walls

- 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.
- D. All retaining walls are considered structures from purposes of setbacks, and may not be located within the front, side or rear setback for a building except as provided in this title (see next section).

17.04.060 Retaining Walls

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.

17.04.120 Maximum Lot Coverage

Multi-family dwellings are exempt from the lot coverage requirements.

17.04.130 General Requirements for Parking Lots

A parking lot for four or more vehicles shall comply with the stipulations of this section.

- 1) All vehicular areas have hard surfaces maintained for all-weather use and are designed to avoid flow of water across sidewalks. See the Site Plan – including legend – for surface materials. See the Grading Plan for flow of surface water at the parking area.
- 2) As the City of Hood River has not established minimum access aisle dimensions, the proposed aisles are based on vehicular maneuvering criteria from other jurisdictions. See the Site Plan for dimensions.
- 3) The proposed development has one service drive connecting Adams Creek Place to vehicular parking areas. A bulb-out style curb at the terminus of Eugene Street establishes traffic flow and protects on-street parking on the south side of the street. Pedestrians will not be required to walk across the service drive to access their residences as they are able to use the plaza and surrounding walkways. To maximize pedestrian safety, a raised walk along the north edge of the service drive provides convenient access to the public sidewalk on Adams Creek Place.
- 4) The parking area service drive has a vision clearance area. See the site plan for the location and measurement criteria.
- 5) Landscaping is in conformance with the landscape standards in this title. See description of proposed landscaping under 17.11.040.

17.16 Site Plan Review

17.16.050 Multi-Family Decision Criteria

A. Natural Features

- 1) Significant natural features – such as Adams Creek and mature trees – have been protected.
- 2) Existing topography is used to enhance the development. Structures have been sited to match existing grade to the extent feasible.
- 3) Adams Creek is being left in its natural state.
- 4) To the extent feasible, existing trees and large woody plants have been retained except where necessary for building placement, sun exposure, safety, or to eliminate a nuisance species. The Common House has been placed on the footprint of the existing (to be demolished) house to minimize tree disturbance. Similarly, Buildings 1 & 2 and the Recreation Building have been placed in flat, treeless areas to the extent feasible.
- 5) Existing vegetative buffers have been retained along Sherman Avenue and within required setbacks adjacent to other residential areas.
- 6) The residential use will have minimal adverse impacts on the land and water quality. See the proposed storm water management plan for more detail.

B. Grading. Proposed grading, surface drainage, and on-site storm water facilities have been designed to have no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. See the proposed storm water management plan for more detail.

C. Public Facilities. The proposed design does not exceed available capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks. All utilities are proposed to be undergrounded. Development of off-site public facilities to serve the proposed use includes the following: a full-street improvement of the alley (Adams Creek Place) connecting Eugene Street and Hazel Avenue, a half-street improvement along Sherman Avenue, and a sidewalk on the north side of Eugene Street. Additional accommodation to public facilities includes property dedications along Adams Creek Place and Sherman Avenue, the widening of an existing sewer easement, and the creation of a new water easement.

D. Traffic and Circulation. See attached traffic impact analysis.

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

F. 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.

G. Design. The building design provides visual interest through variety of siting, form, and detail. Variety shall be provided by at least three of the seven “architectural elements” listed in this section. The proposed design includes elements from six categories:

- 1) **Massing.** To increase the variety of siting and form, the program is massed as five individual structures. As compared to a singular structure, this helps to break down the overall project scale and increase compatibility with the neighborhood. See the provided site plan.
- 2) **Offsets.** Variety of form and detail is provided by three different types of façade offsets: elevated open-air walkways, recessed balconies, and projecting decks. These elements provide visual interest within each structure. See the provided building plans and elevations.
- 3) **Materials.** To unify the new residential community, a consistent material language is applied across all structures. However, visual interest is enhanced through a variety of building material types (e.g. horizontal vs. vertical cladding), scale (e.g. balcony railings), texture (e.g. shingle siding) and color. See the elevation legend for more information.

- 4) **Windows.** Visual interest is provided by a variety of window types. Some windows are calibrated to views (e.g. picture windows) and other windows specific to program elements (e.g. windows at bedrooms and kitchens). Operable window types provide additional variety.
- 5) **Canopies.** All buildings include deep projecting overhangs to provide protection from sun and weather. Specifically, the Common House and Recreation Building each include large roofed areas to support outdoor residential activities.
- 6) **Pitched roof forms.** Pitched roof forms were selected for visual interest through form. Smaller structures like the Common House and Recreation Building have one ridge line. Larger structures – like Buildings 2 and 3 – have multiple ridge lines. These folded roof forms help to lessen the visual mass of each structure. Additionally, many of the roof pitches have been selected for optimal installation of future solar panels.

Lastly, no single length of uninterrupted building façade exceeds 100 feet. Proposed façades are interrupted by “offsets” (Item 2) and “materials” (Item 3) and “roof forms” referenced above. See dimensions and notations provided on the building elevations.

- H. Orientation.** Given existing topography and natural features, buildings have been sited with orientation toward the street (Adams Creek Place and Sherman) to the extent feasible.
- I. Parking.** Consistent with the pedestrian emphasis of cohousing communities, vehicle areas have been intentionally located to the side of the development. To minimize the visual impact of parking on adjacent properties, the design utilizes topography, built structures (Recreation Building and Covered Parking) and vegetative screening.

17.17 Landscaping and Development Standards

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.

Lawn: Grass or similar materials maintained as a ground cover of less than 6 inches in height.

Ground cover: Living material not including bark chips or other mulch. In conjunction with street trees, this landscaping mix is proposed at the Adams Creek Place planter strip.

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

Decorative: Mix of ground cover, mulch, shrubs, and small trees. This landscaping mix is used at the active sides of the buildings (e.g. at the Central Greenway).

Native Vegetation: Mix of plant species indigenous to Hood River selected from the City approved list in effect at time of permit submittal. This category of landscaping will be used in two ways. First, to supplement the natural condition (e.g. on the downhill sides of the Common House and Buildings 2 & 3) Second, at stormwater facilities.

Natural Condition: Undisturbed existing vegetation surrounding Adams Creek and the wetlands.

17.17.040 General Landscaping Standards

General Landscaping Standards 1, 4 and 8 – 12 are prescriptive criteria applicable at time of installation. This detail will be provided at the time of building permit submittal. An acknowledgement statement has been provided on the Site Plan.

General Landscaping Standards 13 – 20 are prescriptive criteria for landscaping in public right-of-ways. Off-site improvements are to be reviewed by the Engineering Department via the public works permitting process. These criteria are not relevant to determination of completeness.

For General Landscaping Standard 20 (i.e. 17.09.040 Vision Clearance), see the site plan and legend for demonstration of consistency with the standard. Standard 22 is not applicable to this parcel.

The remaining General Landscaping Standards are addressed as follows:

Landscaping has myriad benefits to residents, neighbors, and the greater community. In addition to enhanced beauty and privacy, secondary benefits of plants include deterring sound, filtering air contaminants, and curtailing erosion. Proposed landscaping for this project provides the following specific benefits:

- Existing and new landscaping at vehicular areas screens or reduces the visual impact of the paved area. As the proposed parking consists of a single drive aisle, there is no interior boundary between separate parking areas. Accordingly, proposed parking area landscaping occurs primarily at the edge. The perimeter landscaping that borders adjacent properties to the south and west will consist of sight-obscuring trees and shrubs. This landscaping in combination with short retaining walls or berms (the parking area is slightly sunken) and the walls of the covered parking structure will almost entirely screen the parking areas from view.
- Existing and new landscaping at building perimeters reduces the visual impact of the façades and enhances the privacy of residents and neighbors. Trees located between the buildings and other properties creates layered depth, shading, and scale. Groundcover and foundation plantings provide a graceful transition between the ground and building wall. Please note that the Fire Marshal has requested that any new trees between Adams Creek Place and Building 1 not exceed fifteen feet in height
- New landscaping emphasizes outdoor areas of specific use or character. For the proposed development, this is best exemplified by the “central greenway” running north-south and connecting all the buildings and their entrances. At this area, plants will be selected for their specific color, texture, and heights to emphasize this area of pedestrian activity.
- 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 after dedications is 101,183 sf.

17.20 Transportation Circulation and Access Management

17.20.030.B Access Management Standards – Criteria

This section shall apply to all development on arterials and collectors within the City and UGA and to all properties that abut these roadways as part of site plan review process (Chapter 17.16). Within the Interchange Area Management Plan Overlay Zone’s “Access Management Blocks,” this section also applies to local streets and roads and abutting properties.

1. To minimize grading and preserve natural site features, the proposed access road is placed on the flattest portion of the property. Stormwater for the associated road and parking follows the natural topography. See the Grading Plan for more information.
2. Vehicular site access is provided from local streets west of the property. The City Engineer has requested no vehicular access from Sherman Avenue due to its definition as a collector street. A single proposed driveway is aligned with the centerline of Eugene Street to provide clear sight distance for entering and exiting vehicles.
3. 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.
4. The proposed internal pedestrian system provides connections to the parking area, building entrances, other facilities associated with the development, and the peripheral street system. See the Site Plan for more information. Note that connections are made to the adjacent rights-of-way. One, an accessible pedestrian walk connects to the sidewalk along Adams Creek Place. Two, an existing driveway will be repurposed as a pedestrian connection to Sherman Avenue.
5. Access will be consistent with the adopted Transportation System Plan in effect at time of off-site permitting.
6. State Highway System – Not applicable.

17.20.040 Bicycle Parking

Long-term = 1 per 4 units ($25 / 4 = 6.25 = 7$ minimum)

Proposed = 25 +/- inside the Recreation Building

Short-term = 2, or 1 per 20 units (2 minimum)

Proposed = 2 spaces each at the Recreation Building and Common House

17.20.060 Traffic Impact Analysis

See provided Traffic Assessment Letter.

17.22 Natural Resource Overlay

No wetlands or waterways are being disturbed. Please note that two proposed crossings will utilize pedestrian bridges: one over Adams Creek as part of the Sherman Avenue sidewalk design exception, and a second over a portion of the seep near the residential buildings. See the Site Plan and provided Wetland Delineation Report for more detail.



April 30, 2020

Jennifer Kaden, Associate Planner
City of Hood River

Subject: Response to "Notice of Incomplete Application" dated March 4, 2020
Project: Adams Creek Cohousing, 1419 SE Sherman Ave, 03N10E35AA Tax Lot 4900

Dear Jennifer,

Please accept these responses to the incomplete notice and let us know if there are other questions or comments as you complete your review.

Site Plan

- **Existing and proposed grade elevations.** To assist in evaluating building height, additional elevation data has been provided on the building elevations.
- **Building footprint dimensions.** Overall building dimensions have been provided on the building elevations.
- **Freestanding light fixtures.** Freestanding light fixture locations have been provided on the site plan.
- **Proposed parking aisle width.** Parking lot dimensions have been added to the site plan.
- **Proposed site surfaces.** A legend indicating proposed surface materials has been added to the site plan.

Utility Plan

- **Existing and proposed fire hydrants.** See sheets C6 (existing) and C9 (proposed).
- **Legend.** The resubmitted Civil drawings have been provided in full color. This will make it easier to cross-reference symbols on the drawings with the legend.

Landscaping Plan

- **Summary of plant material.** Plant material descriptions are provided in the narrative and are coordinated with the site plan legend. See the site plan for revised locations.
- **Area summary.** Total areas of proposed landscaping and areas of natural condition have been added to the narrative.

Grading Plan

- **Tree retention and removal.** See sheet C7 for trees to be retained and removed. Locations of trees to be retained are now consistent across all drawings.
- **Storm water.** See sheet C8 for stormwater facilities. Locations are now consistent across all drawings.
- **Proposed contours.** See sheet C8 for preliminary grading. Please note that detailed grading information will be submitted at time of building permit.

Building Plans

- **Elevations for accessory structures.** Elevations of the proposed Recreation Building and Carport have been added to the submittal.
- **Façade length and variation.** Additional building design notations have been added to the elevations and site plan. See the building elevation legend for materials. See also the expanded narrative.

Wetlands

- **Wetland delineation report.** See attached copy of the wetland delineation report.
- **Significant wetlands designation.** See analysis provided in the cover letter of the wetland delineation report.
- **Wetland disturbance.** See revised plans. No disturbance to the wetlands is proposed at this time. If subsequent design phases indicate that minor disturbance is required, it will be in accordance with the State's 50 CY limitation and all permitting process(es) in place at that time.

Project Narrative

- **General requirements for parking lots (17.04.130).** See revised narrative and information on the site plan.
- **Vertical projections (17.04.040).** See revised narrative. Please note that the referenced section states that these projections are "not subject to the building height limitations of this article."
- **Site plan review criteria (17.60.050).** See expanded narrative. For item G. – Design, see revised narrative and drawings. Additional information is provided on the site plan and building elevations to aide with the verification of "architectural elements" and the maximum uninterrupted façade length.
- **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.
- **Landscaping Standards (17.17.040).** See revised narrative and legend information on the site plan.
- **Access Management Standards (17.20.030.B).** See revised narrative and information on the plans.
- **Parking spaces off Sherman Ave.** These two spaces have been removed. The primary parking area has been expanded accordingly. See revised narrative and site plan.

Advisory Information

The following information is not required for application completeness but is provided for consistency.

- **Retaining walls.** As requested, this information will be provided at the time of building permit submittal.
- **Lighting plan.** As requested, this information will be provided at the time of building permit submittal.
- **Adams Creek Place.** The proposed street section has been revised per coordination with City Engineering and extended for the length of the site frontage.
- **Sherman Avenue.** The proposed street section has been revised per coordination with City Engineering. Please note the new proposal for crossing Adams Creek with an on-site path connecting both sides of the sidewalk.
- **Eugene Street.** Sidewalk and ADA improvements are now indicated as directed per coordination with City Engineering.
- **Water easement.** See revised site plans for consistency with the stated criteria.
- **Stormwater easement.** See revised site plans. The existing pipe will be relocated to avoid conflict with Building 2.
- **Design Exceptions.** Proposed right-of-way sections at Sherman Avenue, Eugene Street, and Adams Creek Place will require design exceptions. See the Civil cover sheet for brief descriptions.

Thank you for your assistance with this project.

Sincerely,

Joren Bass, UD+P
Michael Flowers, MFA
Carlos Garrido, HRK



June 4, 2020

Jennifer Kaden, Associate Planner
City of Hood River

Subject: Response to Notice of Incomplete Application dated May 28, 2020
Project: Adams Creek Cohousing, 1419 SE Sherman Ave, 03N10E35AA Tax Lot 4900

Dear Jennifer,

Please accept this response to your second incomplete letter. Pursuant to Oregon Revised Statute (ORS) 227.178, we are providing: (b) *Some of the missing information and written notice that no other information will be provided.* We request that the City of Hood River review our application based on the information provided to date. We also request a hearing date be set once the completeness letter is issued in accordance with the established timeline.

Additional information provided

- **Existing grades to determine building heights.** Information sufficient to evaluate the proposed building heights has already been provided. See sheets PR A1.3 through PR A1.7. Existing contour elevations are indicated at the *reference datum* required to determine the building height for each building. The building heights are described in both feet and inches as well as with “above sea level” (ASL) elevation marks. Based on the measurement criteria of HRMC 17.01.060 BUILDING HEIGHT, only the highest and lowest existing contours are used to determine the *reference datum*. The additional building corners are not used in the calculation. Below is a summary of the calculated building heights that may be useful for your staff summary:
 - a. **Building 1** 34’-10” (2” below the maximum allowed building height)
 - b. **Building 2** 26’-6” (8’-6” below the maximum allowed building height)
 - c. **Building 3** 33’-3” (2’-9” below the maximum allowed building height)
 - d. **Common House** 15’-5” (19’-7” below the maximum allowed building height)
 - e. **Rec Building** 12’-0” (23’-0” below the maximum allowed building height)
 - f. **Covered Parking** 12’-10” (22’-2” below the maximum allowed building height)
- **Species and sizes of native trees.** See attached sheet C7 Erosion Control and Demolition Plan. Notes indicating tree species and diameter have been added to the drawing. As acknowledged, the stormwater facility design is preliminary. Though not anticipated, the permit documents will reflect any additional tree removal necessitated by the final shape and length of the storm water facilities.
- **Wetland delineation report.** See attached memo from Schott & Associates dated June 2, 2020 clarifying Oregon Administrative Rules (OAR) 141-86-0300 through 0350 and findings for HRMC 17.22.010.E.
- **Driveway Spacing.** See attached memo from Lancaster Mobley dated June 2, 2020 clarifying that standards are met for driveway spacing.

No additional information provided

- **Design Exceptions.** A list of anticipated Design Exceptions (DE) was provided on sheet C1. The City comments that initiated these DE's were presented in the initial incomplete letter (March 4, 2020) under the heading "Advisory Information" and with the explanation that these items are "not required for application completeness." The unique site conditions that made these DE's necessary – as well as the specific off-site configurations shown on the drawings – were discussed during several conversations between HRK Civil Engineers and the City Engineer. As of this time, the City Engineer has not identified any concerns that the final details of the off-site improvements would make them not approvable. A justification statement for each DE will be provided at time of permit, per the submittal requirements in place at that time.
- **Storm water.** Several days prior to the issuance of the incomplete notice dated May 28, 2020, HRK Civil Engineers and the City Engineer discussed the proposed stormwater design. Our understanding is the level of engineering required for planning submittal is conceptual, and all parties acknowledge that the design is preliminary. The project engineer is confident the proposed facilities are adequate in capacity given the soil conditions. Even if the facilities need to slightly increase in area or length, the impact to the site design would be minor. Additional details and a final stormwater management plan will be provided at time of permitting.

Thank you for your continued assistance with this project.

Sincerely,

Joren Bass, UD+P
Michael Flowers, MFA
Carlos Garrido, HRK

1 2 3 4 5

A

B

C

D

MATERIAL LEGEND

	CONCRETE WALL NATURAL COLOR		FIELD CLADDING FIBER CEMENT SIDING HARDIE BOARD AND BATTEN
	FIELD CLADDING FIBER CEMENT SIDING HARDIE SHINGLE STRAIGHT EDGE		ACCENT CLADDING T&G WOOD SEMI-OPAQUE STAIN
	FIELD CLADDING FIBER CEMENT SIDING HARDIE BOARD HORIZONTAL		

ELEVATION GENERAL NOTES

- PLANTING MATERIAL NOT SHOWN - SEE SITE PLAN LANDSCAPE NOTES
- SEE GRADING PLAN FOR ADDITIONAL GRADING INFORMATION
- (E) = EXISTING (N) = NEW



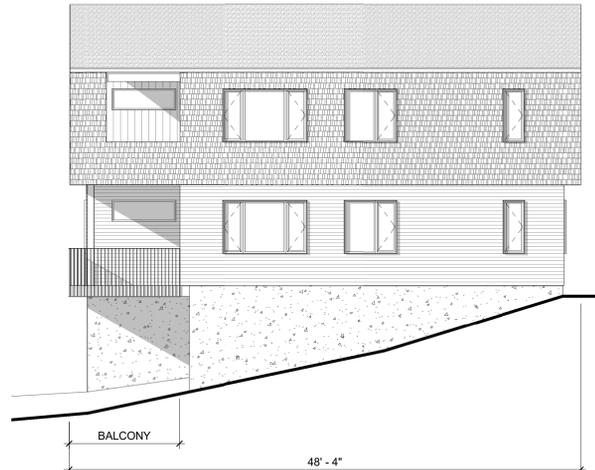
MFA | Architecture and Planning
107 SE Washington, Suite 227
Portland, OR 97214
503-756-6506

PRELIMINARY

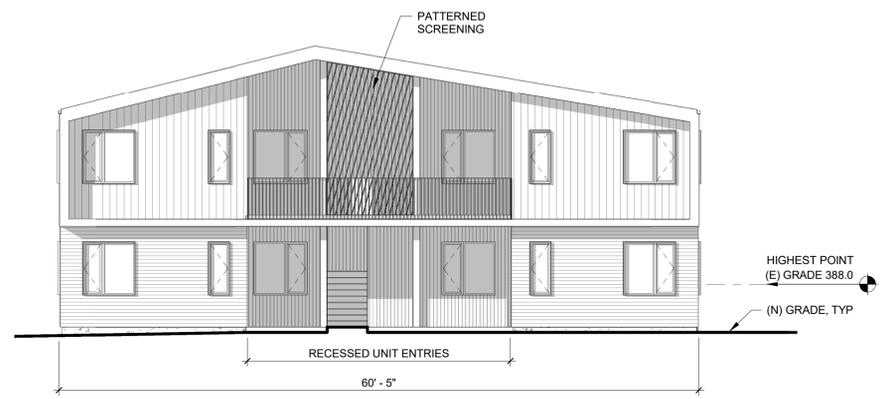
ADAMS CREEK COHOUSING, LLC

ADAMS CREEK COHOUSING

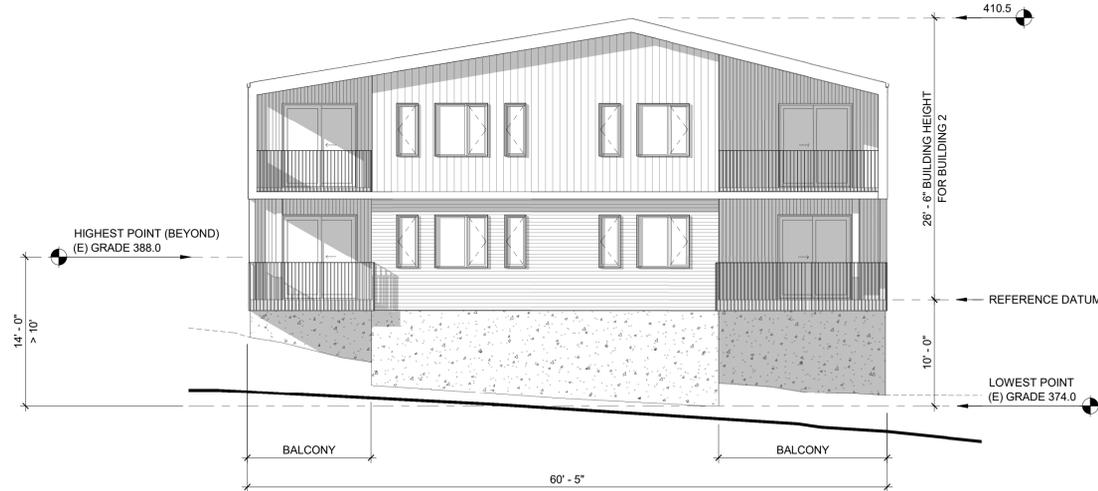
1419 SHERMAN AVENUE
HOOD RIVER, OREGON 97031



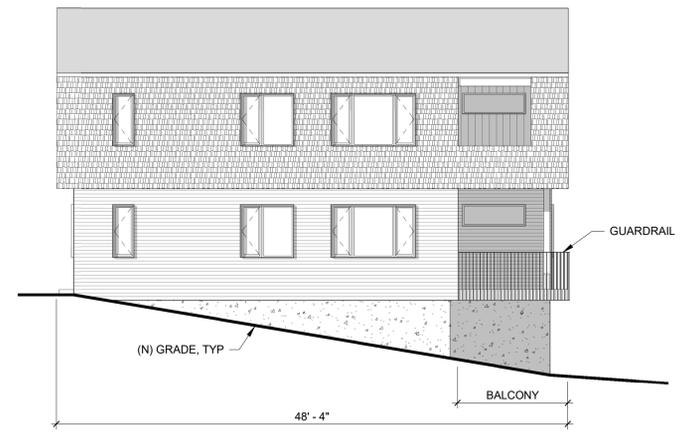
1 BUILDING 2 - NORTH ELEVATION
1/8" = 1'-0"



2 BUILDING 2 - WEST ELEVATION
1/8" = 1'-0"



3 BUILDING 2 - EAST ELEVATION
1/8" = 1'-0"



4 BUILDING 2 - SOUTH ELEVATION
1/8" = 1'-0"

MARK	DATE	DESCRIPTION
	04/30/20	ISSUE DATE:
		ISSUE: SITE PLAN REVIEW
		COMPLETENESS RESPONSE
	19027	PROJECT:
		DRAWN BY:
		CHECKED BY:
		COPYRIGHT MFA, 2020 ORIGINAL SHEET SIZE: 24"x36"

PRELIMINARY ELEVATIONS BUILDING 2

PR A1.5
118

C:\Users\m\Documents\19027_Adams_Creek_Res-Buildings_19027\19027.dwg

1

2

3

4

5

A

B

C

D



MFA | Architecture and Planning
107 SE Washington, Suite 227
Portland, OR 97214
503-756-6506

MATERIAL LEGEND

	CONCRETE WALL NATURAL COLOR		FIELD CLADDING FIBER CEMENT SIDING HARDIE BOARD AND BATTEN
	FIELD CLADDING FIBER CEMENT SIDING HARDIE SHINGLE STRAIGHT EDGE		ACCENT CLADDING T&G WOOD SEMI-OPAQUE STAIN
	FIELD CLADDING FIBER CEMENT SIDING HARDIE BOARD HORIZONTAL		

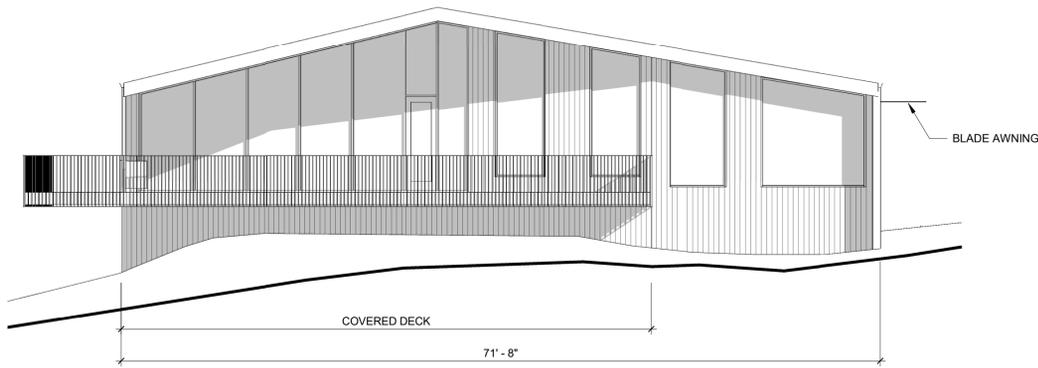
ELEVATION GENERAL NOTES

- PLANTING MATERIAL NOT SHOWN - SEE SITE PLAN LANDSCAPE NOTES
- SEE GRADING PLAN FOR ADDITIONAL GRADING INFORMATION
- (E) = EXISTING (N) = NEW

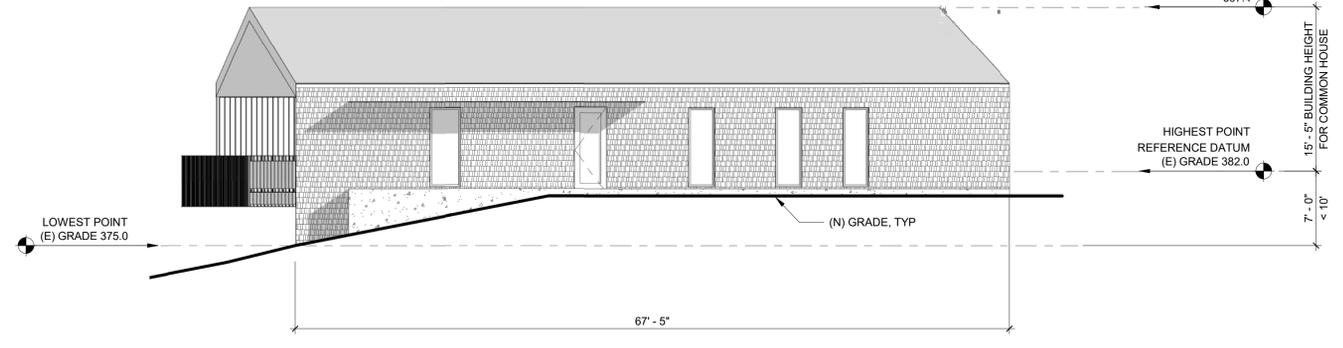
PRELIMINARY

ADAMS CREEK COHOUSING, LLC

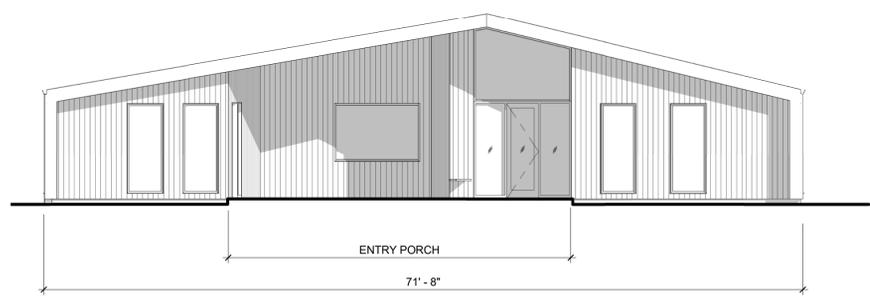
ADAMS CREEK COHOUSING
1419 SHERMAN AVENUE
HOOD RIVER, OREGON 97031



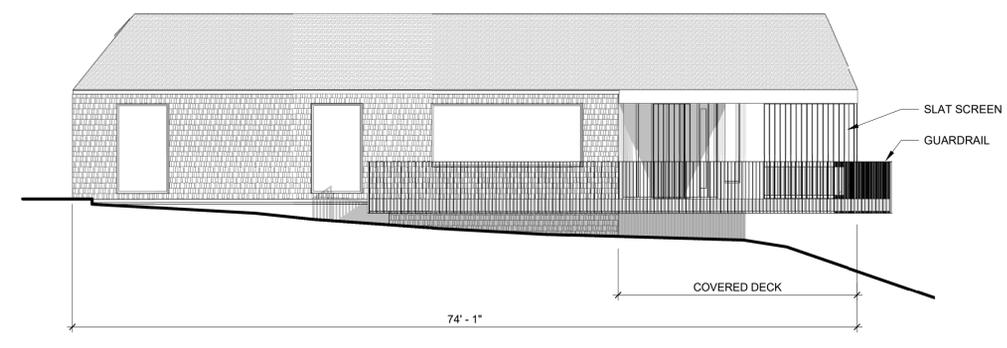
1 COMMON HOUSE - NORTH ELEVATION
1/8" = 1'-0"



2 COMMON HOUSE - WEST ELEVATION
1/8" = 1'-0"



3 COMMON HOUSE - SOUTH ELEVATION
1/8" = 1'-0"



4 COMMON HOUSE - EAST ELEVATION
1/8" = 1'-0"

MARK	DATE	DESCRIPTION
ISSUE DATE:	04/30/20	
ISSUE:	SITE PLAN REVIEW	COMPLETENESS RESPONSE
PROJECT:	19027	
DRAWN BY:	-	
CHECKED BY:	-	
COPYRIGHT MFA, 2019 ORIGINAL SHEET SIZE: 24"x36"		

**PRELIMINARY ELEVATIONS
COMMON HOUSE**

PR A1.3
120

C:\Users\m\Documents\19027_Adams_Creek_CommonHouse_v03_mf\mfa\ac.mif.net 9/10/2020 10:08:30 AM

SIGNATURE BLOCK

HOOD RIVER COUNTY PUBLIC WORKS	DATE
WESTSIDE FIRE DISTRICT	DATE
PACIFIC POWER	DATE
NW NATURAL	DATE

CONSTRUCTION DRAWING SET

ADAMS CREEK COHOUSING

TAX LOT 4900, NE 1/4 OF NE 1/4 OF
SECTION 35, TOWNSHIP 3 NORTH, RANGE 10 EAST, W.M.,
CITY OF HOOD RIVER, OREGON

APRIL 2020



VICINITY MAP

NOT TO SCALE

INDEX:

SHEET C1	COVER SHEET
SHEET C2	GENERAL NOTES
SHEET C3	TESTING SCHEDULE
SHEET C4	SECTIONS AND LEGEND
SHEET C5	PLAT
SHEET C6	EXISTING CONDITIONS
SHEET C7	EROSION CONTROL & DEMOLITION PLAN
SHEET C8	GRADING PLAN & STORM DRAINAGE
SHEET C9	SANITARY SEWER AND WATER SYSTEM
SHEET C10	PRIVATE UTILITIES
SHEET C11	LANDSCAPE PLAN
SHEET C12	STANDARD DETAILS 1
SHEET C13	STANDARD DETAILS 2
SHEET C14	STANDARD DETAILS 3
SHEET C15	STANDARD DETAILS 4
SHEET C16	STANDARD DETAILS 5

DESIGN EXCEPTIONS:

- EXISTING SHERMAN AVENUE SECTION WILL NOT BE UPDATED TO THE TPS REQUIREMENTS. A SIDEWALK WILL BE ADDED NEXT TO THE CURB ON THE SOUTH SIDE. IN ADDITION, IT IS PROPOSED A PATHWAY AND A BRIDGE AWAY FROM THE ALIGNMENT OF SHERMAN AVENUE.
- EXISTING EUGENE STREET SECTION LOCAL OPTION A WILL BE UPDATED ONLY ON THE NORTH SIDE AND WITHOUT PLANTING STRIP.
- PROPOSED ADAMS CREEK PLACE SECTION HAS BEEN PROVIDED BY THE CITY ENGINEERING DEPARTMENT.

COVER SHEET NOTES:

ALL MATERIALS AND WORKMANSHIP SHALL BE IN ACCORDANCE WITH THE CITY OF HOOD RIVER ENGINEERING STANDARDS, THE ODOT/APWA OREGON STANDARDS SPECIFICATIONS FOR CONSTRUCTION, AND THE APWA STANDARD SPECIFICATIONS. IN CASE OF CONFLICTS, THE CITY OF HOOD RIVER'S ENGINEERING STANDARDS SHALL APPLY UNLESS SPECIFICALLY LISTED AS A DESIGN EXCEPTION ON THESE DRAWINGS.

ALL LATE-SEASON AC PAVING (PLACED AFTER OCTOBER 15TH AND BEFORE APRIL 1ST), SHALL BE HELD TO THE SAME PERFORMANCE CRITERIA AS ALL OTHER PAVING. IF FOR ANY REASON THERE IS AGGREGATE SEPARATION, A ROUGH FINISHED SURFACE, OR OTHER NON-ACCEPTABLE FINAL PRODUCT AND THE CITY OF HOOD RIVER'S ENGINEER DETERMINES THAT IT IS NOT IN THE BEST INTEREST OF THE CITY TO REJECT THE WORK AND HAVE IT REMOVED AND RECONSTRUCTED, THE CITY OF HOOD RIVER'S ENGINEER MAY REQUIRE AN ASPHALT SEAL COAT OR OTHER REMEDIATION ON THE ENTIRE SURFACE OR PORTIONS THEREOF.



OWNER:

SHERMAN AVE. HOLDINGS, LLC

1419 SHERMAN AVE,
HOOD RIVER, OR 97031
PH: (503) 432-5570
EM: JOREN@UDPLP.COM
JOREN BASS (PROJECT MANAGER)

ENGINEER:



489 N 8TH STREET - SUITE 201
HOOD RIVER, OREGON 97031
PH: (541) 386-6480
EM: CGARRIDO@HRKUS.COM
CARLOS GARRIDO (PROJECT MANAGER)

APPROVED:

CARLOS A. GARRIDO 04/30/2020
PROJECT MANAGER DATE

JAMES J. JONES 04/30/2020
ENGINEER OF RECORD DATE



Attachment A.4

GENERAL NOTES:

- HOOD RIVER COUNTY IS REFERRED TO AS THE "COUNTY" THROUGHOUT THESE DRAWINGS.
- CONTRACTOR SHALL PROCURE AND CONFORM TO ALL CONSTRUCTION PERMITS REQUIRED BY THE COUNTY. OWNER TO PAY ALL PROJECT PERMIT COSTS. CONTRACTOR SHALL PROVIDE OWNER 48 HOURS NOTICE PRIOR TO REQUIRING PAYMENT FOR PERMITS.
- CONTRACTOR TO PAY ALL PROJECT UTILITY TAPPING, TV, AND CHLORINATION COSTS. COSTS FOR RETESTING SHALL BE BORNE BY THE CONTRACTOR. CONTRACTOR SHALL COORDINATE AND PAY ALL COSTS ASSOCIATED WITH CONNECTING TO EXISTING WATER SYSTEM, SANITARY SEWER SYSTEM, AND STORM DRAINAGE SYSTEM FACILITIES.
- CONTRACTOR SHALL PROVIDE ALL BONDS AND INSURANCE REQUIRED BY PUBLIC AND/OR PRIVATE AGENCIES HAVING JURISDICTION.
- ALL MATERIALS AND WORKMANSHIP FOR FACILITIES IN STREET RIGHT-OF-WAY OR EASEMENTS SHALL CONFORM TO APPROVING AGENCIES' CONSTRUCTION SPECIFICATIONS WHEREIN EACH HAS JURISDICTION, INCLUDING BUT NOT LIMITED TO THE COUNTY, OREGON PUBLIC HEALTH DIVISION (PHD), AND THE OREGON DEPARTMENT OF ENVIRONMENTAL QUALITY (DEQ).
- UNLESS OTHERWISE APPROVED BY THE PUBLIC WORKS DIRECTOR, CONSTRUCTION OF ALL PUBLIC FACILITIES SHALL BE DONE BETWEEN 7:00 AM. AND 6:00 P.M., MONDAY THROUGH FRIDAY.
- THE CONTRACTOR SHALL PERFORM ALL WORK NECESSARY TO COMPLETE THE PROJECT IN ACCORDANCE WITH THE APPROVED CONSTRUCTION DRAWINGS INCLUDING SUCH INCIDENTALS AS MAY BE NECESSARY TO MEET APPLICABLE AGENCY REQUIREMENTS AND PROVIDE A COMPLETED PROJECT.
- THE COUNTY WILL PROVIDE INSPECTION ON ALL PHASES OF WORK. THE CONTRACTOR SHALL NOTIFY INSPECTION DEPARTMENT FIVE DAYS PRIOR TO COMMENCING WORK AND PROVIDE 48 HOURS NOTIFICATION TO OBSERVE AND INSPECT ALL NECESSARY WORK. CONTRACTOR WILL UNCOVER AT ITS EXPENSE ALL WORK COVERED UP FOR WHICH THE COUNTY INSPECTOR WAS NOT NOTIFIED TO CONDUCT OBSERVATIONS
- ANY INSPECTION BY THE COUNTY OR OTHER AGENCIES SHALL NOT, IN ANY WAY, RELIEVE THE CONTRACTOR FROM ANY OBLIGATION TO PERFORM THE WORK IN STRICT COMPLIANCE WITH THE CONTRACT DOCUMENTS, APPLICABLE CODES AND AGENCY REQUIREMENTS
- ALL EXCAVATORS SHALL COMPLY WITH ALL PROVISIONS OF ORS 757.542 TO 757.562 AND 757.993 INCLUDING NOTIFICATION OF ALL OWNERS OF UNDERGROUND FACILITIES AT LEAST 48 BUSINESS DAY HOURS, BUT NOT MORE THAN 10 BUSINESS DAYS BEFORE COMMENCING ANY EXCAVATION. "ONE CALL" LOCATE NUMBER IS (800) 246-2344.
- CONTRACTOR SHALL ERECT AND MAINTAIN BARRICADES, WARNING SIGNS, TRAFFIC CONES PER COUNTY REQUIREMENTS IN ACCORDANCE WITH THE MUTCD (INCLUDING OREGON AND/OR WASHINGTON AMENDMENTS). ACCESS TO DRIVEWAYS SHALL BE MAINTAINED AT ALL TIMES. ALL TRAFFIC CONTROL MEASURES SHALL BE APPROVED AND IN PLACE PRIOR TO ANY CONSTRUCTION ACTIVITY.
- THE CONTRACTOR SHALL TAKE NO ADVANTAGE OF ANY ERRORS, OMISSIONS, OR DISCREPANCIES IN THE PLANS. WHEN ERRORS, OMISSIONS OR DISCREPANCIES ARE FOUND, THE ENGINEER SHALL BE NOTIFIED. WORK PERFORMED BY THE CONTRACTOR AS A RESULT OF AN ERROR, OMISSION OR DISCREPANCY IN THE PLANS SHALL BE AT THE CONTRACTOR'S RISK AND EXPENSE WHEN SUCH ERROR, OMISSION, OR DISCREPANCY HAS NOT BEEN BROUGHT TO THE ATTENTION OF THE ENGINEER.

TESTING & INSPECTION:

- THE CONTRACTOR SHALL ENSURE THAT ALL REQUIRED OR NECESSARY INSPECTIONS ARE COMPLETED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO PROCEEDING WITH SUBSEQUENT WORK, WHICH COVERS OR THAT IS DEPENDENT ON THE WORK TO BE INSPECTED. FAILURE TO OBTAIN NECESSARY INSPECTION(S) AND APPROVAL(S) SHALL RESULT IN THE CONTRACTOR BEING FULLY RESPONSIBLE FOR ALL PROBLEMS ARISING FROM UNINSPECTED WORK.
- UNLESS OTHERWISE SPECIFIED, SHEET C2.1 OUTLINES THE REQUIRED MINIMUM TESTING SCHEDULE FOR THE PROJECT. THIS TESTING SCHEDULE IS NOT COMPLETE, AND DOES NOT RELIEVE THE CONTRACTOR OF THE RESPONSIBILITY OF OBTAINING ALL NECESSARY INSPECTIONS FOR ALL WORK PERFORMED, REGARDLESS OF WHO IS RESPONSIBLE FOR PAYMENT.

GRADING, PAVING, & DRAINAGE:

- UNLESS OTHERWISE NOTED, ALL GRADING, ROCKING, AND PAVING SHALL CONFORM TO APWA STANDARD SPECIFICATIONS, CURRENT EDITION.
- THE CONTRACTOR SHALL CLEAR AND GRUB WITHIN WORK LIMITS ALL SURFACE VEGETATION, TREES, STUMPS, BRUSH, ETC. STRIP WORK LIMITS, REMOVING ALL ORGANIC MATTER THAT CANNOT BE COMPACTED INTO A STABLE MASS. DO NOT DAMAGE OR REMOVE TREES EXCEPT AS APPROVED BY THE ENGINEER SHOWN ON THE DRAWINGS. PROTECT ALL ROOTS 2 INCHES IN DIAMETER OR LARGER. ALL TREES, BRUSH AND DEBRIS ASSOCIATED WITH CLEARING, STRIPPING OR GRADING SHALL BE REMOVED AND DISPOSED OF OFF-SITE.
- IMMEDIATELY FOLLOWING STRIPPING OPERATIONS, THE CONTRACTOR SHALL COMPACT SUBGRADE TO 95% WITHIN THE PUBLIC RIGHT-OF-WAY (90% IN OTHER AREAS) OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR). SUBGRADE MUST BE INSPECTED AND APPROVED BY AN INDEPENDENT TESTING ORGANIZATION PRIOR TO PLACING EMBANKMENTS, ENGINEERED FILLS, OR FINE GRADING FOR BASE ROCK.
- ALL FILLS SHALL BE ENGINEERED EXCEPT FOR FILLS LESS THAN 18 INCHES IN DEPTH WHICH ARE LOCATED OUTSIDE THE PUBLIC RIGHT-OF-WAY, BUILDING PADS, PARKING LOTS OR OTHER AREAS TO BE IMPROVED. ENGINEERED FILLS SHALL BE CONSTRUCTED IN 6" LOOSE LIFTS OVER APPROVED SUBGRADES. EACH LIFT IN THE PUBLIC RIGHT-OF-WAY SHALL BE COMPACTED TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR) OR TO 90% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 FOR ALL OTHER AREAS.
- CRUSHED ROCK SHALL CONFORM TO THE REQUIREMENTS SECTION 207 (AGGREGATE BASE) APWA STANDARD SPECIFICATIONS. COMPACT TO 95% OF THE MAXIMUM DRY DENSITY PER AASHTO T-99 TEST METHOD (STANDARD PROCTOR). WRITTEN COMPACTION TEST RESULTS FROM AN INDEPENDENT TESTING LABORATORY TO BE RECEIVED BY THE OWNER'S AUTHORIZED REPRESENTATIVE PRIOR TO PLACING ASPHALT PAVEMENT.
- ASPHALT PAVEMENT SHALL CONFORM TO SECTION 211 (ASPHALT CONCRETE PAVEMENT) APWA STANDARD SPECIFICATIONS FOR STANDARD DUTY MIX. ASPHALT PAVEMENT SHALL BE COMPACTED TO A MINIMUM OF 92% OF MAXIMUM DENSITY AS DETERMINED BY THE RICE STANDARD METHOD.
- UNLESS OTHERWISE SHOWN ON THE DRAWINGS, STRAIGHT GRADES SHALL BE RUN BETWEEN ALL FINISH GRADE ELEVATIONS AND/OR FINISH CONTOUR LINES SHOWN.
- FINISH PAVEMENT GRADES AT TRANSITION IN EXISTING PAVEMENT SHALL MATCH EXISTING PAVEMENT GRADES OR BE FEATHERED PAST JOINTS WITH EXISTING PAVEMENT AS REQUIRED TO PROVIDE A SMOOTH, FREE DRAINING SURFACE.
- ALL EXISTING OR CONSTRUCTED MANHOLES, CLEANOUTS, MONUMENTS, GAS VALVES, WATER VALVES AND SIMILAR STRUCTURES SHALL BE ADJUSTED TO MATCH FINISH GRADES OF THE PAVEMENT, SIDEWALK, LANDSCAPED AREA OR MEDIAN STRIP WHEREIN THEY LIE. VERIFY THAT ALL VALVE BOXES AND RISERS ARE CLEAN AND CENTERED OVER THE OPERATION NUT. ADJUSTMENT AFTER PLACEMENT OF FINAL WEARING COURSE WILL NOT BE ALLOWED.
- UNLESS OTHERWISE SHOWN ON THE DRAWINGS, NO CUT OR FILL SLOPES SHALL BE CONSTRUCTED STEEPER THAN 2H:1V.

EXISTING UTILITIES & FACILITIES:

- THE CONTRACTOR SHALL MAINTAIN ONE COMPLETE SET OF APPROVED DRAWINGS ON THE CONSTRUCTION SITE AT ALL TIMES WHEREON HE WILL RECORD ANY APPROVED DEVIATIONS IN CONSTRUCTION FROM THE APPROVED DRAWINGS, AND THE STATION LOCATIONS AND DEPTHS OF ALL EXISTING UTILITIES ENCOUNTERED. THESE FIELD RECORD DRAWINGS SHALL BE KEPT UP TO DATE AT ALL TIMES AND SHALL BE AVAILABLE FOR INSPECTION BY THE COUNTY UPON REQUEST. FAILURE TO CONFORM TO THIS REQUIREMENT MAY RESULT IN DELAY OF PAYMENT AND/OR FINAL ACCEPTANCE OF THE PROJECT.
- UPON COMPLETION OF CONSTRUCTION OF ALL NEW FACILITIES, CONTRACTOR SHALL SUBMIT A CLEAN SET OF FIELD RECORD DRAWINGS CONTAINING ALL AS-BUILT DRAWINGS TO THE ENGINEER FOR USE IN THE PREPARATION OF AS-BUILT DRAWINGS FOR SUBMITTAL TO THE COUNTY AND OWNER. ALL INFORMATION SHOWN ON THE CONTRACTOR'S FIELD RECORD DRAWINGS SHALL BE SUBJECT TO VERIFICATION BY THE ENGINEER. IF SIGNIFICANT ERRORS OR DEVIATIONS ARE NOTED BY THE ENGINEER, AN AS-BUILT SURVEY PREPARED AND STAMPED BY A REGISTERED PROFESSIONAL LAND SURVEYOR AND/OR QUALIFIED ENGINEER SHALL BE COMPLETED AT THE CONTRACTOR'S EXPENSE.
- THE LOCATION AND DESCRIPTIONS OF EXISTING UTILITIES SHOWN ON THESE DRAWINGS, ARE COMPILED FROM AVAILABLE RECORDS AND/OR FIELD SURVEYS. THE ENGINEER OR UTILITY COMPANIES DO NOT GUARANTEE THE ACCURACY OR THE COMPLETENESS OF SUCH RECORDS. CONTRACTOR SHALL FIELD VERIFY LOCATIONS AND SIZES OF ALL EXISTING UTILITIES PRIOR TO CONSTRUCTION.
- THE CONTRACTOR SHALL LOCATE AND MARK ALL EXISTING PROPERTY AND STREET MONUMENTS PRIOR TO CONSTRUCTION. ANY MONUMENTS DISTURBED DURING CONSTRUCTION OF THE PROJECT SHALL BE REPLACED BY A REGISTERED LAND SURVEYOR AT THE CONTRACTOR'S EXPENSE.
- THE CONTRACTOR SHALL FIELD VERIFY LOCATION AND DEPTH OF ALL EXISTING UTILITIES WHERE NEW FACILITIES CROSS. THE CONTRACTOR SHALL BE RESPONSIBLE FOR EXPOSING POTENTIAL UTILITY CONFLICTS FAR ENOUGH AHEAD OF CONSTRUCTION TO MAKE NECESSARY GRADE MODIFICATIONS WITHOUT DELAYING THE WORK. IF GRADE MODIFICATION IS NECESSARY, CONTRACTOR SHALL NOTIFY THE DESIGN ENGINEER, AND THE DESIGN ENGINEER SHALL OBTAIN APPROVAL FROM THE COUNTY ENGINEER PRIOR TO CONSTRUCTION. ALL UTILITY CROSSINGS SHALL BE POTHOLED AS NECESSARY PRIOR TO EXCAVATING OR BORING TO ALLOW THE CONTRACTOR TO PREVENT GRADE OR ALIGNMENT CONFLICTS.
- ALL FACILITIES SHALL BE MAINTAINED IN-PLACE BY THE CONTRACTOR UNLESS OTHERWISE SHOWN OR DIRECTED. THE CONTRACTOR SHALL TAKE ALL PRECAUTIONS NECESSARY TO SUPPORT, MAINTAIN, OR OTHERWISE PROTECT EXISTING UTILITIES AND OTHER FACILITIES AT ALL TIMES DURING CONSTRUCTION. THE CONTRACTOR SHALL LEAVE EXISTING FACILITIES IN AN EQUAL OR BETTER-THAN-ORIGINAL CONDITION AND TO THE SATISFACTION OF THE COUNTY ENGINEER.
- UTILITIES OR PORTIONS OF UTILITIES INTERFERING THAT ARE ABANDONED IN PLACE SHALL BE REMOVED BY THE CONTRACTOR TO THE EXTENT NECESSARY TO ACCOMPLISH THE WORK. THE CONTRACTOR SHALL PLUG THE REMAINING EXPOSED ENDS OF ABANDONED UTILITIES.
- CONTRACTOR SHALL REMOVE ALL EXISTING SIGNS, MAILBOXES, FENCES, LANDSCAPING, ETC., AS REQUIRED TO AVOID DAMAGE DURING CONSTRUCTION AND REPLACE THEM TO EQUAL OR BETTER-THAN-ORIGINAL CONDITION.
- ANY SEPTIC TANKS ENCOUNTERED DURING CONSTRUCTION SHALL BE PUMPED OUT. THE CONTRACTOR SHALL BREAK BOTTOM OF TANK OUT AND BACKFILL WITH PEA GRAVEL UNLESS OTHERWISE REQUIRED BY PUBLIC AGENCIES HAVING JURISDICTION. SEPTIC TANK REMOVAL TO BE IN ACCORDANCE WITH SANITARIAN REQUIREMENTS.
- ANY WELLS ENCOUNTERED SHALL BE ABANDONED PER STATE REQUIREMENTS.
- ANY FUEL TANKS ENCOUNTERED SHALL BE REMOVED AND DISPOSED OF PER STATE REQUIREMENTS, AND BACKFILLED WITH COMPACTED GRANULAR MATERIAL.
- THE CONTRACTOR SHALL COORDINATE AND PAY ALL COSTS ASSOCIATED WITH REMOVING OR ABANDONING ANY SEPTIC TANKS, WELLS (INCLUDING BOREHOLE PIEZOMETERS), AND FUEL TANKS ENCOUNTERED AS PER REGULATING AGENCY REQUIREMENTS. WHEN SHOWN ON THE DRAWINGS, THESE STRUCTURES SHALL BE REMOVED OR ABANDONED AT THE CONTRACTOR'S EXPENSE. THE CONTRACTOR SHALL NOTIFY THE OWNER IMMEDIATELY UPON DISCOVERY OF ANY SEPTIC TANKS, WELLS OR FUEL TANKS NOT SHOWN ON THE DRAWINGS, AND OBTAIN CONCURRENCE FROM THE OWNER PRIOR TO PROCEEDING WITH THE WORK. THE CONTRACTOR SHALL PROVIDE THE OWNER WITH A DETAILED COST BREAKDOWN OF ALL WORK RELATED TO REMOVING OR ABANDONING SAID STRUCTURES. THE CONTRACTOR SHALL BE REIMBURSED ON A TIME AND MATERIALS BASIS OR AT A NEGOTIATED PRICE AS AGREED TO BY THE OWNER.
- THE CONTRACTOR SHALL BE RESPONSIBLE FOR MANAGING CONSTRUCTION ACTIVITIES TO ENSURE THAT PUBLIC STREETS AND RIGHT-OF-WAYS ARE KEPT CLEAN OF MUD, DUST, AND DEBRIS. DUST ABATEMENT SHALL BE MAINTAINED BY ADEQUATE WATERING OF THE SITE BY THE CONTRACTOR.

PRIVATE UTILITIES:

- UNLESS OTHERWISE SHOWN ON THE DRAWINGS OR APPROVED BY JURISDICTION HAVING AUTHORITY, ALL NEW PRIVATE UTILITIES (POWER, CABLE TV, TELEPHONE, AND GAS) SHALL BE INSTALLED UNDERGROUND. INSTALLATION OF PRIVATE UTILITIES IN A COMMON TRENCH WITH WATER, SANITARY SEWER, OR STORM DRAINAGE PIPING IS PROHIBITED.
- CONTRACTOR SHALL COORDINATE WITH POWER, TELEPHONE, AND CABLE TV COMPANIES FOR LOCATION OF VAULTS, PEDESTALS, ETC. ALL ABOVE GRADE FACILITIES SHALL BE PLACED IN A LOCATION OUTSIDE THE PROPOSED SIDEWALK LOCATION.
- POWER, TELEPHONE AND CATV TRENCHING AND CONDUITS SHALL BE INSTALLED PER UTILITY COMPANY REQUIREMENTS WITH PULL WIRE. CONTRACTOR SHALL VERIFY WITH UTILITY COMPANY FOR SIZE AND TYPE OF CONDUIT PRIOR TO CONSTRUCTION. ALL CHANGES IN DIRECTION OF UTILITY CONDUIT RUNS SHALL HAVE LONG RADIUS STEEL BENDS.
- CONTRACTOR SHALL NOTIFY AND COORDINATE WITH PRIVATE UTILITY FOR RELOCATION OF POWER POLES, VAULTS, ETC.
- ALL PRIVATE UTILITY STRUCTURES (VAULTS, PEDESTALS, LIGHT POLES, ETC.) SHALL BE SET A MINIMUM OF 1 FOOT FROM ANY PROPERTY CORNER OR SURVEY MONUMENT.

STORM DRAINAGE SYSTEM:

- STORM DRAINAGE PIPING MATERIALS SHALL CONFORM TO THE CONSTRUCTION DRAWINGS AND COUNTY REQUIREMENTS. UNLESS OTHERWISE NOTED OR SHOWN ON THE DRAWINGS, STORM DRAINAGE PIPING MATERIALS WITH WATERTIGHT JOINTS SHALL CONFORM TO TABLE 2. CONTRACTOR SHALL USE UNIFORM PIPE MATERIAL ON EACH PIPE RIM BETWEEN STRUCTURES UNLESS OTHERWISE DIRECTED OR APPROVED. JOINTED HDPE PIPE SHALL NOT BE USED FOR SLOPES EXCEEDING 10%.
- UNLESS OTHERWISE SPECIFIED, STORM DRAINAGE PIPE SHALL BE PVC IN CONFORMANCE WITH ASTM D3034, SDR 35. MINIMUM STIFFNESS SHALL BE 46 PSI PER ASTM D-2412 AND JOINT TYPE SHALL BE ELASTOMERIC GASKET CONFORMING TO ASTM D-3212. ALL OTHER APPURTENANCES AND INSTALLATION SHALL CONFORM TO COUNTY SPECIFICATIONS.
- CATCH BASINS SHALL BE SET SQUARE WITH BUILDINGS OR WITH THE EDGE OF THE PARKING LOT OR STREET WHERE THEY LIE. STORM DRAINAGE INLET STRUCTURES AND PAVING SHALL BE ADJUSTED SO WATER FLOWS INTO THE STRUCTURE WITHOUT PONDING.
- UNLESS OTHERWISE APPROVED BY THE ENGINEER, ALL STORM DRAINAGE CONNECTIONS SHALL BE MADE BY MANUFACTURED TEES OR SADDLES.
- SWEEP (DEFLECT) STORM DRAINAGE PIPE INTO CATCH BASINS AND MANHOLES AS REQUIRED. MAXIMUM JOINT DEFLECTION SHALL NOT EXCEED 5 DEGREES OR MANUFACTURERS' RECOMMENDATIONS, WHICHEVER IS LESS.
- UNLESS OTHERWISE SHOWN OR DIRECTED, THE CONTRACTOR SHALL INSTALL STORM DRAINAGE PIPING IN ACCORDANCE WITH MANUFACTURERS' INSTALLATION RECOMMENDATIONS.
- PRIOR TO MANDREL TESTING OR FINAL ACCEPTANCE, FLUSH AND CLEAN ALL STORM DRAINS, AND REMOVE ALL FOREIGN MATERIAL FROM THE MAINLINES, MANHOLES, AND CATCH BASINS.
- THE CONTRACTOR SHALL CONDUCT DEFLECTION TEST OF FLEXIBLE STORM DRAINAGE PIPES BY PULLING AN APPROVED MANDREL THROUGH THE COMPLETED PIPE LINE FOLLOWING TRENCH COMPACTION. THE DIAMETER OF THE MANDREL SHALL BE 95% OF THE ACTUAL INSIDE PIPE DIAMETER. TEST SHALL BE CONDUCTED NOT MORE THAN 30 DAYS AFTER THE TRENCH BACKFILLING AND COMPACTION HAS BEEN COMPLETED.

TABLE 2: SPECIFICATIONS FOR STORM DRAINAGE & SANITARY SEWER PIPING	
COVER DEPTH TO PIPE INVERT	SPECIFICATIONS FOR PIPING 8 INCHES TO 48 INCHES IN DIAMETER
LESS THAN 2 FEET OF COVER	CLASS 52 DUCTILE IRON PIPE WITH BELL AND SPIGOT JOINTS AND RUBBER GASKET OR HDPE (HIGH DENSITY POLYETHYLENE) PIPE CONFORMING TO AASHTO M 252 (8"-10") OR AASHTO M-294, TYPE S (12"-48") WITH PRESSURE TESTABLE FITTINGS AND O-RING GASKETS CONFORMING TO ASTM F-1336 AND ASTM F-477 RESPECTIVELY WITH CDF BACKFILL.
2 TO 2.5 FEET OF COVER	PIPE SPECIFIED FOR LESSER COVER DEPTH OR PVC ASTM D3034 SDR-35 ELASTOMERIC GASKETS CONFORMING TO ASTM D-3212.
2.5 FEET OR MORE OF COVER	PIPE SPECIFIED FOR LESSER COVER DEPTH OR PIPE APPROVED BY ENGINEER NOTE: HDPE (HIGH DENSITY POLYETHYLENE) PIPE NOT PERMITTED FOR DEPTH TO INVERT GREATER THAN 20 FEET.

HRK ENGINEERING & FIELD SERVICES
 489 N 8TH STREET - SUITE 201
 HOOD RIVER, OREGON 97031
 (541) 386-6480

REGISTERED PROFESSIONAL ENGINEER
 90691
 JUNE 15, 2015
 LES THOMAS JONES
 EXPIRES 06/30/2021

REV	DATE	REVISION DESCRIPTION

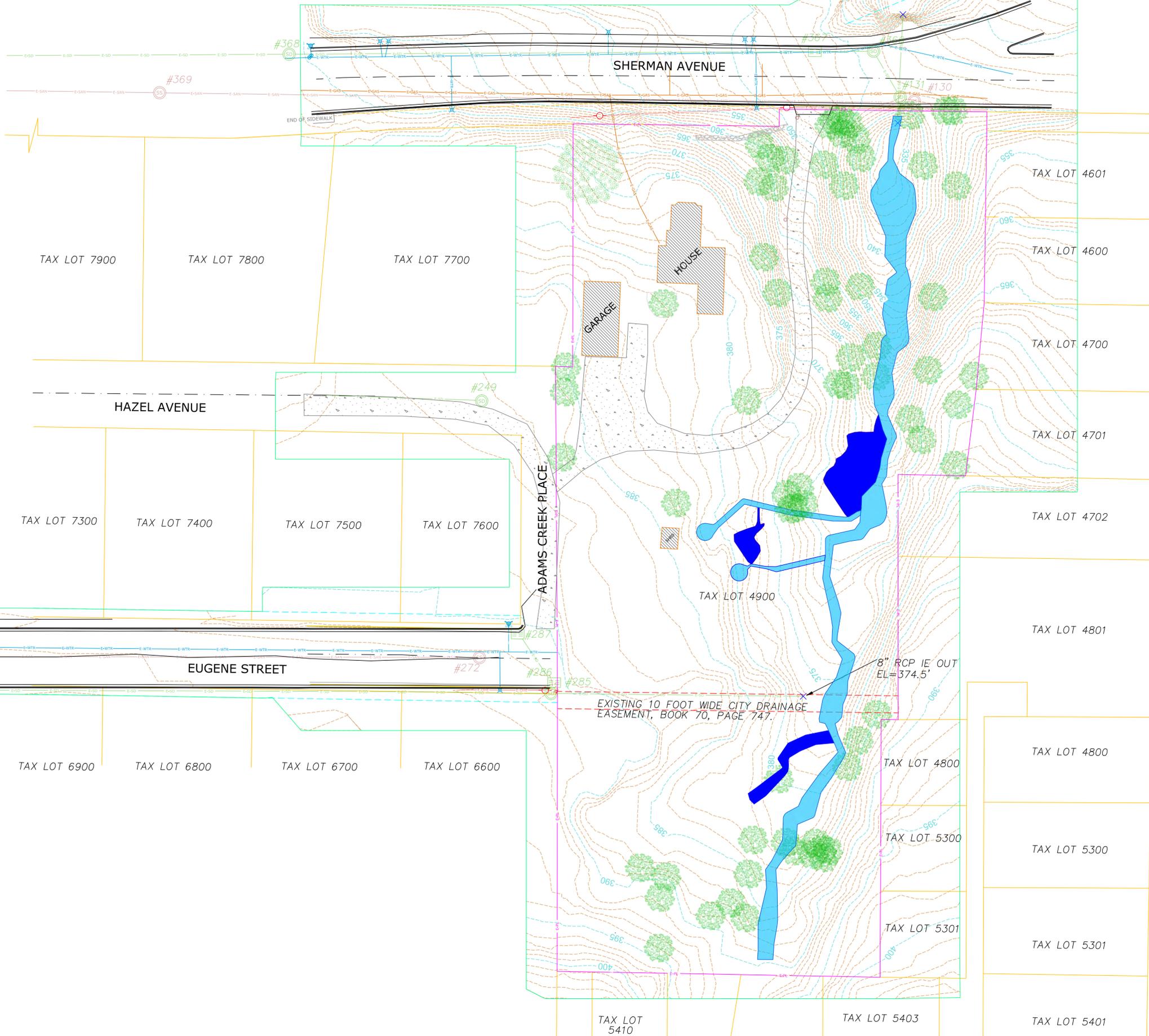
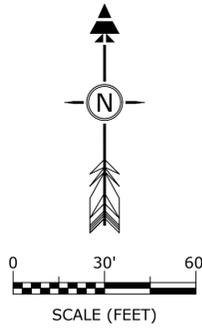
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 SHERMAN AVE. HOLDINGS, LLC
 1419 SHERMAN AVE,
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GENERAL NOTES

DRAWING NO. **C2**

PROJECT: 19-042 04/30/2020

PRELIMINARY

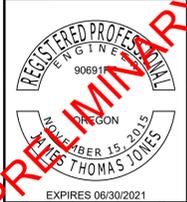


LEGEND:

- WETLAND
- EXISTING BUILDING
- EXISTING PUBLIC UTILITY EASEMENT

NOTE: ALL OTHERS AS NOTED ON PLAN

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PRELIMINARY

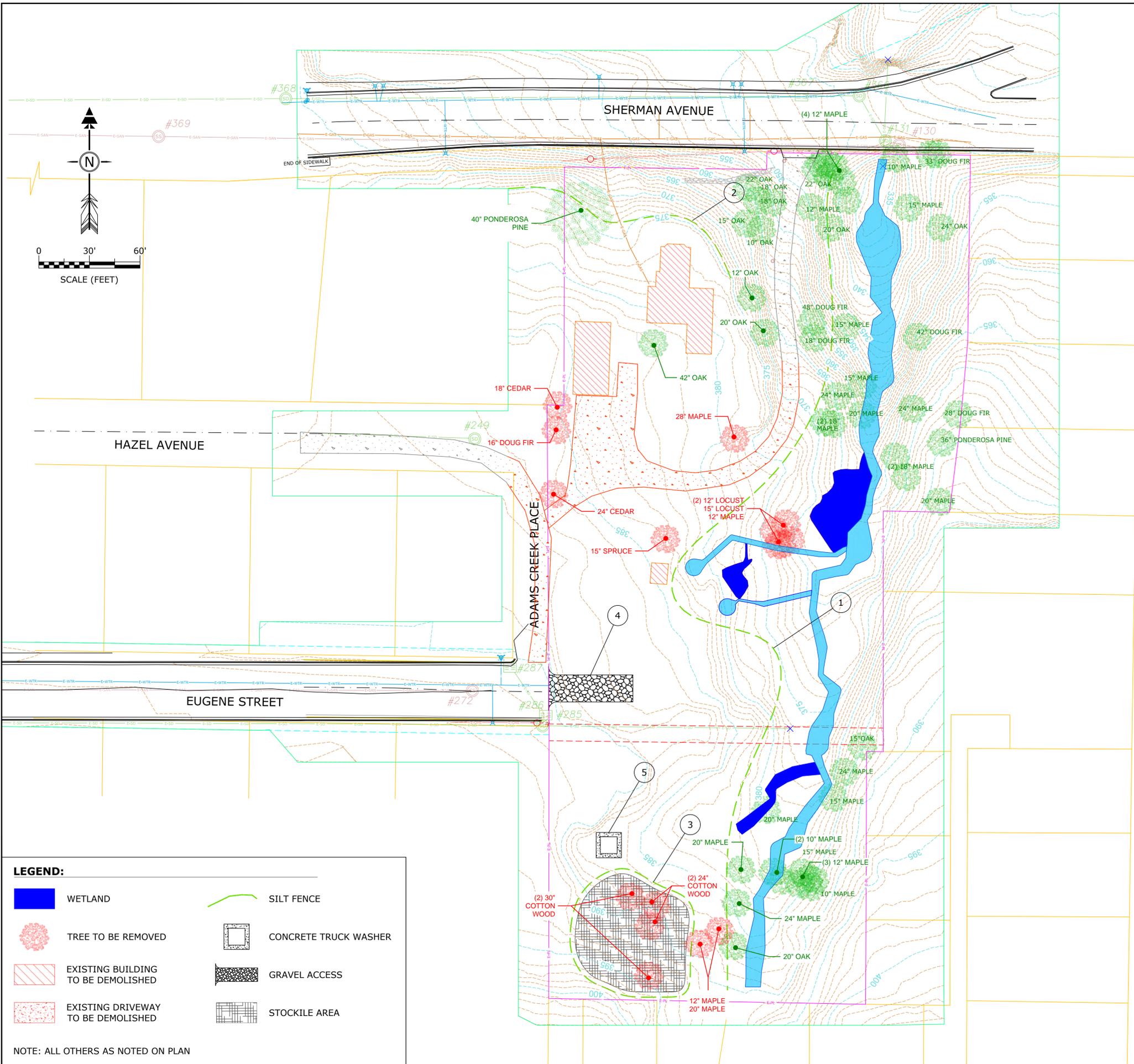
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EXISTING CONDITIONS

DRAWING NO. **C6**

PROJECT 19-042 04/30/2020



LEGEND:

	WETLAND		SILT FENCE
	TREE TO BE REMOVED		CONCRETE TRUCK WASHER
	EXISTING BUILDING TO BE DEMOLISHED		GRAVEL ACCESS
	EXISTING DRIVEWAY TO BE DEMOLISHED		STOCKILE AREA

NOTE: ALL OTHERS AS NOTED ON PLAN

EROSION CONTROL NOTES:

1. CONTRACTORS AND BUILDERS SHALL KEEP CUTTING AND CLEARING TO A MINIMUM AND WITHIN THE PHASE UNDER CONSTRUCTION. EVERY EFFORT SHOULD BE MADE TO DISTURB AS LITTLE EXISTING VEGETATION AS POSSIBLE, AND TO REESTABLISH GOOD GROUND COVER AS SOON AS POSSIBLE AFTER GRADING.
2. SEEDING OF DISTURBED AREAS, SUCH AS CUTS, FILLS, AND STORAGE AREAS SHALL BE DONE AS SOON AS POSSIBLE AFTER USE OF THE AREA IS CONCLUDED, OR CONSTRUCTION IS FAR ENOUGH ALONG THAT THE AREA WILL NOT BE DISTURBED.
3. IF AN AREA IS NOT, OR CANNOT BE SEEDED ADEQUATELY TO PROTECT IT FROM EROSION, THEN IT SHALL BE PROTECTED BY COVERING WITH SOME PROTECTIVE MATERIAL, SUCH AS MULCH, STRAW, TARPS, PLASTIC AND CHIPPED BRUSH.
4. SILT FABRIC SHALL BE PLACED OVER THE CATCH BASIN INLETS SO THAT NO SEDIMENT WILL ACCUMULATE IN THE CATCH BASINS. ALL CATCH BASINS AND CONVEYANCE LINES SHALL BE CLEANED PRIOR TO PAVING. THE CLEANING OPERATION SHALL NOT FLUSH SEDIMENT-LADEN WATER INTO THE DOWNSTREAM.
5. WHERE SEEDING FOR TEMPORARY EROSION CONTROL IS REQUIRED, FAST GERMINATING GRASSES SHALL BE APPLIED AT AN APPROPRIATE RATE (E.G. ANNUAL OR PERENNIAL RYE APPLIED AT APPROXIMATELY 80 POUNDS PER ACRE). SEEDING OF CLEARED AREAS SHALL BE ACCOMPLISHED WITHIN SEVEN DAYS UNLESS OTHERWISE STABILIZED. TEMPORARY IRRIGATION MAY BE REQUIRED TO ESTABLISH AND MAINTAIN VEGETATION. ALL DISTURBED AREAS SHALL BE SEEDED.
6. THE CONTRACTOR SHALL INSPECT ROADS DAILY AND CLEAN AS NEEDED SO THAT NO SEDIMENT IS WASHED OR CARRIED OFF-SITE.
7. APPROVAL OF THIS EROSION/SEDIMENTATION CONTROL (ESC) PLAN DOES NOT CONSTITUTE AN APPROVAL OF PERMANENT ROAD OR DRAINAGE DESIGN (E.G., SIZE AND LOCATION OF ROADS, PIPES, RESTRICTORS, CHANNELS, RETENTION FACILITIES, UTILITIES, ETC.).
8. THE IMPLEMENTATION OF THESE ESC PLANS AND CONSTRUCTION, MAINTENANCE, REPLACEMENT AND UPGRADING OF THESE ESC FACILITIES IS THE RESPONSIBILITY OF THE APPLICANT/CONTRACTOR UNTIL ALL CONSTRUCTION IS COMPLETED AND APPROVED, AND VEGETATION/LANDSCAPING IS ESTABLISHED.
9. THE ESC FACILITIES SHOWN ON THIS PLAN MUST BE CONSTRUCTED IN CONJUNCTION WITH ALL CLEARING AND GRADING ACTIVITIES, AND IN SUCH A MANNER AS TO ENSURE THAT SEDIMENT AND SEDIMENT LADEN WATER DO NOT ENTER THE DRAINAGE SYSTEM, ROADWAYS, OR VIOLATE APPLICABLE WATER STANDARDS.
10. THE ESC FACILITIES SHOWN ON THIS PLAN ARE THE MINIMUM REQUIREMENTS FOR ANTICIPATED SITE CONDITIONS. DURING THE CONSTRUCTION PERIOD, THESE ESC FACILITIES SHALL BE UPGRADED AS NEEDED FOR UNEXPECTED STORM EVENTS AND TO ENSURE THAT SEDIMENT AND SEDIMENT-LADEN WATER DO NOT LEAVE THE SITE.
11. THE ESC FACILITIES SHALL BE INSPECTED DAILY BY THE APPLICANT/CONTRACTOR AND MAINTAINED AS NECESSARY TO ENSURE THEIR CONTINUED FUNCTIONING.
12. THE ESC FACILITIES ON INACTIVE SITES SHALL BE INSPECTED AND MAINTAINED A MINIMUM OF ONCE A MONTH OR WITHIN THE 24 HOURS FOLLOWING A STORM EVENT.
13. STABILIZED CONSTRUCTION ENTRANCES SHALL BE INSTALLED AT THE BEGINNING OF CONSTRUCTION AND MAINTAINED FOR THE DURATION OF THE PROJECT. ADDITIONAL MEASURES MAY BE REQUIRED TO ENSURE THAT ALL PAVED AREAS ARE KEPT CLEAN FOR THE DURATION OF THE PROJECT.
14. WATER WILL BE USED AS NEEDED FOR DUST CONTROL DURING CONSTRUCTION ACTIVITIES.

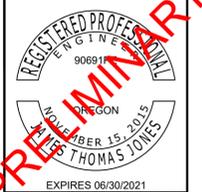
SEDIMENT FENCES NOTES:

1. THE FILTER FABRIC SHALL BE PURCHASED IN A CONTINUOUS ROLL CUT TO THE LENGTH OF THE BARRIER TO AVOID USE OF JOINTS. WHEN JOINTS ARE NECESSARY, FILTER CLOTH SHALL BE SPICED TOGETHER ONLY AT A SUPPORT POST, WITH A MINIMUM 6-INCH OVERLAP, AND BOTH ENDS SECURELY FASTENED TO THE POST, OR OVERLAP 2"x 2" POSTS AND ATTACHED AS SHOWN ON DETAIL.
2. THE FILTER FABRIC FENCE SHALL BE INSTALLED TO FOLLOW THE CONTOURS WHERE FEASIBLE. THE FENCE POSTS SHALL BE SPACED A MAXIMUM OF 6 FEET APART AND DRIVEN SECURELY INTO THE GROUND A MINIMUM OF 18 INCHES.
3. THE FILTER FABRIC SHALL HAVE A MINIMUM VERTICAL BURIAL OF 6 INCHES. ALL EXCAVATED MATERIAL FROM FILTER FABRIC FENCE INSTALLATION SHALL BE BACKFILLED AND COMPACTED ALONG THE ENTIRE DISTURBED AREA.
4. STANDARD OR HEAVY DUTY FILTER FABRIC FENCE SHALL HAVE MANUFACTURED STITCHED LOOPS FOR 2"x 2" POST INSTALLATION. STITCHED LOOPS SHALL BE INSTALLED ON THE UPHILL SIDE OF THE SLOPED AREA.
5. FILTER FABRIC FENCES SHALL BE REMOVED WHEN THEY HAVE SERVED THEIR USEFUL PURPOSE, BUT NOT BEFORE THE UPSLOPE AREA HAS BEEN PERMANENTLY PROTECTED AND STABILIZED.
6. FILTER FABRIC FENCES SHALL BE INSPECTED BY APPLICANT/CONTRACTOR IMMEDIATELY AFTER EACH RAINFALL AND AT LEAST DAILY DURING PROLONGED RAINFALL. ANY REQUIRED REPAIRS SHALL BE MADE IMMEDIATELY.

EROSION & SEDIMENT CONTROL LEGENDS:

- ① INSTALL 582 LF OF SILT FENCE
- ② INSTALL 158 LF OF SILT FENCE
- ③ INSTALL 245 LF OF SILT FENCE
- ④ INSTALL GRAVEL CONSTRUCTION ENTRANCE
- ⑤ INSTALL CONCRETE TRUCK WASHER

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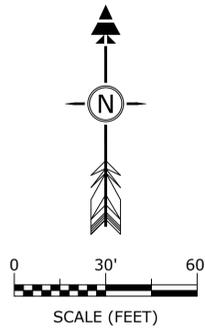
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EROSION CONTROL & DEMOLITION PLAN

DRAWING NO. **C7**

PROJECT 19-042 04/30/2020



PROPOSED SIDEWALK & RECONSTRUCTION OF EXISTING DRIVEWAY

SHERMAN AVENUE

PROPOSED SWALE/DETENTION POND FOR ROOF WATER DETENTION

PROPOSED LIGHT POLE
PROPOSED ADAMS CREEK PLACE STREET

HAZEL AVENUE

PROPOSED 4 ADA RAMP,
445 LF OF SIDEWALK
& 4 DRIVEWAYS

ADAMS CREEK PLACE

BUILDING #1

BUILDING #3

PROPOSED WOODEN BRIDGES
(NO DISTURBANCE TO WETLAND OR WATERWAY)

13TH STREET

EUGENE STREET

BUILDING #2

PROPOSED RAIN ROOF LINE

PROPOSED LIGHT POLE
SEE ARCH FOR CARPORT

REC BUILDING

PROPOSED DETENTION POND

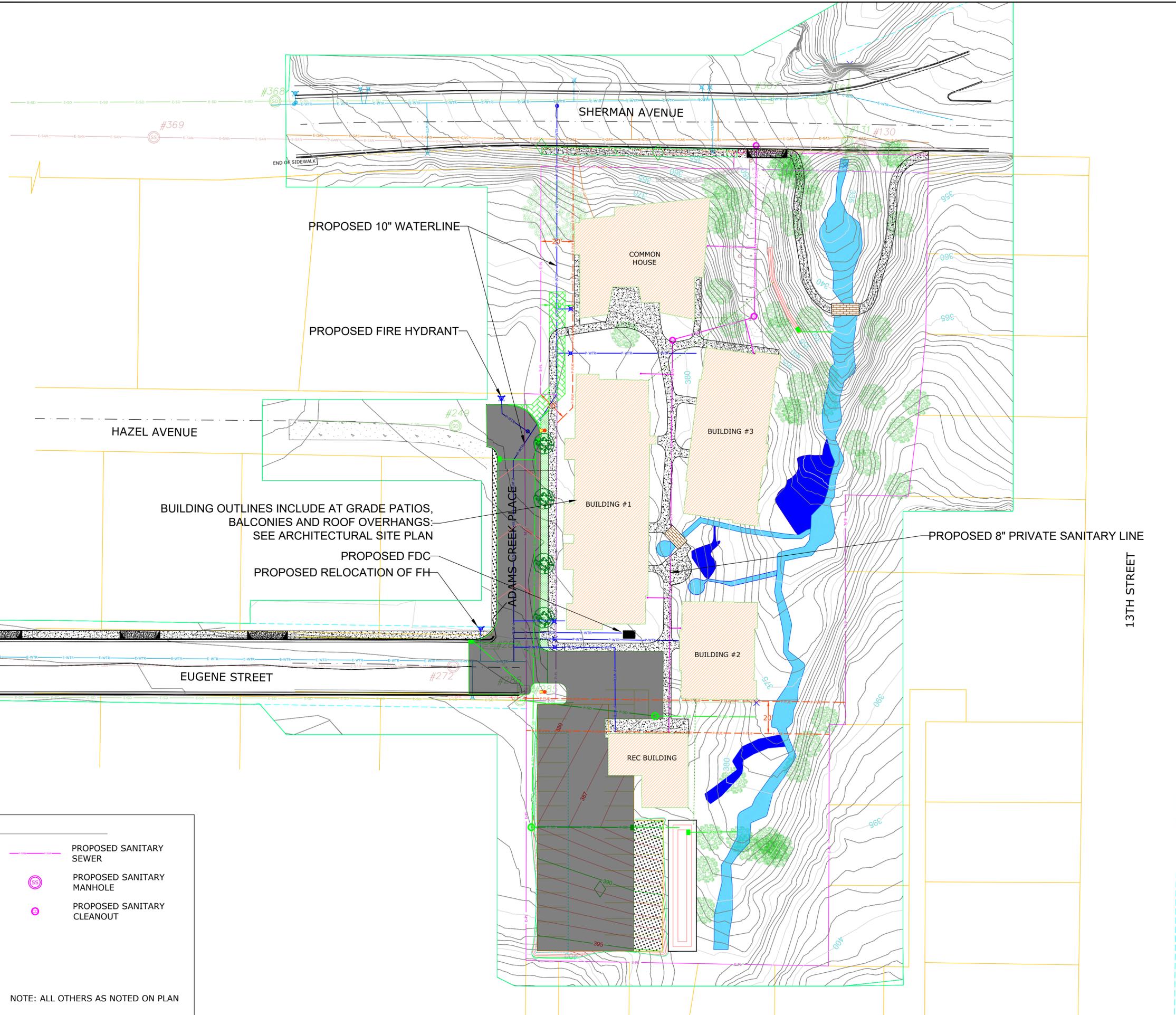
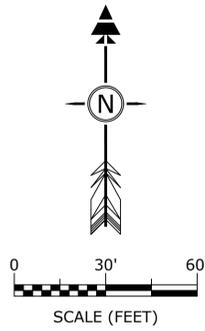
LEGEND:

	WETLAND		PROPOSED PERVIOUS PAVERS
	PROPOSED CONSTRUCTIONS FOOTPRINT		PROPOSED STREET PLANTER STRIP
	PROPOSED SIDEWALK		PROPOSED PROPERTY LINE
	PROPOSED ASPHALT		PROPOSED PUBLIC UTILITY EASEMENT
	PROPOSED GRAVEL AREA	NOTE: ALL OTHERS AS NOTED ON PLAN. SEE ACRCH FOR ALL ON-SITE LANDSCAPING.	



PRELIMINARY

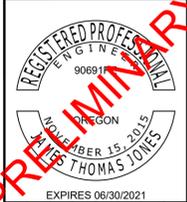
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LEGEND:

	PROPOSED WATER LINE		PROPOSED SANITARY SEWER
	PROPOSED FIRE HYDRANT		PROPOSED SANITARY MANHOLE
	PROPOSED WATER METER		PROPOSED SANITARY CLEANOUT
	PROPOSED WATER VALVE		

NOTE: ALL OTHERS AS NOTED ON PLAN



PRELIMINARY

REV	DATE	REVISION DESCRIPTION

ADAMS CREEK COHOUSING
 SHERMAN AVE. HOLDINGS, LLC
 1419 SHERMAN AVE,
 HOOD RIVER, OR 97031

Technical Memorandum



**LANCASTER
ENGINEERING**

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Portland, OR 97204
phone: 503.248.0313
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To: Lindsey Grove
From: Terrington Smith, EIT
Jessica Hajar
Date: April 23, 2020
Subject: 1419 Sherman – Traffic Analysis Letter (TAL)

This memorandum provides a summary of the traffic analysis conducted for the proposed 25-unit multi-family housing development, to be located at 1419 Sherman Avenue in Hood River, Oregon. Based on Section 17.20.060 of Hood River’s Municipal Code and the scale of the proposed development, a full traffic impact study is not expected to be required; however, a Traffic Assessment Letter (TAL) is needed. This report is written to address the TAL requirements.

Project & Location Description

The proposed development includes the construction of 25 residential dwelling units with a parking lot and fire access lane connected to an extension of Eugene Street. In addition, a new public street connecting Eugene Street to Hazel Avenue (named Adams Creek Place) will be constructed along the west side of the site. A detailed site plan is provided in the technical appendix.

The approximately 2.4-acre subject site is located south of Sherman Avenue, west of 13th Street, east of 17th Street, and encompasses a segment of Adams Creek. There is an existing single-family house on the property that is expected to be removed with the development. Figure 1 on the following page shows the project site location. A summary of nearby roadway characteristics is shown in Table 1.

Table 1: Area Roadway Characteristics

Roadway	Jurisdiction	Functional Classification	Speed	On-street Parking	Bicycle Lanes	Curbs	Sidewalks
Sherman Avenue	City of Hood River	Urban Collector	25 mph Posted	Yes	None	Partial	Partial
Eugene Street	City of Hood River	Local Road	25 mph Statutory	Yes	None	None	None
17th Street	City of Hood River	Urban Collector	25 mph Statutory	Yes	None	Partial	Partial



Figure 1: Project Site Location (Hood River Online GIS)

Trip Generation

The proposed development will consist of 25 residential dwelling units. To estimate the trip generation of the proposed development, trip rates from the *Trip Generation Manual*, 10th Edition, published by the Institute of Transportation Engineers (ITE), were used. Trip rates for land-use code 220, *Multifamily Housing (Low-Rise)*, were referenced based on the number of dwelling units. It should be noted that while there is a mix of two and three-story units, trip generation estimates were based on land-use code 220 to reflect a more conservative assessment of site trip generation relative to land-use code 221, *Multifamily Housing (Mid-Rise)*, which is typically referenced for housing structures of three to ten floors.

The proposed development will generate a total of 12 trips during the morning peak hour, 14 trips during the evening peak hour, and 184 average weekday trips. A reduction in additional site trip impacts was taken to account for the existing house on the property. Data from land use code 210, *Single Family Detached Housing*, was used to estimate the trip generation of the existing home. Table 2 on page 3 summarizes the trip generation for the existing and proposed development. Detailed trip generation calculations are included in the technical appendix.



Table 2: Trip Generation Summary

	ITE Code	Units	Morning Peak Hour			Evening Peak Hour			Weekday Total
			Enter	Exit	Total	Enter	Exit	Total	
Existing Conditions									
Single-Family Detached Housing	210	1	0	1	1	1	0	1	10
Proposed Development									
Multifamily Housing (Low-Rise)	220	25	3	9	12	9	5	14	184
Net New Site Trips			3	8	11	8	5	13	174

Trip Distribution & Assignment

The subject site is located in an urban high-density residential zone with access to Eugene Street. The directional distribution of site trips to and from the proposed development was estimated based on the locations of likely destinations and locations of major transportation facilities in the site vicinity. The following trip distribution was estimated and used for analysis:

- Approximately 50 percent of site trips will travel to/from the west along Cascade Avenue.
- Approximately 20 percent of site trips will travel to/from the south along 12th Street/13th Street.
- Approximately 20 percent of site trips will travel to/from the east along Oak Street.
- Approximately 10 percent of site trips will travel to/from local destinations along local streets.

As requested by the City of Hood River, trip assignment was evaluated at the following intersections:

1. Cascade Avenue at Rand Road
2. Cascade Avenue at 20th Street
3. Oak Street at 2nd Street
4. 13th Street at Belmont Avenue
5. 12th Street at Belmont Avenue

A summary of the total number of site trips traveling through each study intersection during the morning and evening peak hours is shown in Table 3 on the following page. The trip distribution and assignment for site



trips generated by the proposed development during the morning and evening peak hours is shown in Figure 2 on page 6.

Table 3: Total Site Trips at Study Intersections

	Intersection	AM Site Trips	PM Site Trips
	Cascade Avenue at Rand Road	6	7
	Cascade Avenue at 20th Street	3	3
	Oak Street at N 2nd Street	2	3
	13th Street at Belmont Avenue	1	1
	12th Street at Belmont Avenue	1	2

Applicable Standards

The following sections address applicable transportation standards for the proposed development which are referenced in the Hood River Municipal Code.

Sight Distance – HRMC 17.20.030.B.(2)

Intersection sight distances were evaluated at the proposed site access intersection along the planned extension of Eugene Street, per standards provided within *A Policy on Geometric Design of Highways and Streets*¹. Based on the statutory speed limit of 25 mph, there is a required intersection sight distance of 280 feet. The extension of Eugene Street will serve a parking lot and fire access before ending within the property. The proposed site plan depicts the removal of on-site foliage which may obstruct sight lines to less than 280 feet along the Eugene Street extension as well as the proposed Adams Creek Place alignment. Provided the vegetation along the western property line is removed, adequate intersections sight distances will be available along the proposed Adams Creek Place intersections with Hazel Avenue and Eugene Street.

¹ American Association of State Highway and Transportation Officials (AASHTO), *A Policy on Geometric Design of Highways and Streets*, 2011.



Access Spacing – HRMC 17.20.030.B.(2)

Hood River’s Access Management Spacing Standards state that for Local Streets, a minimum distance of 22 feet is required between the proposed driveways and other driveways or public streets. The proposed driveway access for the parking lot is located approximately 40 feet from Adams Creek Place (measured centerline to centerline as per Table 16.12-A). Based on the proposed site plan, the development meets the City’s Access Spacing requirements.

Roadway Design – HRMC 16.12

Hood River requires that new developments meet the requirements of all standards outlined in Chapter 16.12: *General Design and Improvements Standards* of the Hood River Municipal Code. The sections include General Applicability, Vehicular Access and Circulation, Pedestrian Access and Circulation, Landscape Conservation, Street Trees, Public Facilities Standards, and Performance Guarantee. The sections of the chapter relevant to this TAL are Vehicular Access and Circulation as well as Pedestrian Access and Circulation, both of which are addressed below.

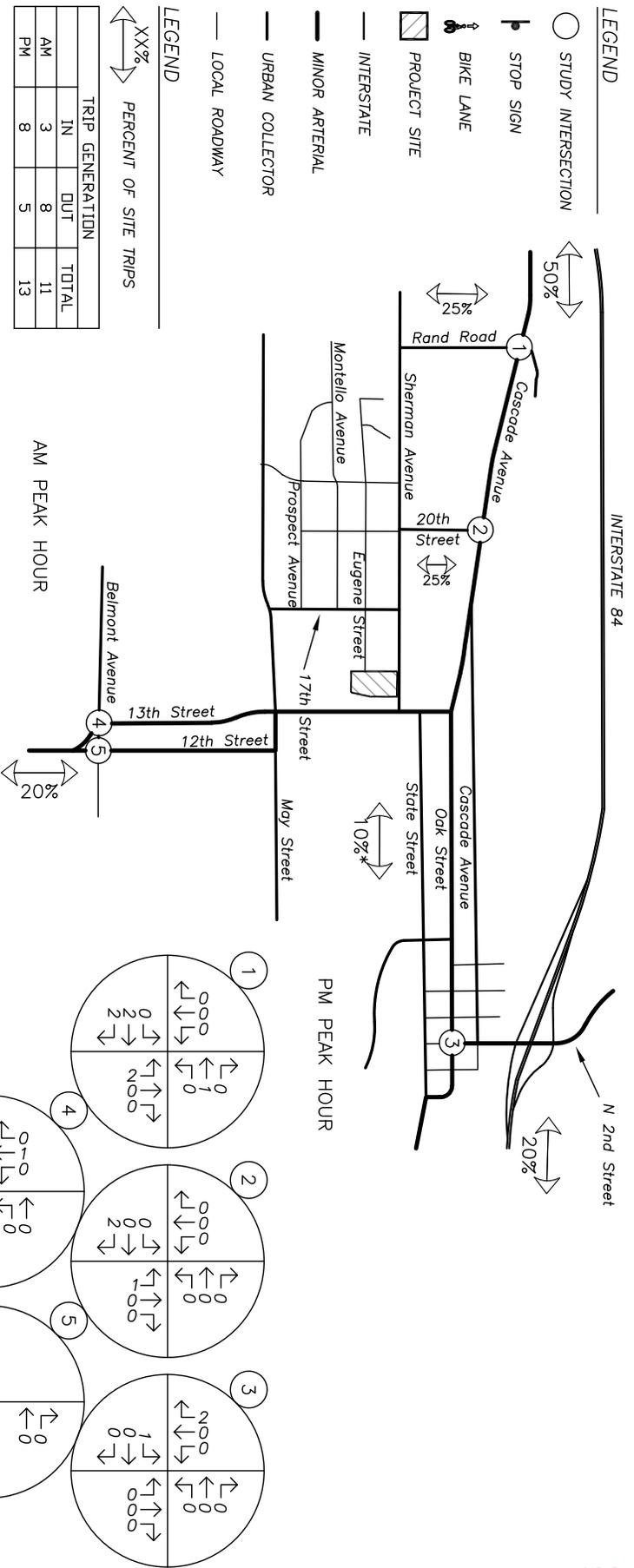
Vehicular Access and Circulation

From Eugene Street and Hazel Avenue, vehicle trips generated by the site are provided multiple routes of travel between the proposed development and the greater transportation system. Access to nearby higher classification roadways, such as Sherman Avenue to the north and May Street to the south are available by way of 17th Street, 22nd Street, Rand Road, and other intermittent local streets which intersect Eugene Street. From these aforementioned roadways, access to other major/regional roadways, such as 13th Street and Cascade Avenue/Oak Street, are available.

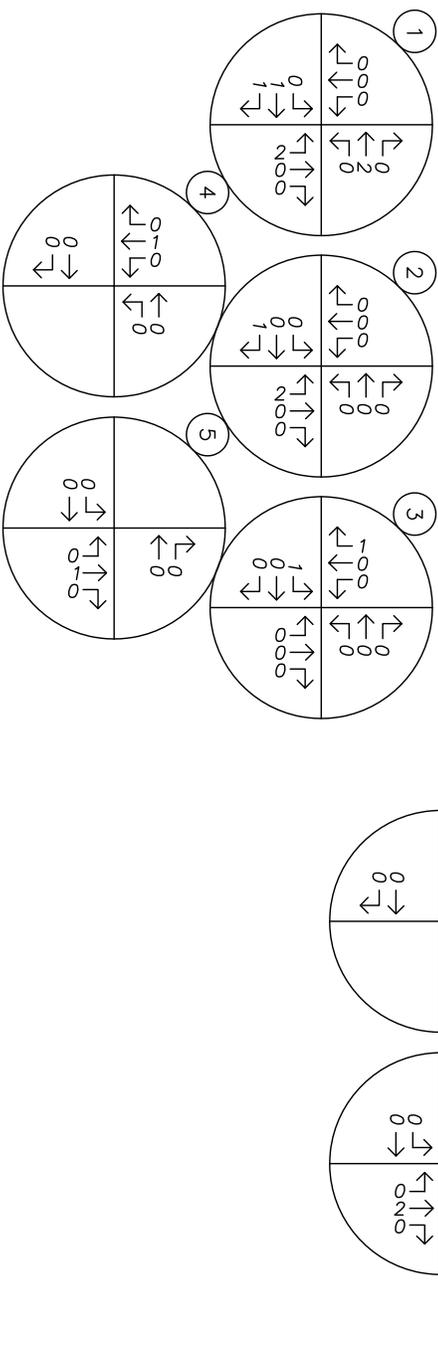
Pedestrian and Bicycle Access and Circulation

Sidewalks are intermittently available along nearby vicinity roadways, including Eugene Street, 17th Street, and Sherman Avenue. These roadways may be considered low-stress roads where traffic volumes and vehicle travel speeds (i.e. posted and statutory speeds of 25 mph) are expected to be relatively low. Accordingly, when sidewalks are not available pedestrians are able to safely walk along the shoulders of these and other nearby local streets when necessary. The proposed development includes the installation of sidewalks along the site frontage with Sherman Avenue as well as pedestrian access along Eugene Street and Hazel Avenue (by way of the proposed Adams Creek Place alignment), and Sherman Avenue, whereby pedestrian connectivity will be improved within the site vicinity.

Given the above described vicinity roadways may be considered low-stress roads, bicyclists are able to safely and comfortably share the roadway with motor vehicle traffic. On-site bicycle parking will also be provided as part of the proposed development.



*10% of site trips expected to utilize local roads to/from destinations within Hood River and not through study intersections.



SITE TRIP DISTRIBUTION & ASSIGNMENT
 Proposed Development Plan – Site Trips
 AM & PM Peak Hours





Conclusions

The transportation impacts related to the proposed 25-unit multi-family housing development on the nearby transportation system are expected to be minimal. No operational mitigation is necessary or recommended in association with the proposed development.

The proposed site accesses meet Hood River's Access Management Spacing Standards, whereby no mitigation is necessary or recommended.

The proposed development plan is sufficient to safely accommodate site trips generated by the proposed development in addition to the existing traffic in the site vicinity. Accordingly, the criteria detailed within Section 17.20.060 of Hood River's Municipal Code have been addressed.



April 23, 2020
Page 8 of 8

Appendix

SITE PLAN NOTES

1. SEE CIVIL SHEETS FOR EXISTING CONDITIONS, UTILITIES, GRADING, AND STORMWATER MANAGEMENT.
2. SEE CIVIL SHEETS FOR PROPOSED TREE REMOVAL.
3. SEE NARRATIVE FOR ADDITIONAL INFORMATION.

THE OWNER ACKNOWLEDGES THE FOLLOWING REQUIREMENTS OF ZONING SECTION 17.17.040 GENERAL LANDSCAPING STANDARDS.

- THE PROPERTY OWNER SHALL BE RESPONSIBLE FOR ANY FUTURE DAMAGE TO A STREET, CURB, OR SIDEWALK CAUSED BY LANDSCAPING.
- PLANTS THAT MINIMIZE UPKEEP AND MAINTENANCE SHALL BE SELECTED.
- PLANTS SHALL COMPLEMENT OR SUPPLEMENT SURROUNDING NATURAL VEGETATION, BE IN SCALE WITH BUILDING DEVELOPMENT, AND FIT THE CLIMATE.
- DECIDUOUS TREES SHALL HAVE STRAIGHT TRUNKS, BE FULLY BRANCHED, HAVE A MINIMUM CALIPER OF ONE AND ONE-HALF (1½) INCHES AND BE ADEQUATELY STAKED FOR PLANTING.
- EVERGREEN TREES SHALL BE A MINIMUM OF THREE (3) FEET IN HEIGHT, FULLY BRANCHED AND ADEQUATELY STAKED FOR PLANTING.
- SHRUBS SHALL BE A MINIMUM EIGHTEEN (18) INCHES IN HEIGHT AND SPACED NOT MORE THAN FOUR (4) FEET APART FOR PLANTING.
- GROUND COVER, DEFINED AS LIVING MATERIAL AND NOT INCLUDING BARK CHIPS OR OTHER MULCH, SHALL BE PLANTED ON A MAXIMUM EIGHTEEN (18) INCHES ON CENTER BETWEEN PLANTS AND ROWS.
- WATERING SYSTEMS SHALL BE INSTALLED TO ASSURE LANDSCAPING SUCCESS. IF PLANTINGS FAIL TO SURVIVE, IT IS THE RESPONSIBILITY OF THE PROPERTY OWNER TO REPLACE THEM.

SITE PLAN LEGEND

LANDSCAPING (SEE NARRATIVE FOR DESCRIPTION OF TYPES)

	GROUND COVER		LAWN		NEW TREE
	DECORATIVE LANDSCAPING		NATIVE VEGETATION		
	SCREENING LANDSCAPING		NATURAL CONDITION		

PAVING AND SURFACES

	ASPHALT		CONCRETE WALKWAYS
	GRAVEL (DRIVEABLE)		PATTERNED CONCRETE (PLAZA)

OTHER

	BUILDING ENTRY
	SITE LIGHTING BOLLARD



MFA | Architecture and Planning
107 SE Washington, Suite 227
Portland, OR 97214
503-756-6506

PRELIMINARY

ADAMS CREEK COHOUSING, LLC

ADAMS CREEK COHOUSING

1419 SHERMAN AVENUE
HOOD RIVER, OREGON 97031

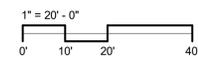
MARK	DATE	DESCRIPTION
ISSUE DATE:	04/30/20	
ISSUE:	SITE PLAN REVIEW	COMPLETENESS RESPONSE

PROJECT:	19027
DRAWN BY:	-
CHECKED BY:	-
COPYRIGHT MFA, 2020 ORIGINAL SHEET SIZE: 24"x36"	

PRELIMINARY SITE AND LANDSCAPE PLAN

PR A1.2

1 PRELIMINARY SITE AND LANDSCAPE PLAN
1" = 20'-0"



C:\Users\jpower\Documents\19027_AdamsCreek_Site_20_20.mxd

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TRIP GENERATION CALCULATIONS

Land Use: Single-Family Detached Housing
Land Use Code: 210
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 1

AM PEAK HOUR

Trip Rate: 0.74

	Enter	Exit	Total
Directional Distribution	25%	75%	
Trip Ends	0	1	1

PM PEAK HOUR

Trip Rate: 0.99

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	1	0	1

WEEKDAY

Trip Rate: 9.44

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

SATURDAY

Trip Rate: 9.54

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	5	5	10

Source: Trip Generation Manual, Tenth Edition



TRIP GENERATION CALCULATIONS

Land Use: Multifamily Housing (Low-Rise)
Land Use Code: 220
Setting/Location: General Urban/Suburban
Variable: Dwelling Units
Variable Value: 25

AM PEAK HOUR

Trip Rate: 0.46

	Enter	Exit	Total
Directional Distribution	23%	77%	
Trip Ends	3	9	12

PM PEAK HOUR

Trip Rate: 0.56

	Enter	Exit	Total
Directional Distribution	63%	37%	
Trip Ends	9	5	14

WEEKDAY

Trip Rate: 7.32

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	92	92	184

SATURDAY

Trip Rate: 8.14

	Enter	Exit	Total
Directional Distribution	50%	50%	
Trip Ends	102	102	204

Source: TRIP GENERATION, Tenth Edition

Memorandum

To: City of Hood River
From: Jessica Hijar
Date: June 2, 2020
Subject: Adams Creek Cohousing – City of Hood River Comments Response



This memorandum is written to respond to comments received from the City of Hood River regarding the TAL for the proposed 25-unit multi-family housing development, to be located at 1419 Sherman Avenue in Hood River, Oregon. Comments are shown in italics with responses immediately following:

The Traffic Assessment Letter (TAL) is missing driveway spacing analysis for the proposed driveway as measured from the existing driveway at 1419 Eugene Street. The TAL should be updated to include an analysis of the spacing and safety standards for the proposed driveway in relation to the existing driveway at 1419 Eugene Street by the traffic engineer. If the driveway spacing standard is not met, an additional proposed design exception should be included with the application materials, including adequate justification as to why the exception should be granted.

As stated in the TAL dated April 23, 2020, the proposed driveway for the subject property is located approximately 40 feet from the planned Adams Creek Place alignment along the western edge of the project site (measured centerline to centerline). Since Adams Creek Place is the nearest intersecting driveway or street to the proposed driveway access, all other existing driveways will meet the access spacing requirement. Therefore, the City of Hood River's access spacing requirement for Local Streets, a minimum distance of 22 feet, is met between the proposed driveway access and the existing driveway for 1419 Eugene Street. It should be noted that the driveway serving 1419 Eugene Street is located approximately opposite of Adams Creek Place whereby spacing standards between the two are not applicable.

If you have any questions regarding this memorandum, please don't hesitate to ask.

PRELIMINARY STORMWATER MANAGEMENT PLAN

ADAMS CREEK COHOUSING

PROJECT LOCATION:

1419 SHERMAN AVE,
HOOD RIVER, OREGON

FEBRUARY 10, 2020

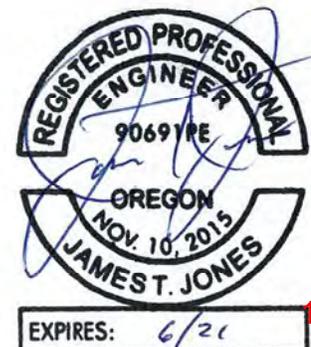
APPLICANT:

URBAN DEVELOPMENT PARTNERS
116 NE 6TH AVENUE, STE. 400
PORTLAND, OREGON 97232
ATTN: JOREN BASS

PREPARED BY:



489 N. 8TH STREET, SUITE 201
HOOD RIVER, OREGON 97031



1 INTRODUCTION

This Preliminary Stormwater Management Plan has been prepared for the 2.5-acre parcel of ground located in the NE 1/4, NW 1/4, Section 35, T3N, R10E, WM located at 1419 Sherman Avenue, Hood River Oregon.

This preliminary report describes the existing conditions and proposed drainage stormwater infrastructure as required for the Engineering pre-submittal process.

The report is primarily a planning document submitted for review and comment only. As the project develops a final Storm Water Management Plan will be submitted along with the construction drawings of the civil site improvements for City approval and permitting.

2 PROJECT OVERVIEW

The project site is currently developed as a single-family residence with associated parking and outbuildings. The site is bounded by Sherman Avenue on the north and residential developments on the east, south and west.

Vehicular access is provided from Sherman via a paved driveway. In the developed condition the Sherman access will be abandoned for vehicular use and replaced by driveway access to Eugene Street on the west.

The topography on the site is deeply incised with steep banks in excess of 10% draining easterly and westerly toward Adams Creek which drains northerly discharging into a culvert at Sherman Street. The existing development is entirely on the west bank of Adams Creek consisting of a single-family residence, parking facilities, outbuildings and scattered gardens. The east bank is, and will remain, in a native state.

There are three, separate jurisdictional wetlands on the site which were mapped by Schott & Associates (7/22/19) as depicted on accompanying maps. None of the wetlands will be impacted by the proposed improvements.

The site is vegetated with heavily timbered woods and brush covering the soil on both banks. Clearings have been established to accommodate the residence, parking and gardening activities on the west bank.

The National Resources Conservation Service has mapped the area and identifies the soils as Rockford Stony loam which is classified as Soil Group C.

The proposed development will impact the west bank only and will consist of three townhouse buildings, a recreation building and a common house creating a plaza on the northern portion of the site. A parking lot will be constructed in the southwest corner.

The Plaza will be developed primarily in areas previously cleared for the existing improvements. The parking lot will be constructed in a more heavily timbered area.

A pedestrian access to Sherman will be provided along the current driveway route and terminate in a two-lot parking area at the existing curb cut. A sidewalk will be added to the west side of Sherman north of the current curb cut.

Eugene Street drains to inlets which discharge to a storm sewer that conveys flow easterly across the site to Adams Creek. That storm sewer is located within a 10-foot easement.

2.1 DESIGN STANDARDS

The design standards are taken from Chapter 8, City of Hood River Engineering Standards. The Santa Barbara hydrologic modeling method was utilized for the time-dependent analysis of water flow rates and to calculate volumes. The parameters for the calculations were taken from the USDA NRCS Urban Hydrology for Small Watersheds Technical Release 55 (TR55) as per the City's standards.

The rainfall distribution over the 24-hour period is based on the SCS Type 1A with precipitation rates provided in Table 8.3 B of the City's standards.

2.2 SUMMARY OF RESULTS

The drainage modeling concept for historic conditions divides the site into the East and West basins. For the post-developed condition the project site is divided into three areas: 1) East basin, 2) parking lot and 3) Plaza.

The east bank will not be impacted by the proposed development and will discharge in the post-developed condition at the historic rate.

The parking lot will sheet flow to a retention pond adjacent to the impervious surface. There is no discharge in the model from the parking lot in the post-developed condition.

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 site improvements will not impact any wetlands or jurisdictional waters. There are no downstream waters listed under the Section 303(d) Listings under the National Pollution Discharge Elimination System (NPDES).

Hydrologic modeling has been prepared to calculate the peak runoff rates from the site in the historic and developed condition to identify the drainage infrastructure that will be required. The Watershed Modeling Schematic provided in the Appendix shows the discharge flow rates and volumes that will be required.

3 SUMMARY

This preliminary report is submitted to identify the stormwater drainage infrastructure that will be required for approval and permitting of the civil site improvements depicted in the construction drawings that will be submitted in the next phase of the project.

The jurisdictional wetlands on the site will be protected during construction and will not be impacted by the proposed improvements.

The Eugene storm sewer will be either left in place or realigned to meet construction needs. The existing 10-foot will be replaced by a 20-foot easement as part of the development.

The East bank will not be impacted by the development and will continue to discharge at the historic rate.

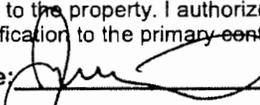
The retention pond adjacent to the parking lot will be sized to retain runoff from storms up the 100-year flood frequency and provide both water quality and quantity control.

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.

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Fully completed and signed report cover forms and applicable fees are required before report review timelines are initiated by the Department of State Lands. Make checks payable to the Oregon Department of State Lands. To pay fees by credit card, go online at: <https://apps.oregon.gov/DSL/EPS/program?key=4>.

Attach this completed and signed form to the front of an unbound report or include a hard copy with a digital version (single PDF file of the report cover form and report, minimum 300 dpi resolution) and submit to: **Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279**. A single PDF of the completed cover form and report may be e-mailed to: **Wetland_Delineation@dsl.state.or.us**. For submittal of PDF files larger than 10 MB, e-mail DSL instructions on how to access the file from your ftp or other file sharing website.

Contact and Authorization Information	
<input checked="" type="checkbox"/> Applicant <input type="checkbox"/> Owner Name, Firm and Address: Urban Development Partners Attn: Joren Bass 116 NE 6th Avenue, Ste 400 Portland, Oregon 97232	Business phone # (503) 432-5570 Mobile phone # (optional) E-mail: joren@udplp.com
<input checked="" type="checkbox"/> Authorized Legal Agent, Name and Address (if different): <i>James Miller</i> <i>724 Prospect Ave</i> <i>Hood River, OR 97031</i>	Business phone # <i>503-360-4321</i> Mobile phone # (optional) E-mail: <i>jimmiller@gmail.com</i>
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.	
Typed/Printed Name: <u><i>James Miller</i></u> Signature: <u></u> Date: _____ Special instructions regarding site access: _____	
Project and Site Information	
Project Name: 1419 Sherman Avenue	Latitude: 45.70665085 Longitude: -121.52630656 decimal degree - centroid of site or start & end points of linear project
Proposed Use: Residential Development	Tax Map # 03N10E35AA Tax Lot(s) 4900 Tax Map # _____ Tax Lot(s) _____
Project Street Address (or other descriptive location): 1419 Sherman Avenue	Township 3N Range 10E Section 35AA QQ NE,NE Use separate sheet for additional tax and location information
City: Hood River County: Hood River	Waterway: _____ River Mile: _____
Wetland Delineation Information	
Wetland Consultant Name, Firm and Address: Schott & Associates, Inc. Attn: Jodi Reed PO Box 589 Aurora, Oregon 97002	Phone # (503) 678-6007 Mobile phone # (if applicable) E-mail: Jodi@schottandassociates.com
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.	
Consultant Signature: <u><i>Jodi Reed</i></u>	Date: <u>07/22/2019</u>
Primary Contact for report review and site access is <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Applicant/Owner <input type="checkbox"/> Authorized Agent	
Wetland/Waters Present? <input type="checkbox"/> Yes <input type="checkbox"/> No	Study Area size: 2.40 Total Wetland Acreage: 0.0400
Check Applicable Boxes Below	
<input type="checkbox"/> R-F permit application submitted <input type="checkbox"/> Mitigation bank site <input type="checkbox"/> Industrial Land Certification Program Site <input type="checkbox"/> Wetland restoration/enhancement project (not mitigation) <input type="checkbox"/> Previous delineation/application on parcel If known, previous DSL # _____	<input type="checkbox"/> Fee payment submitted \$ _____ <input type="checkbox"/> Fee (\$100) for resubmittal of rejected report <input type="checkbox"/> Request for Reissuance. See eligibility criteria. (no fee) DSL # _____ Expiration date _____ <input type="checkbox"/> LWI shows wetlands or waters on parcel Wetland ID code _____
For Office Use Only	
DSL Reviewer: _____	Fee Paid Date: ____/____/____
Date Delineation Received: ____/____/____	Scanned: <input type="checkbox"/> Electronic: <input type="checkbox"/> DSL App.# _____



SCHOTT & ASSOCIATES
Ecologists & Wetlands Specialists

21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

**JURISDICTIONAL WETLAND
DELINEATION REPORT
FOR**

1419 Sherman Avenue

T3N, R10E, Section 35AA
Tax Lot 4900
Hood River, Hood River County, Oregon

Prepared for

Urban Development Partners
116 NE 6th Ave, Ste 400
Portland, Oregon 97232

Prepared by

Jodi Reed
of
Schott & Associates, Inc.

Date:

June 2019

Project #: 2694

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(A) Landscape Setting and Land Use

Schott & Associates (S&A) was contracted to conduct wetland delineation on a 2.4-acre study site located at 1419 Sherman Avenue, Hood River, Oregon (T3N, R10E, Section 35AA, Tax Lot 4900 to document existing wetlands and other waters that may be regulated under the Clean Water Act (CWA) by the U.S. Army Corps of Engineers (Corps) and under the Removal-Fill Law by the Oregon Department of State Lands (DSL). This report complies with all standards and requirements set forth in Oregon Administrative Rules (OAR) 141-090-0035 (1-17) for wetland delineation reports and jurisdictional determinations for the purpose of regulating fill and removal within waters of the state. This report will be used to fulfill federal and state regulatory requirements for project permitting.

The study site encompassed the entirety of tax lot 4900. The majority of the study site was forested by a mix of bigleaf maple (*Acer macrophyllum*) and Douglas fir (*Pseudotsuga menziesii*) with an understory dominated by blackberry (*Rubus armeniacus*), beaked hazelnut (*Corylus cornuta*), red-osier dogwood (*Cornus alba*) and vine maple (*Acer circinatum*). A stream, identified as Adams Creek by the Hood River Local Wetland Inventory, extended onsite from the south and flowed to the north and offsite via a culvert under Sherman Avenue. A house and associated outbuilding were located in the northwestern study site corner and along the northwestern boundary. The site was bound on all sides by residential housing.

Site topography was generally flat in the western half of the study site. The eastern half of the site featured a topographically well-defined ravine which contained the onsite stream. The southern half of the ravine was moderately sloped and the northern half of the ravine descended steeply toward Sherman Avenue. Sherman Avenue was significantly higher in elevation than the stream bottom and culvert (Photo Point 6). The eastern stream bank was steeply sloped the length of the property and the western stream bank was gradually sloped with a few flat terraces. Two small spring-fed tributaries drained into the stream from the western slope of the ravine.

At the time of the delineation, tax lot 4900 was zoned for residential development (R-3) <http://gis.cityofhoodriver.com:81/Html5Viewer/Index.html?viewer=Public>).

(B) Site Alterations

Aerial photographs for the time period between 1993 and 2018, available from Google Earth, were reviewed to assess site history. The earliest available aerial photograph (1994; Figure 5b) depicted the study site as it appears today with little to no change observed throughout the site history. According to City of Hood River WebMap, the house on site was built in 1939.

(C) Precipitation Data and Analysis

Precipitation data for the date of fieldwork and the time period preceding it were reviewed to evaluate observed wetland hydrology conditions relative to actual and statistically normal precipitation. Precipitation that deviates from normal ranges can affect site conditions and impact observed wetland hydrology indicators. Precipitation

data were acquired from the Natural Resources Conservation Service (NRCS) Agricultural Applied Climate Information System (AgACIS) for the Hood River Experiment Station in Hood River, Oregon to provide context for observed hydrological conditions of the study area at the time of the site visit (AgACIS 2018-2019). Table 1 provides the precipitation data, comparison to the normal water year average, as well as normal monthly ranges of precipitation representing 70% probability as reported for the Hood River, OR NRCS WETS station (NRCS 1981-2010).

Table 1. Precipitation Summary for the Date of Fieldwork and Preceding Water Year (October 1, 2018 – May 23, 2019)

Date of Field Visit	Observed Precipitation*				
	Date of Visit (in.)	2 weeks to-Date (in.)	Water Year to-Date (in.)	Normal Water Year to-Date (in.)	% of Normal Water Year-to-Date
May 29, 2019	0.01	0.69	21.21	28.91	76%

*Data provided by NRCS AgACIS data from Hood River Experiment Station, Hood River, OR, 2018-2019

Table 2. Precipitation Summary for Three Months Preceding Fieldwork and Comparison to WETS Average and Normal Range

Month	Total Precipitation (inches)*	WETS Average (inches)**	WETS Normal Range (inches)**	% of Normal
April	3.1	1.76	1.22-2.10	176%
March	0.96	3.01	2.14-3.51	32%
February	3.68	3.93	2.58-4.76	94%

*Data provided by NRCS AgACIS data from Hood River Experiment Station, Hood River, OR, 2018-2019

**Data provided by NRCS WETS station for Hood River Experiment Station, Hood River, OR, 1981-2010

Fieldwork took place on May 23, 2019 when 0.01 inches of precipitation was observed. In the two weeks preceding fieldwork, 0.69 inches of precipitation was observed. Precipitation observed in April was nearly twice the WETS average and well above the normal range; in March, precipitation was observed well below the WETS average and range; and in February, precipitation was observed just below the WETS average and within the normal range. Precipitation for the water year (October 1, 2018-May 23, 2019) was observed at 76% of normal (21.21 inches). Based on these measures, with a very wet April moderating a very dry March and a below normal water year, it is assumed that surface and groundwater levels observed during fieldwork were typical for mid-growing season.

(D) Site Specific Methods

Prior to visiting the site, the following existing data and information was reviewed:

- Hood River County tax maps (<http://gis.cityofhoodriver.com>; Figure 2)

- U.S. Fish and Wildlife Service (USFWS) National Wetland Inventory (NWI) and City of Hood River Local Wetland Inventory (Wetlands Consulting 2004; Figure 3)
- U.S Geological Survey (USGS) National Hydrography Dataset (NHD; Figure 3)
- U.S. Department of Agriculture (USDA) NRCS gridded Soil Survey Geographic (gSSURGO) database for Hood River County (Figure 4)
- Recent and historical aerial photographs provided by Google Earth (Figures 5a-5b)
- USGS National Elevation Data (NED), 1/9 arc-second, 2013 (Figure 6)
- Available documents and reports obtained from DSL. None were found.

Two soil series were mapped within the study site boundary according to the USDA NRCS soil survey for Hood River County. Rockford stony loam was mapped over the southern three-quarters of the site at 0-8% slopes, and Rockford stony loam was mapped over the northern quarter of the site at 8-12% slopes. Onsite soils are summarized in Table 3 below.

Table 3. Soil Summary Table

Map Unit Name	Slopes (%)	Hydric Rating (% Inclusions)	Flooding/Ponding
Rockford stony loam	0-8	Nonhydric (0)	None/none
Rockford stony loam	7-12	Nonhydric (0)	None/none

Schott & Associates visited the site on May 23, 2019 to assess for the presence or absence of onsite wetlands and waters. Formal delineation data was collected according to methods described in the *1987 Manual* and the *Regional Supplement to the Corps of Engineers Delineation Manual: Western Mountains, Valleys and Coast Region (Version 2.0)* to determine boundaries of wetlands subject to state and federal jurisdiction. Onsite streams or ditches, if present, were delineated via the ordinary high-water mark (OHWM) as indicated by top of bank, wrack or scour lines, change in vegetation communities or gage elevation where applicable.

Nine formal sample plots were established within the study site to locate wetland boundaries. For each sample plot, data on vegetation, hydrology, and soils was collected, recorded in the field and later transferred to data forms (Appendix B). Plant indicator status was determined using the 2016 National Wetland Plant List (Lichvar et al. 2016). All identified wetlands are classified according to the USFWS *Classification of Wetlands and Deepwater Habitats of the United States* (Cowardin et al. 1979) and the *Guidebook for Hydrogeomorphic (HGM)-based Assessment of Oregon Wetland and Riparian Sites* (DSL 2001).

Representative ground level photographs were taken to document site conditions (Appendix C).

(E) Description of All Wetlands and Other Non-Wetland Waters

Three wetlands and three streams were identified within the study site. Onsite wetland area totaled 0.04 acres/1,372 ft.² and stream corridor area (area below OHWM) totaled 0.12 acres. Wetland, stream corridor, and sample plot locations are shown in Figure 6.

Wetland 1: *Wetland 1* was in the central portion of the study site along the western bank of *Stream 1*. The wetland was situated on a flat terrace, extending uphill to the west. It was bound to the northwest, west and southwest by the slope of the ravine. The vegetation was dominated by American black nightshade (*Solanum americanum*, FACU), western lady fern (*Athyrium cyclosorum*, FAC) and Pacific water dropwort (*Oenanthe sarmentosa*, OBL). The wetland was assessed as a slope HGM class with a Cowardin class of seasonally flooded/saturated palustrine emergent (PEME).

Soil samples met the Corps hydric indicator of sandy redox (S5; SP 8), indicating that iron in the soil has been removed and translocated under saturated, anoxic conditions within dark-colored, sandy soil surface layers. Dark soil layers were very black (2.5Y 2.5/1) in matrix color, featuring common yellow-red redoximorphic concentrations occurring as soft masses; soil texture was sand. Corps wetland hydrological indicator observed within the wetland was a half inch of surface water (A1).

Wetland 2: *Wetland 2* was located on the hill slope between *Stream 2* and *Stream 3* near the middle of the study site. The wetland was a slope HGM class and scrub/shrub seasonally flooded/saturated wetland (PSSE) Cowardin class covering 231 ft.². The wetland appeared to be sustained by seeps to the north and south. The wetland generally sloped north draining into a narrow-defined channel that connected to *Stream 2*. The vegetation community was dominated by a shrub layer of red-osier dogwood (FACW) with bare ground in the herbaceous stratum.

Soil samples met the Corps hydric soil indicator for redox dark surface (F6; SP 2). Dark soil layers were very black (10 YR 2/1) in matrix color, featuring few yellow-red redoximorphic concentrations occurring as soft masses; soil texture was loamy sand. Corps wetland hydrological indicators observed within the sample plot included primary indicators of soil saturation (A3), high-water table (A2) and surface water. The area appeared to be sustained by seeps to the north and south (*Stream 2* and *3*).

Wetland 3: *Wetland 3* was in the southern third of the site, west of *Stream 1*. The 408 ft.² wetland was in the bottom of a shallow swale extending to the northeast. The wetland was classified as a slope HGM class with a Cowardin class of seasonally flooded/saturated scrub/shrub (PSSE). The wetland featured a sparse scrub/shrub stratum consisting of vine maple (FAC) with bare ground covered in leaf litter. Surrounding

vegetation was thick vine maple with areas of red-osier dogwood and blackberry. The area was very shaded, limiting establishment of herbaceous vegetation.

The soil sample met the redox dark surface hydric soil indicator (SP 6). The soil matrix was 2.5Y 2.5/1 to very black to dark grayish brown (2.5Y 3/2) with redoximorphic concentrations occurring as soft masses; soil texture was loamy sand. Wetland hydrology indicators included a high-water table and saturation. Wetland hydrology appeared to be driven by a seep emerging from the slope.

The paired upland plot was located upslope within the shallow swale. Vegetation was dominated by a tree and shrub stratum of hazelnut (*Corylus cornuta*; FACU) and English holly (*Ilex aquifolium*; FACU). The herbaceous cover was dominated by English Ivy (*Hedera helix*, FACU). Soils were a shallow sand with a 2.5Y 3/2 matrix, no redoximorphic features were present. Shovel refusal due to rocks and roots occurred at 6 inches of depth (SP 5). Saturation was present to the surface; however, no water table was observed. Wetland hydrology indicator criteria were not met.

Stream 1: *Stream 1* within the study site extended from the southern boundary, flowing to the north. It is identified on the Hood River Local Wetland Inventory as Adams Creek and the NHD as an intermittent stream. Approximately 0.11 acres was within the study site. The stream channel was shallow (1 to 2 feet deep) with a rocky substrate and ranged from 5 to 20 feet wide. Stream embankments were well defined by surrounding slopes. The southern three-quarters of the stream were low-gradient gradually; the northern quarter was high gradient (Photo Point 5). Water was flowing during the May site visit. It is assumed the stream is intermittent, drying out during the summer months. It is not anticipated the stream is fish bearing, based on the shallow stream depth, intermittent flow period, and steep gradient.

Stream 2 & 3: *Stream 2* (360 ft.²) and *3* (196 ft.²) were both located in the middle of the study site. Both features appear to originate from seeps located near the top of the ravine. Surface water flowed through narrow channels and drained east to *Stream 1*. The features are approximately 1 to 3 feet wide with defined embankments which have eroded over time. Vegetation had recently been cleared, but the community appeared dominated by blackberry. Soils did not meet hydric soil criteria. The matrix was a 2.5Y 3/3 with no redoximorphic features. The soil texture was sandy. Hydrology indicators observed included surface water and saturation.

(F) Deviation from LWI or NWI

The City of Hood River LWI was completed in 2004 by Wetlands Consulting of Portland, Oregon. The LWI identified Adams Creek extending south to north through the study site. Adams Creek has been heavily modified by channelization and underground piping throughout Hood River. The portion of Adams Creek onsite appeared to be relatively undisturbed. S&A concurred with the presence of Adams Creek, but found 2 additional

seep-fed streams (*Streams 2 & 3*) and three wetlands within the study site. S&A delineated the features onsite based on existing conditions.

NWI does not identify any wetlands or waters within or surrounding the study site.

(G) Mapping Method

The mapped wetland areas were based on soils, vegetation, and hydrology data and the stream areas were mapped based on indicators of ordinary high-water mark. The wetland boundary and sample plots were recorded with a handheld Trimble GPS unit capable of sub-meter accuracy following differential correction with Pathfinder Office desktop software. These data were converted to ESRI shapefile and mapped using ArcMap 10.6 desktop software.

(H) Additional Information

None.

(I) Conclusions

Based on vegetation, soils, and hydrology data, three wetlands and three streams were identified within the study site boundary. Wetland area totaled 1,732 ft.² and stream area totaled 0.12 acres. *Wetland 1* was assessed as a slope HGM class and PEME Cowardin class, and *Wetlands 2 and 3* were assessed as slope HGM classes with PSSE Cowardin classes.

(J) Disclaimer

This report documents the investigation, best professional judgment, and conclusions of the investigators. It is correct and complete to the best of our knowledge. It should be considered a Preliminary Jurisdictional Determination of wetlands and other waters and used at your own risk unless it has been reviewed and approved in writing by the Oregon Department of State lands in accordance with OAR 141-090-0005 through 141-090-0055.



SCHOTT & ASSOCIATES Ecologists & Wetlands Specialists

21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

April 28, 2020

Adams Creek Cohousing
C/o Joren Bass
Urban Development Partners
116 NE 6th Avenue, Ste 400
Portland, Oregon 97232

Re: City Application Response for 1419 Sherman Avenue, Hood River, Oregon

Dear Mr. Bass:

This letter is intended to address the City of Hood River Planning Department Site Plan Review application section related to wetlands from their letter dated March 4, 2020.

The Local Wetland Inventory (LWI) for Hood River does not identify any onsite wetlands. Adams Creek is identified as flowing through the site south to north. The LWI, completed in 2004, does not show wetlands less than 0.5 acres in size unless they have previously been delineated and concurred with by Oregon Department of State Lands (DSL). Schott & Associates (S&A) completed a wetland delineation on the subject property and received concurrence in 2019 (WD2019-0419). Three wetlands were identified onsite, all less than 0.5 acres in size. Identified wetlands onsite were claimed jurisdictional by DSL. A copy of the delineation report and DSL concurrence is included with this letter.

The City has asked that *if* the delineated wetlands are deemed significant based on criteria in Oregon Administrative Rules (OAR) 141-86-300 through 350 detailed written analysis be provided explaining “*how the proposed development addresses and is consistent with the requirements in Hood River Municipal Code (HRMC) 17.22.010E and, if applicable, HRMC 17.22.010F.*”

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.

Sincerely,

Juniper Tagliabue
Wetland Ecologist
juniper@schottandassociates.com



SCHOTT & ASSOCIATES Ecologists & Wetlands Specialists

21018 NE Hwy 99E • P.O. Box 589 • Aurora, OR 97002 • (503) 678-6007 • FAX: (503) 678-6011

June 3, 2020

Adams Creek Cohousing
C/o Joren Bass
Urban Development Partners
116 NE 6th Avenue, Ste 400
Portland, Oregon 97232

Re: City Application Response for 1419 Sherman Avenue, Hood River, Oregon

Dear Mr. Bass:

This letter is intended to serve as an addendum to the letter addressed April 28, 2020. A second incompleteness letter from the City of Hood River Planning Department indicated clarification was needed regarding “*whether the wetlands identified on the site meet criteria in Oregon Administrative Rules (OAR) 141-86-0300 through 0350 to be deemed significant. In addition, please provide your findings for HRMC 17.22.010.E.*”

According to OAR 141-086-0340 Procedures for Identifying Locally Significant Wetlands, *a function and quality assessment of the onsite wetlands using the Oregon Freshwater Wetland Assessment (OFWAM; Oregon Division of State Lands, 1996)* is required. Schott & Associates applied the OFWAM to the three wetlands identified in the 2019 delineation (WD2019-0419). The relevant OARs and response are provided below. Attached is a summary table of the OFWAM.

According to OAR 141-086-0350 Local Significant Wetland Criteria, wetlands must meet the following criteria.

(1) Exclusions.

Onsite wetlands do not meet exclusion criteria. This criterion is not addressed further.

(2) Mandatory LSW Criteria. A local government shall identify a wetland as locally significant if it meets one or more of the following criteria:

(a) The wetland performs any of the following functions at the levels indicated below using the Oregon Freshwater Wetland Assessment Methodology:

(A) “Diverse” wildlife habitat; or

None of the wetlands provide a “Diverse” wildlife habitat.

(B) “Intact” fish habitat; or

None of the wetlands provide “Intact” fish habitat.

(C) “Intact” water quality function; or

None of the wetlands provide “Intact” water quality function.

(D) “Intact” hydrologic control function.

None of the wetlands provide “Intact” hydrologic control function.

(b) The wetland or a portion of the wetland occurs within a horizontal distance less than one-fourth mile from a water body listed by the Department of Environmental Quality as a water quality limited water body (303(d) list), and the wetland’s water quality function is described as “intact” or “impacted or degraded” using OFWAM. The 303(d) list specifies which parameters (e.g., temperature, pH) do not meet state water quality standards for each water body. A local government may determine that a wetland is not significant under this subsection upon documentation that the wetland does not provide water quality improvements for the specified parameter(s).

According to the Oregon Explorer, ORWAP and SFAM map viewer, the nearest water quality limited water body (303(d) list) is the Columbia River which is downslope and approximately 0.45 miles north of the site. No 303(d) listed waters are mapped within a distance of less than one-fourth mile.

(c) The wetland contains one or more rare plant communities, as defined in this rule.

There are no rare plant communities within these wetlands.

(d) The wetland is inhabited by any species listed by the federal government as threatened or endangered, or listed by the state as sensitive, threatened or endangered, unless the appropriate state or federal agency indicates that the wetland is not important for the maintenance of the species.

It is not anticipated that any species listed by the federal government as threatened or endangered, or listed as state sensitive, threatened or endangered inhabit these wetlands.

(A) The use of the site by listed species must be documented, not anecdotal. Acceptable sources of documentation may include but are not limited to: field observations at the wetland sites during the local wetlands inventory and functional assessments, and existing information on rare species occurrences at agencies such as the Oregon Natural Heritage Program, Oregon Department of Fish and Wildlife, Oregon Department of Agriculture and the U.S. Fish and Wildlife Service.

Preliminary site visits and observations during the wetland fieldwork did not document any observations of listed species.

(B) Input originating from other locally knowledgeable sources constitutes “documentation” if verified by one of the above agencies or a university or college reference collection.

(e) The wetland has a direct surface water connection to a stream segment mapped by the Oregon Department of Fish and Wildlife as habitat for indigenous anadromous salmonids, and the wetland is determined to have “intact” or “impacted or degraded” fish habitat function using OFWAM.

The wetland does not have direct surface water connection to a stream segment mapped by ODFW as habitat for indigenous fish. The onsite stream features are culverted both upstream and downstream of the site with significant elevation changes.

(3) *Optional LSW Criteria. At the discretion of the local government, wetlands that meet one or more of the following criteria may be identified as locally significant wetlands:*

(a) The wetland represents a locally unique native plant community: wetland is or contains the only representative of a particular native wetland plant community in the UGB/UUC, which is only applicable if the entire UGB/UUC is inventoried. To be identified as a LSW, such a wetland must also have been assessed to perform at least one of the following functions at the levels indicated below using OFWAM:

(A) Its wildlife habitat descriptor is either “provides diverse habitat,” or “provides habitat for some wildlife species”; or

The wetlands “provides habitat for some wildlife species.” However, the wetlands do not represent a unique native plant community.

(B) Its fish habitat descriptor is either “intact,” or “impacted or degraded”; or

The wetlands “provides habitat for some wildlife species.” However, the wetlands do not represent a unique native plant community.

(C) Its water quality function descriptor is either “intact,” or “impacted or degraded”; or

Water Quality for Wetland 1 is “impacted or degraded.” However, the wetlands do not represent a unique native plant community.

(D) Its hydrologic control function descriptor is either “intact,” or “impacted or degraded.”

The wetlands hydrologic control is “impacted or degraded.” The wetlands do not represent a unique native plant community.

(b) The wetland is publicly owned and determined to “have educational uses” using OFWAM, and such use by a school or organization is documented for that site.

The wetlands are not publicly owned and determined to “have educational uses.”

The City has asked for clarification *if* the delineated wetlands are deemed significant based on criteria in Oregon Administrative Rules (OAR) 141-86-300 through 350. The OFWAM was applied to the wetlands and the above analysis indicates the onsite wetlands are not considered Locally Significant Wetlands.

According to HRMC 17.22.010 Requirements for Wetlands, the onsite wetlands will fall under Section C. Requirements for all Wetlands, indicating that compliance with State and Federal Regulations must be followed. All activities impacting the onsite wetlands must be subject to Division of State Lands and Army Corps of Engineers permitting requirements. As there are no planned impacts to the wetlands, permitting should not be necessary.

Based on the OFWAM assessment, findings for HRMC 17.22.010 E are not applicable. This section describes allowed and prohibited uses *within locally significant wetlands* as well as variance, as needed, for activities *within locally significant wetlands*. Based on the above findings the onsite wetlands are *not* locally significant wetlands. As shown on the previously provided plans, no development of any sort is proposed in any 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.

Sincerely,



Jodi Reed &
Juniper Tagliabue
Schott & Associates, Inc.
Wetland Ecologists

Oregon Freshwater Wetland Assessment (OFWAM) Summary Form
Adams Creek Cohousing, Hood River, Oregon

Function	Wetland 1	Wetland 2 & 3
Wildlife Habitat	Provides some habitat for wildlife	Provides some habitat for wildlife
Fish Habitat	Impacted or degraded	Impacted or degraded
Water Quality	Impacted or degraded	Lost or not present
Hydrologic Control	Impacted or degraded	Impacted or degraded
Sensitivity to Impacts	Potentially sensitive to future impacts	Potentially sensitive to future impacts
Enhancement potential	High enhancement potential	High enhancement potential
Education	Wetland has potential for education use	Wetland has potential for education use
Recreation	Not appropriate for recreational use	Not appropriate for recreational use
Aesthetic Quality	Not pleasing	Not pleasing
Rationale	Connected to other wetlands/waters; no water upstream water quality limited streams; primary water source is surface water; unable to determine if flooding or ponding during growing season; surrounding land use is development, upstream land use urban, zoned for developed uses; vegetative buffer present; waterflow is unrestricted; only 1 Cowardin class (emergent vegetation); less than 0.5 acre; not easily visible; some hazards (steep slopes) in the area, road noise with some naturally occurring sounds	Wetland connected to other wetlands/waters; no upstream water quality limited streams; primary water source is groundwater; no flooding or ponding; surrounding land use is developed, upstream land use urban, zoned for developed uses; vegetative buffer present; waterflow is unrestricted; only 1 Cowardin class (shrub vegetation); less than 0.5 acre; not visible from road

6/3/2020



Oregon

Kate Brown, Governor

Department of State Lands

775 Summer Street NE, Suite 100

Salem, OR 97301-1279

(503) 986-5200

FAX (503) 378-4844

www.oregon.gov/dsl

State Land Board

September 11, 2019

Urban Development Partners

Attn: Joren Bass

116 NE 6th Ave, Ste 400

Portland, OR 97232

Kate Brown

Governor

Bev Clarno

Secretary of State

Tobias Read

State Treasurer

Re: WD # 2019-0415 **Approved**
Wetland Delineation Report for 1419 Sherman Avenue,
Hood River County; T3N R10E S35AA TL 4900

Dear Mr. Bass:

The Department of State Lands has reviewed the wetland delineation report prepared by Schott & Associates for the site referenced above. Based upon the information presented in the report, we concur with the wetland and waterway boundaries as mapped in Figure 6 of the report. Please replace all copies of the preliminary wetland map with this final Department-approved map.

Within the study area, three wetlands (Wetland 1-3, totaling approximately 0.04 acres) and three streams (Stream 1-3) were identified. The wetlands and streams are subject to the permit requirements of the state Removal-Fill Law. Under current regulations, a state permit is required for cumulative fill or annual excavation of 50 cubic yards or more in wetlands or below the ordinary high-water line (OHWL) of the waterway (or the 2-year recurrence interval flood elevation if OHWL cannot be determined).

This concurrence is for purposes of the state Removal-Fill Law only. We recommend that you attach a copy of this concurrence letter to any subsequent state permit application to speed application review. Federal or local permit requirements may apply as well. The U.S. Army Corps of Engineers will determine jurisdiction under the Clean Water Act, which may require submittal of a complete Wetland Delineation Report.

Please be advised that state law establishes a preference for avoidance of wetland impacts. Because measures to avoid and minimize wetland impacts may include reconfiguring parcel layout and size or development design, we recommend that you work with Department staff on appropriate site design before completing the city or county land use approval process.

This concurrence is based on information provided to the agency. The jurisdictional determination is valid for five years from the date of this letter unless new information necessitates a revision. Circumstances under which the Department may change a

determination are found in OAR 141-090-0045 (available on our web site or upon request). In addition, laws enacted by the legislature and/or rules adopted by the Department may result in a change in jurisdiction; individuals and applicants are subject to the regulations that are in effect at the time of the removal-fill activity or complete permit application. The applicant, landowner, or agent may submit a request for reconsideration of this determination in writing within six months of the date of this letter.

Thank you for having the site evaluated. If you have any questions, please contact the Jurisdiction Coordinator for Hood River County, Chris Stevenson at (503) 986-5246.

Sincerely,

Peter Ryan, PWS
Aquatic Resource Specialist

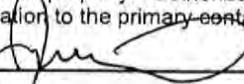
Enclosures

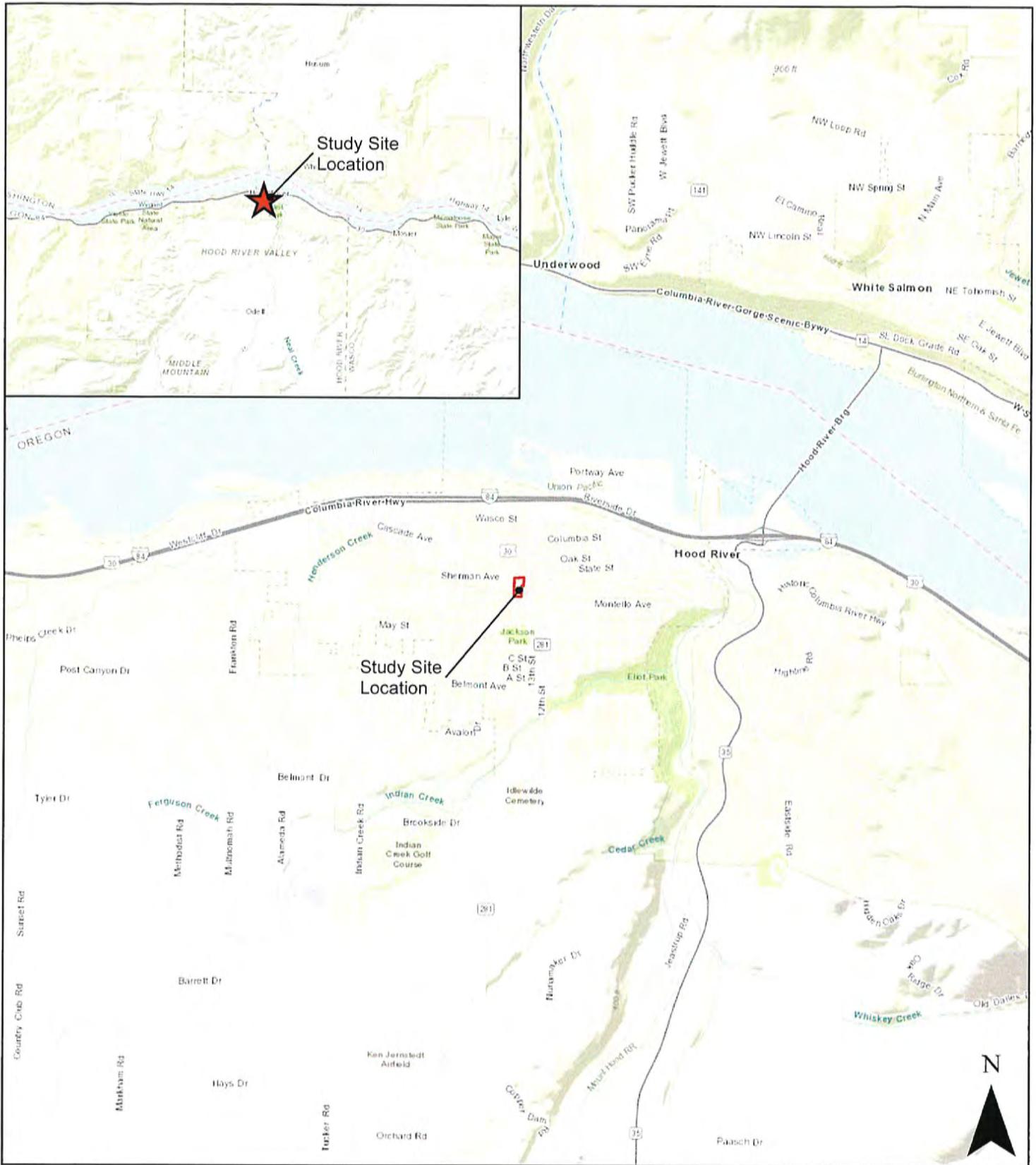
ec: Jodi Reed, Schott & Associates
James Miller
Hood River Planning Department (Maps enclosed for updating LWI)
Winston Zach, Corps of Engineers
Heidi Hartman, DSL

WETLAND DELINEATION / DETERMINATION REPORT COVER FORM

Fully completed and signed report cover forms and applicable fees are required before report review timelines are initiated by the Department of State Lands. Make checks payable to the Oregon Department of State Lands. To pay fees by credit card, go online at: <https://apps.oregon.gov/DSL/EPS/program?key=4>.

Attach this completed and signed form to the front of an unbound report or include a hard copy with a digital version (single PDF file of the report cover form and report, minimum 300 dpi resolution) and submit to: **Oregon Department of State Lands, 775 Summer Street NE, Suite 100, Salem, OR 97301-1279**. A single PDF of the completed cover form and report may be e-mailed to: **Wetland_Delineation@dsl.state.or.us**. For submittal of PDF files larger than 10 MB, e-mail DSL instructions on how to access the file from your ftp or other file sharing website.

Contact and Authorization Information	
<input checked="" type="checkbox"/> Applicant <input type="checkbox"/> Owner Name, Firm and Address: Urban Development Partners Attn: Joren Bass 116 NE 6th Avenue, Ste 400 Portland, Oregon 97232	Business phone # (503) 432-5570 Mobile phone # (optional) E-mail: joren@udplp.com
<input checked="" type="checkbox"/> Authorized Legal Agent, Name and Address (if different): <i>James Miller</i> <i>724 Prospect Ave</i> <i>Hood River, OR 97031</i>	Business phone # <i>503-360-4321</i> Mobile phone # (optional) E-mail: <i>jimmiller@gmail.com</i>
I either own the property described below or I have legal authority to allow access to the property. I authorize the Department to access the property for the purpose of confirming the information in the report, after prior notification to the primary contact.	
Typed/Printed Name: <u><i>James Miller</i></u> Signature: <u></u> Date: _____ Special instructions regarding site access: _____	
Project and Site Information	
Project Name: 1419 Sherman Avenue	Latitude: 45.70665085 Longitude: -121.52630656 decimal degree - centroid of site or start & end points of linear project
Proposed Use: Residential Development	Tax Map # 03N10E35AA Tax Lot(s) 4900
Project Street Address (or other descriptive location): 1419 Sherman Avenue	Tax Map # _____ Tax Lot(s) _____
City: Hood River County: Hood River	Township 3N Range 10E Section 35AA QQ NE,NE Use separate sheet for additional tax and location information
Waterway: _____	River Mile: _____
Wetland Delineation Information	
Wetland Consultant Name, Firm and Address: Schott & Associates, Inc. Attn: Jodi Reed PO Box 589 Aurora, Oregon 97002	Phone # (503) 678-6007 Mobile phone # (if applicable) E-mail: Jodi@schottandassociates.com
The information and conclusions on this form and in the attached report are true and correct to the best of my knowledge.	
Consultant Signature: <u><i>Jodi Reed</i></u>	Date: <u>07/22/2019</u>
Primary Contact for report review and site access is <input checked="" type="checkbox"/> Consultant <input type="checkbox"/> Applicant/Owner <input type="checkbox"/> Authorized Agent	
Wetland/Waters Present? <input type="checkbox"/> Yes <input type="checkbox"/> No	Study Area size: 2.40 Total Wetland Acreage: 0.0400
Check Applicable Boxes Below	
<input type="checkbox"/> R-F permit application submitted	<input type="checkbox"/> Fee payment submitted \$ _____
<input type="checkbox"/> Mitigation bank site	<input type="checkbox"/> Fee (\$100) for resubmittal of rejected report
<input type="checkbox"/> Industrial Land Certification Program Site	<input type="checkbox"/> Request for Reissuance. See eligibility criteria. (no fee)
<input type="checkbox"/> Wetland restoration/enhancement project (not mitigation)	DSL # _____ Expiration date _____
<input type="checkbox"/> Previous delineation/application on parcel If known, previous DSL # _____	<input type="checkbox"/> LWI shows wetlands or waters on parcel Wetland ID code _____
For Office Use Only	
DSL Reviewer: <u>DF</u>	Fee Paid Date: ____/____/____
Date Delineation Received: <u>7/23/19</u>	Scanned: <input type="checkbox"/> Electronic: <input checked="" type="checkbox"/>
	DSL WD # <u>2019-0415</u> DSL App.# _____

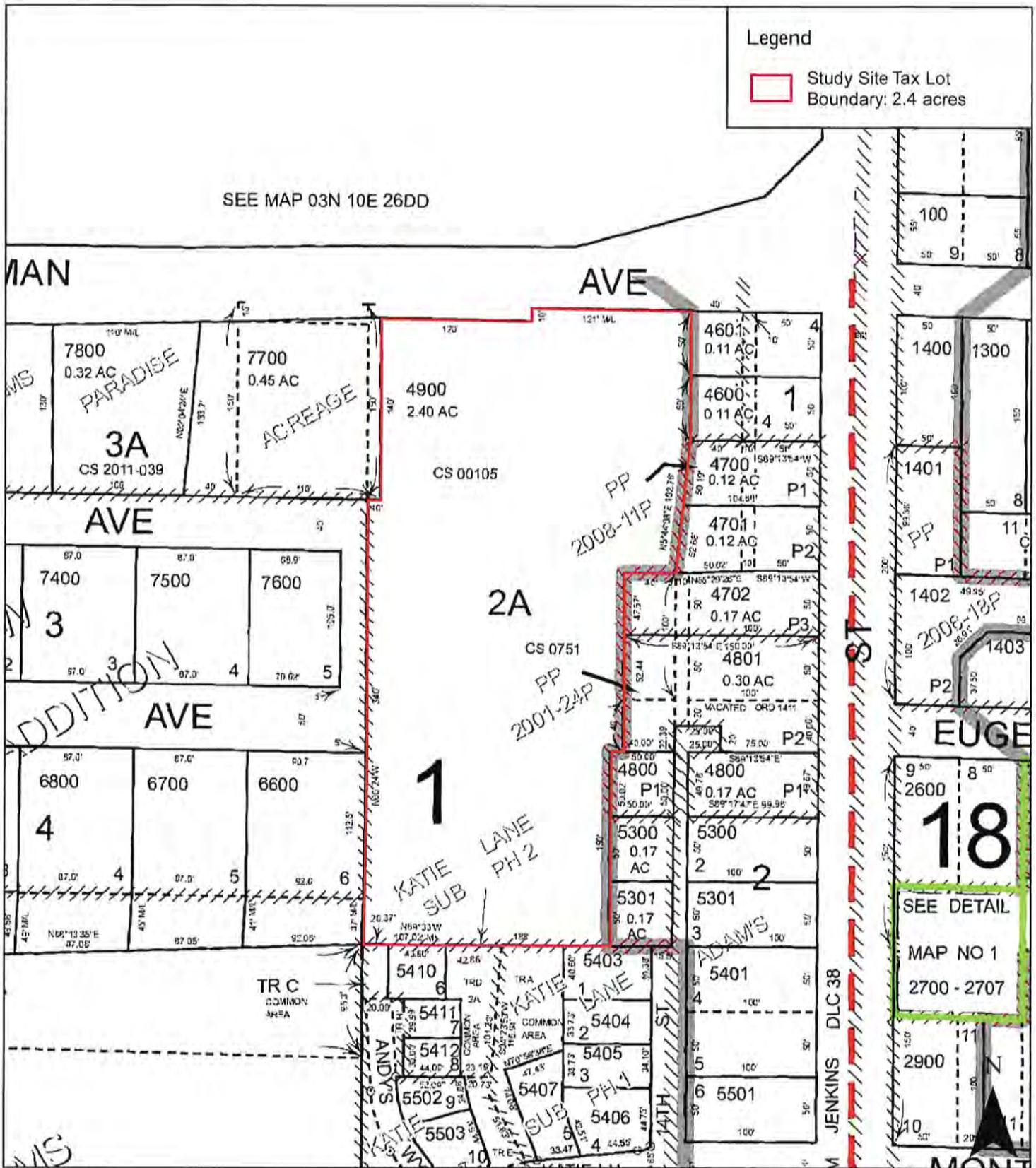


Date: 6/5/2019

1 inch = 0.6 miles

Data Source: ESRI, 2019

Figure 1. Location Map



Date: 6/5/2019

Figure 2. Hood River County Tax Map - 03N10E35AA

Data Source: Hood River WebMap, 2019

Sherman Avenue Project Site: S&A # 2694



166
 0 25 50 100 Feet

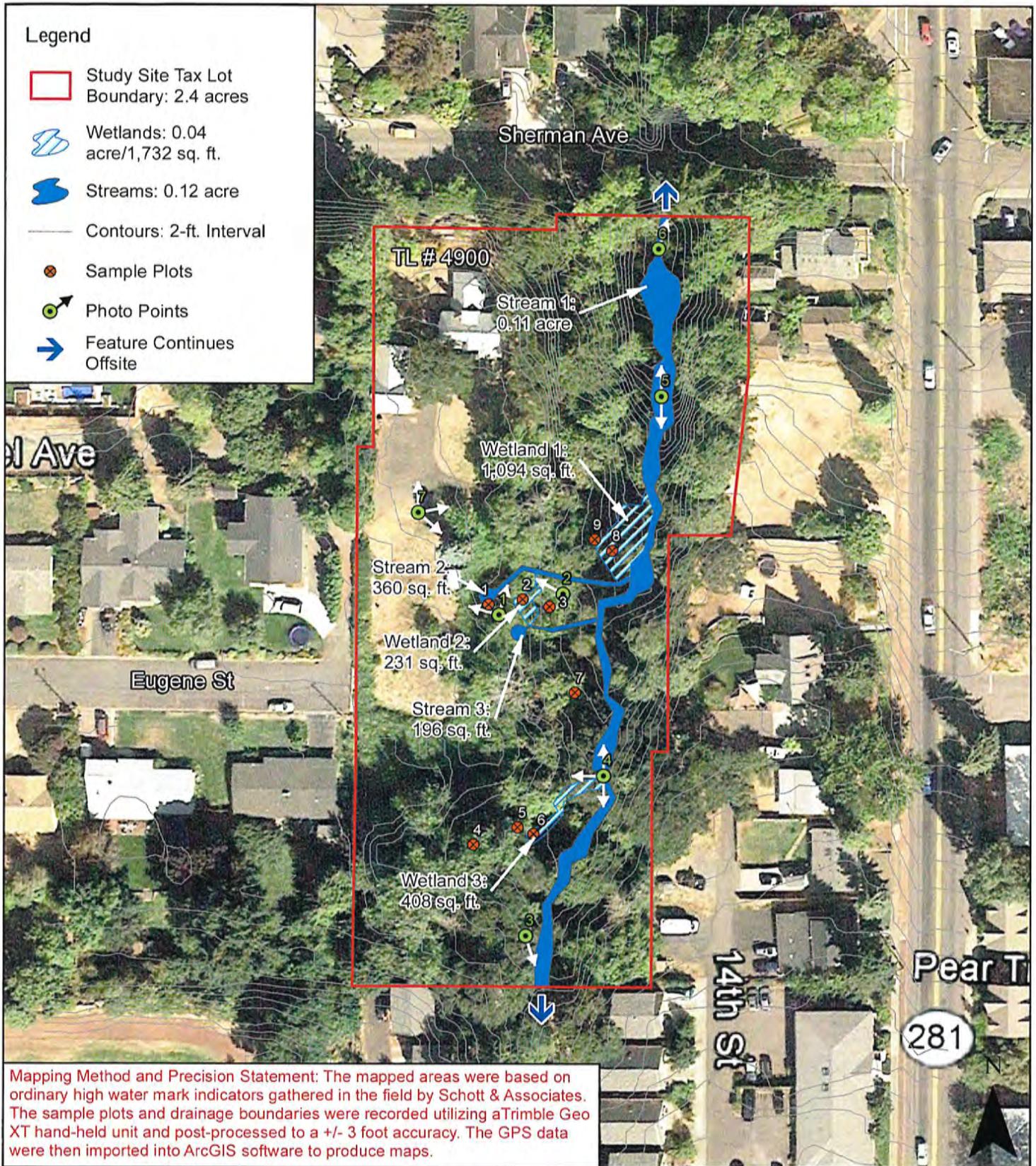
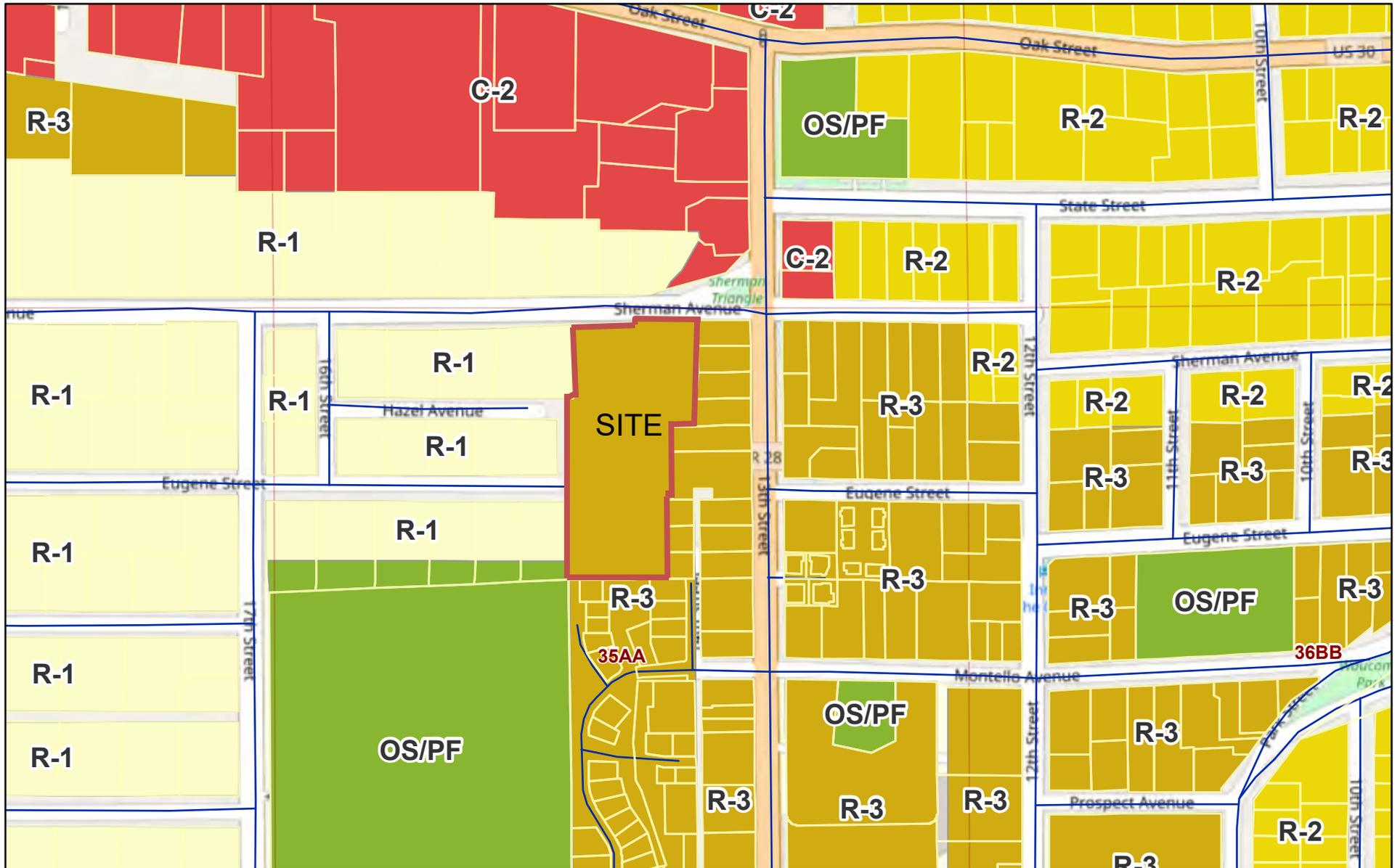


Figure 6. Wetland Delineation Map

Sherman Avenue Project Site: S&A # 2694

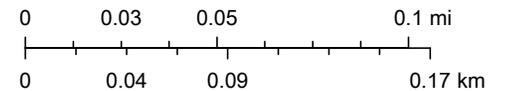
Location Map - File No. 2020-03



6/16/2020, 9:37:00 AM

- City Limits
- Urban Growth Boundary
- Hood River SITUS Addresses
- QuarterQuarterGRID
- City Zoning
- R-2
- R-3
- C-2
- R-1
- OS/PF

1:4,514



© OpenStreetMap (and) contributors, CC-BY-SA



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



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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
183

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



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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/www/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:

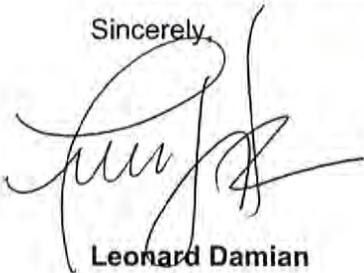
11. **PORTABLE FIRE EXTINGUISHERS:** Structures under construction, alteration or demolition, shall be provided with not less than one approved portable fire extinguisher. (OFC 3315)
12. **GENERAL PRECAUTIONS AGAINST FIRE (Chapter 3):** Open burning of construction materials is prohibited in the City 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.



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,



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

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

>>

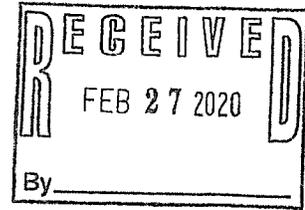
>> --

>> Jennifer Barwick

>>

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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

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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
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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

231

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.

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 -

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

Attachment J.23

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 -

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.

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

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

Dan -

Attached is the summary of the pre-application conference for the Cohousing project, 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: 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.

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.

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: 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

Attachment J.26

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.

Attachment J.27

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:

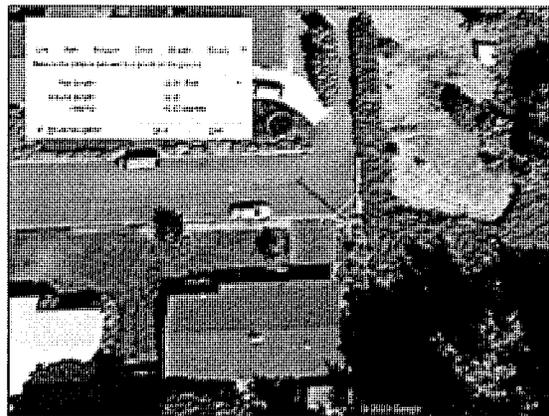
- **Building Floorplans:** For a development proposal of this size, the City should require conceptual floorplans of all buildings as part of the application. Sheet A1.1 includes this summary:

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). 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.



and its 1419 (which shown St. city

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

Attachment J.29

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Stay Connected with the City of Hood River

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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

Attachment J.31

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

Attachment J.32

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

Attachment J.33

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

Attachment J.34



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 knew 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 your 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/people/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.

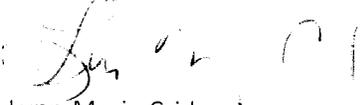
The code calls for protection of natural features to the extent possible. By leaving intact tiny Adams Creek and the ravine that holds it and proposing to build a small footbridge to allow the public to cross it at ground level, the site plan both protects the creek and makes it more accessible to the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

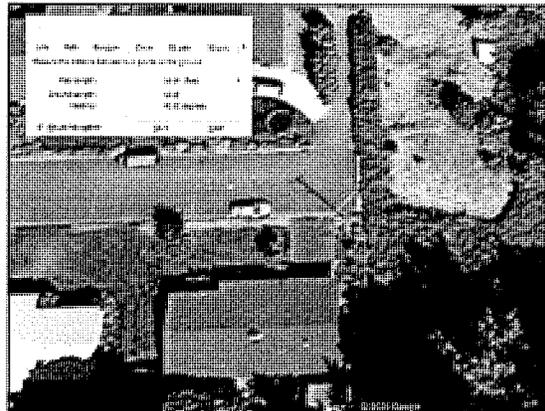
CONDOMINIUM UNITS	1-BED	3
	2-BED	10
	3-BED	12
	TOTAL	25

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 Eugene St. (which is shown on the 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

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- 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.lerner@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,



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

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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

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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

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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

Adams Creek Cohousing

Planning Commission Hearing

Site Plan Review

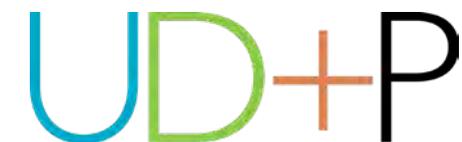
August 17, 2020



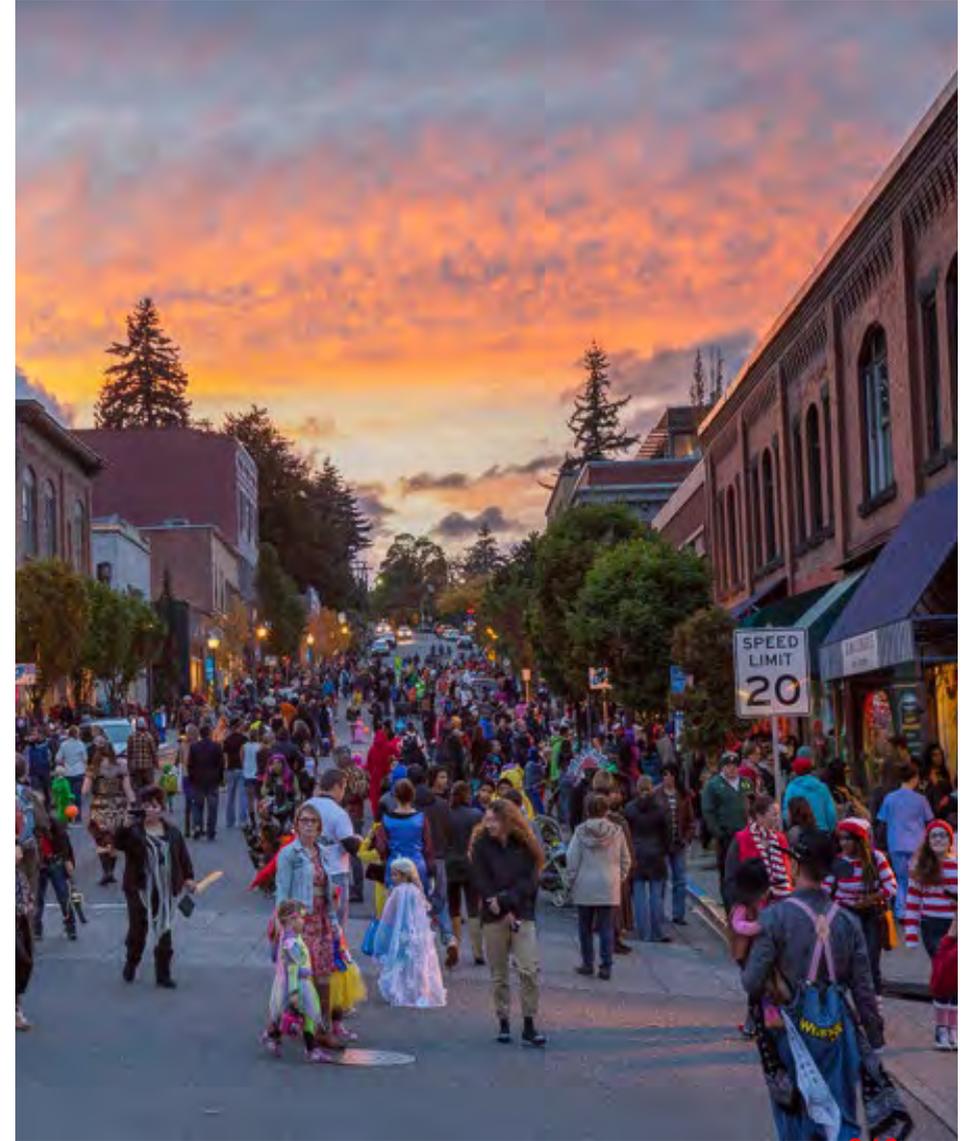
Attachment L
File No. 2020-03



Adams Creek Cohousing



Adams Creek Cohousing — Our Story

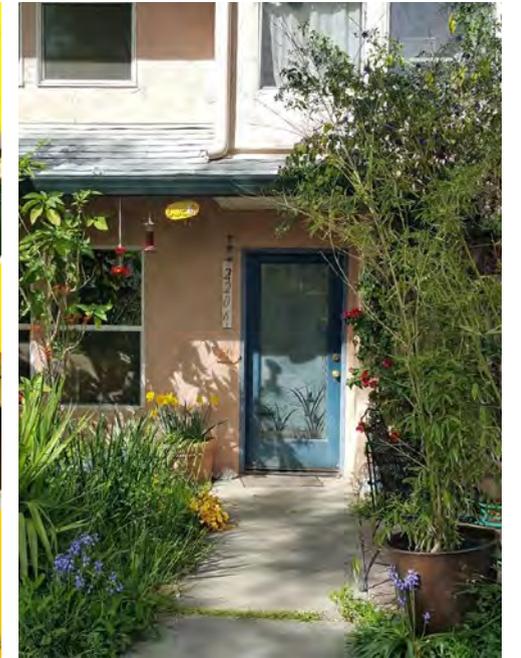


What is Cohousing?

It was built in Denmark in 1972. In the US, it's now a movement that includes more than 165 occupied communities and over 140 in formation.

Cohousing is community designed to **foster connection**. Physical spaces allow neighbors to easily interact with others just outside **private homes**. **Common areas** including a kitchen, dining space and gardens bring people together.

Living in community, sharing resources and designing for lower energy use and greener living all help us **reduce our impact on the environment**.

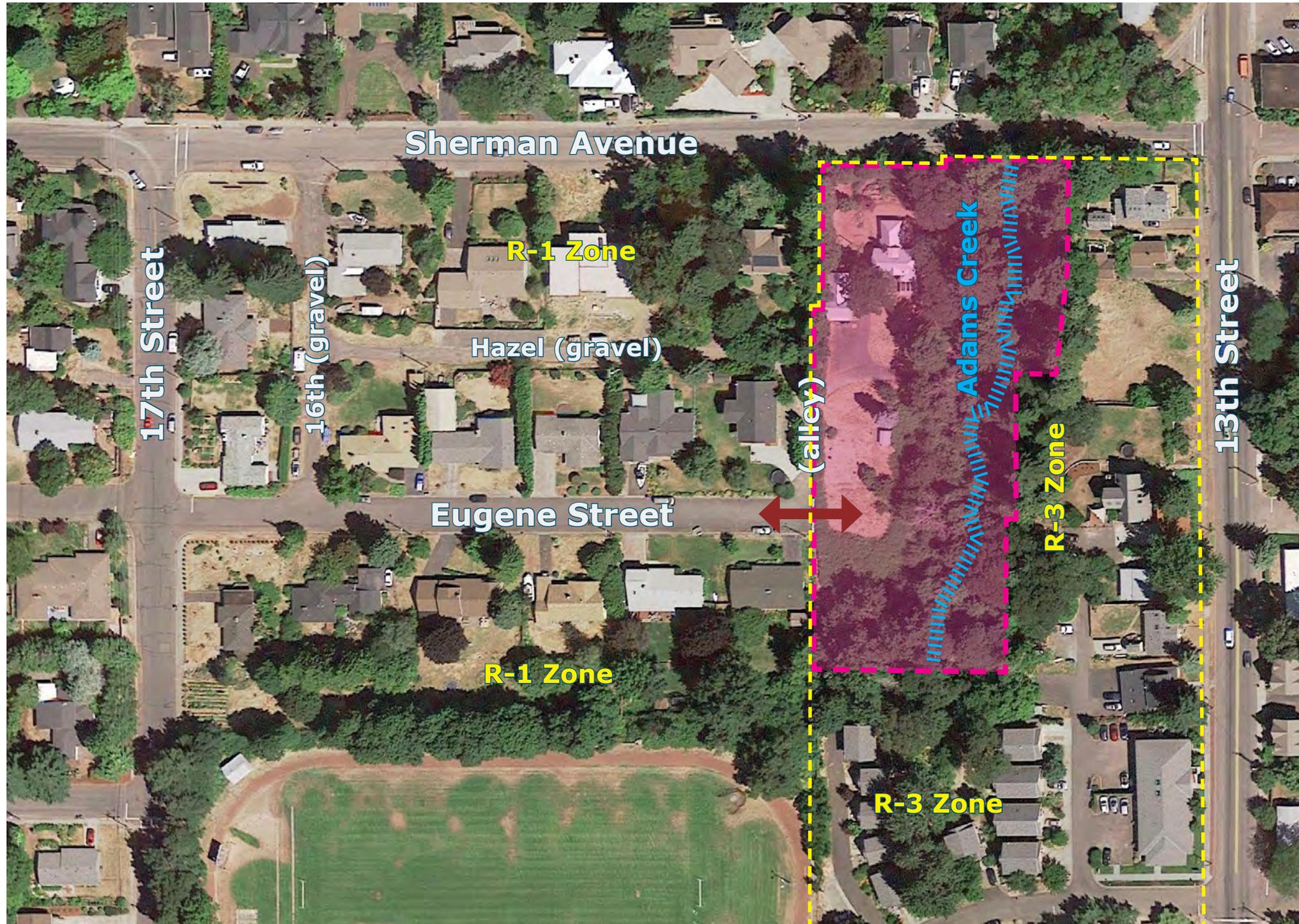


Who is Adams Creek Cohousing?



Adams Creek Cohousing

Existing — Site



Zone is R-3

Establishes the Approval Criteria

Vehicular access at Eugene St.

Not allowed at Sherman Ave.



North

Existing — Street view from Sherman Ave.



Existing — Street view from Eugene St.



Existing — Development Area



Property Line, minus ...

Creek and wetlands

Steep terrain

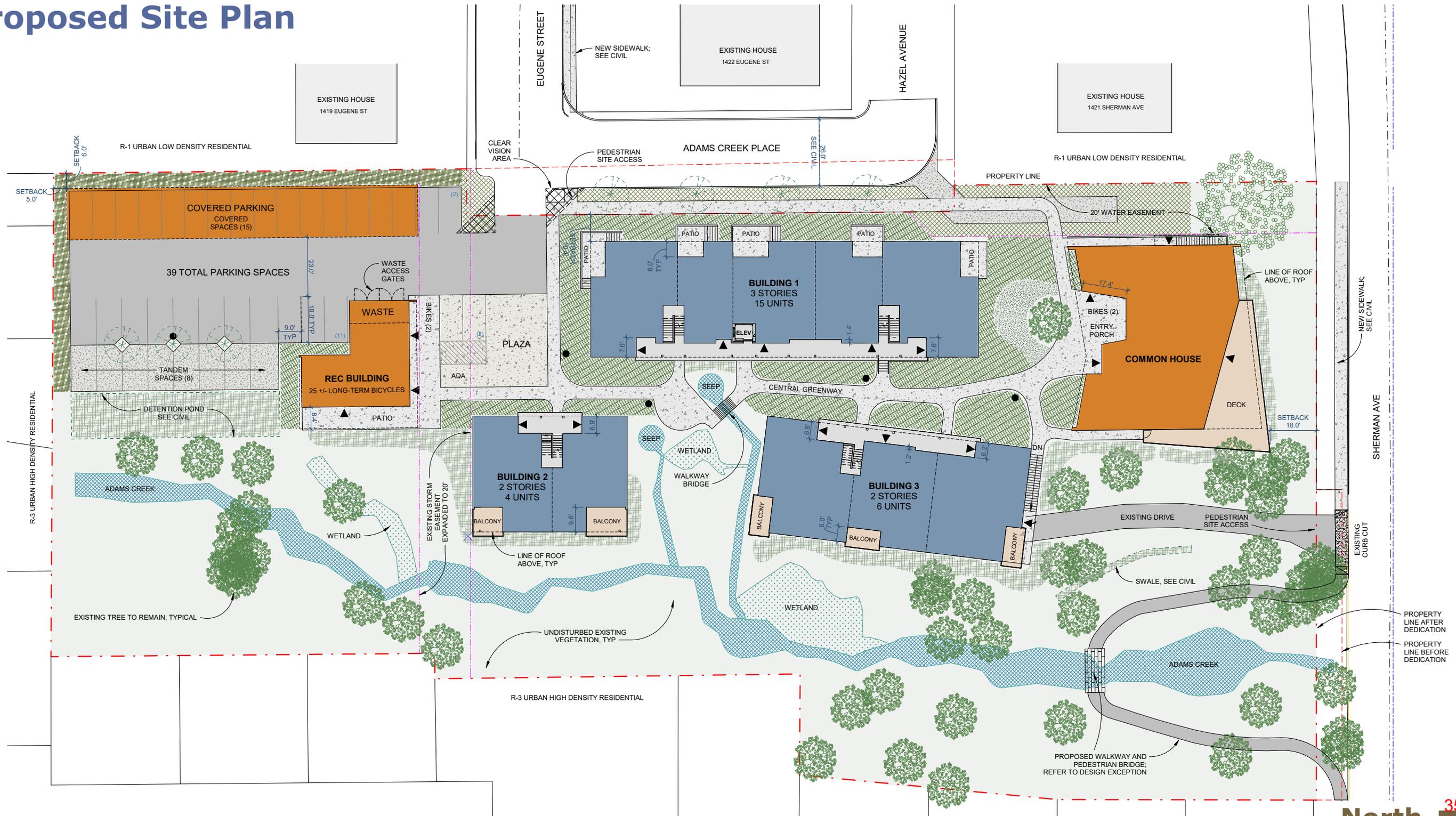
Easements, dedications, setbacks

= Low impact development area

Allowed density 65 units

Proposed 25 units

Proposed Site Plan





Site Plan Review — Multifamily Decision Criteria

Public facilities

Natural features and landscaping

Access and circulation

Parking and building orientation

Building design

Public Facilities – Utilities, Fire Department, Streets, and Sidewalks

Provide adequate capacity for water, sewers, storm drainage, fire protection, streets, and sidewalks.

Eliminate vehicular access from Sherman St.

Upgrade gravel alley to a street (Adams Creek Place)

Add a sidewalk along north side of Eugene St. (to 17th St.)

Add a sidewalk along the south side of Sherman Ave.

On-site impacts to property

Build a pedestrian bridge over Adams Creek

Dedicate property (~20') to create Adams Creek Place

Dedicate property along Sherman Avenue

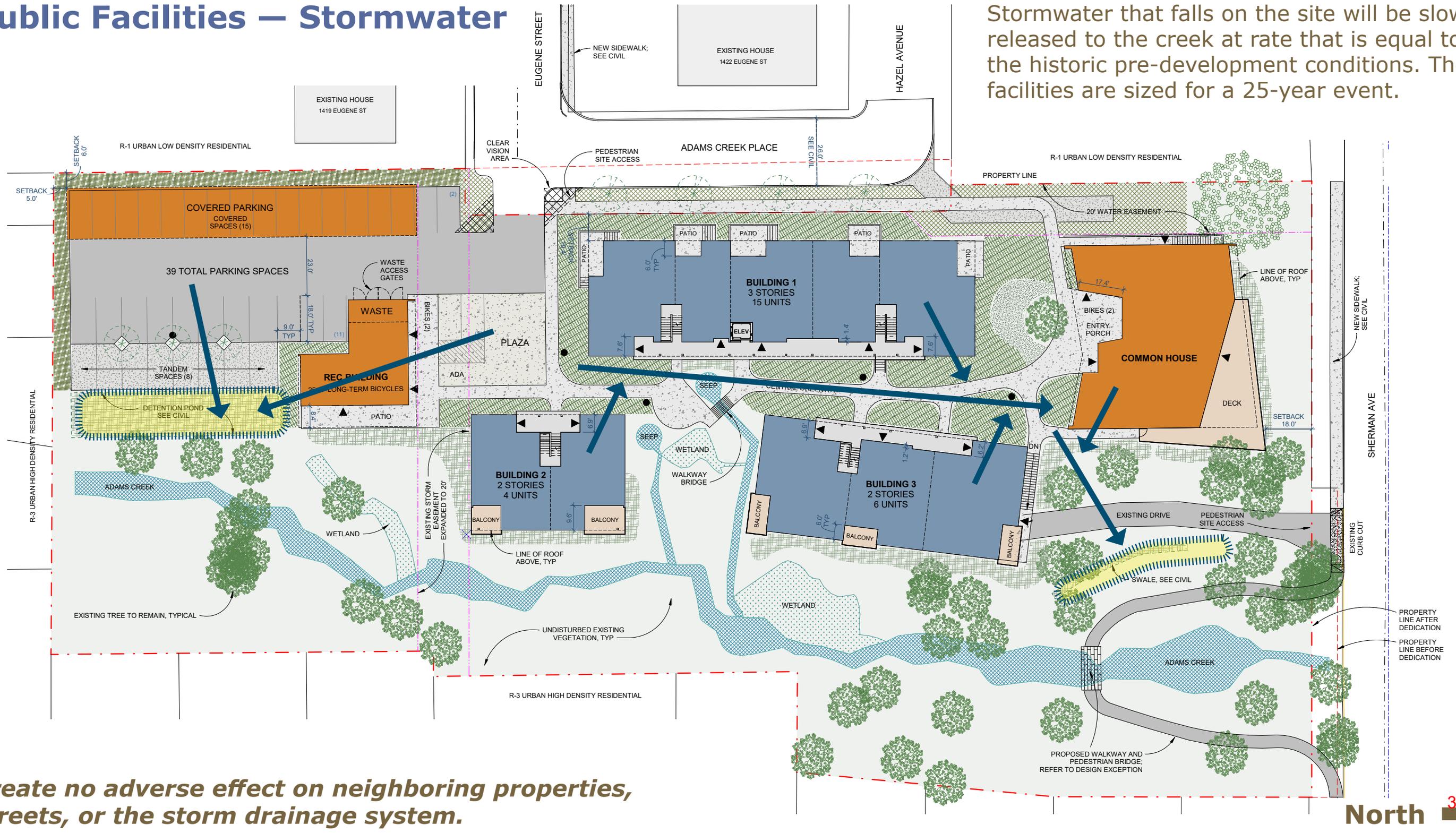
Widen existing storm easement

Create a new water easement



Public Facilities — Stormwater

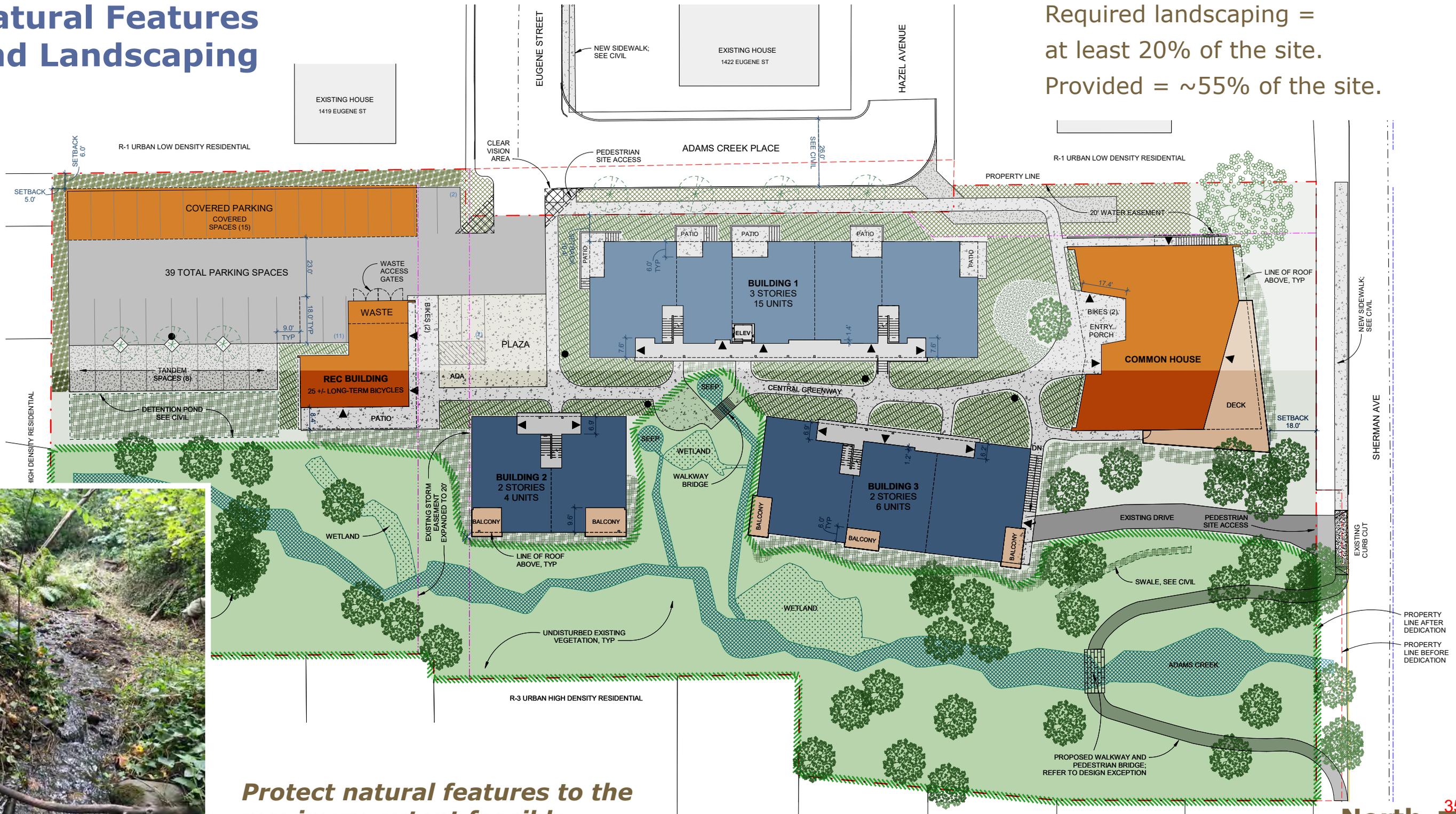
Stormwater that falls on the site will be slowly released to the creek at rate that is equal to the historic pre-development conditions. The facilities are sized for a 25-year event.



Create no adverse effect on neighboring properties, streets, or the storm drainage system.

Natural Features and Landscaping

Required landscaping = at least 20% of the site.
 Provided = ~55% of the site.

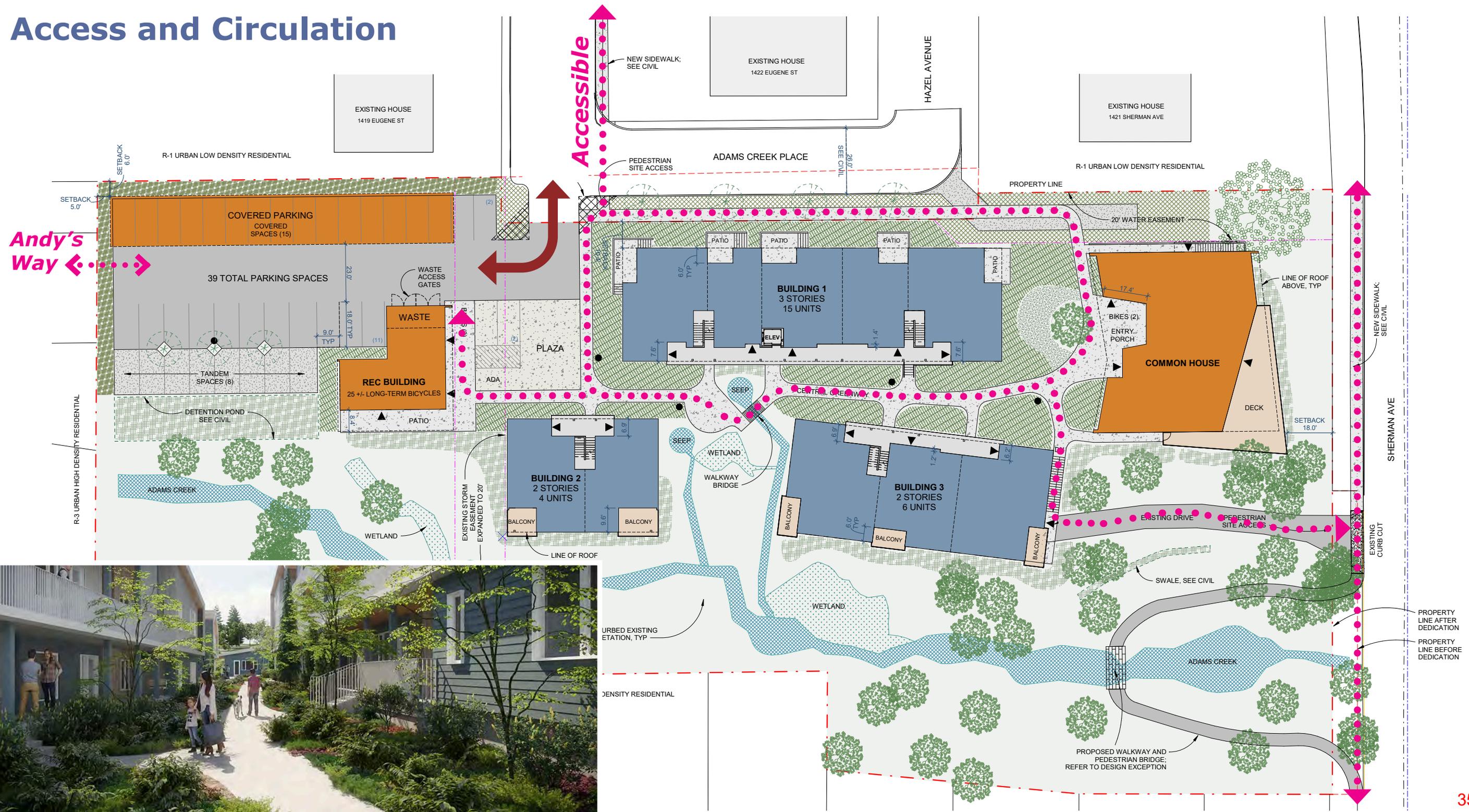


Protect natural features to the maximum extent feasible.



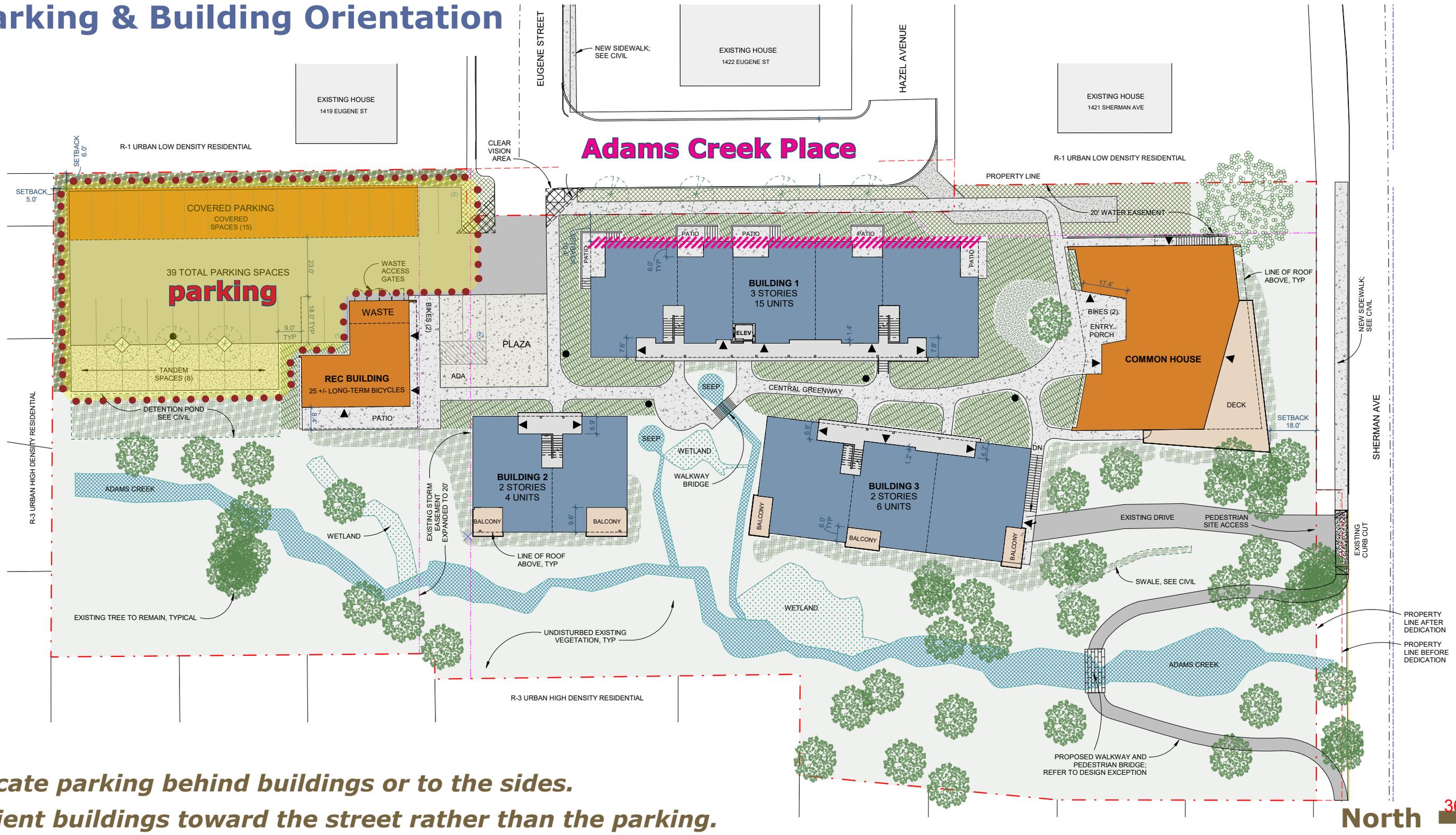
Adams Creek

Access and Circulation



Pedestrian Greenway

Parking & Building Orientation

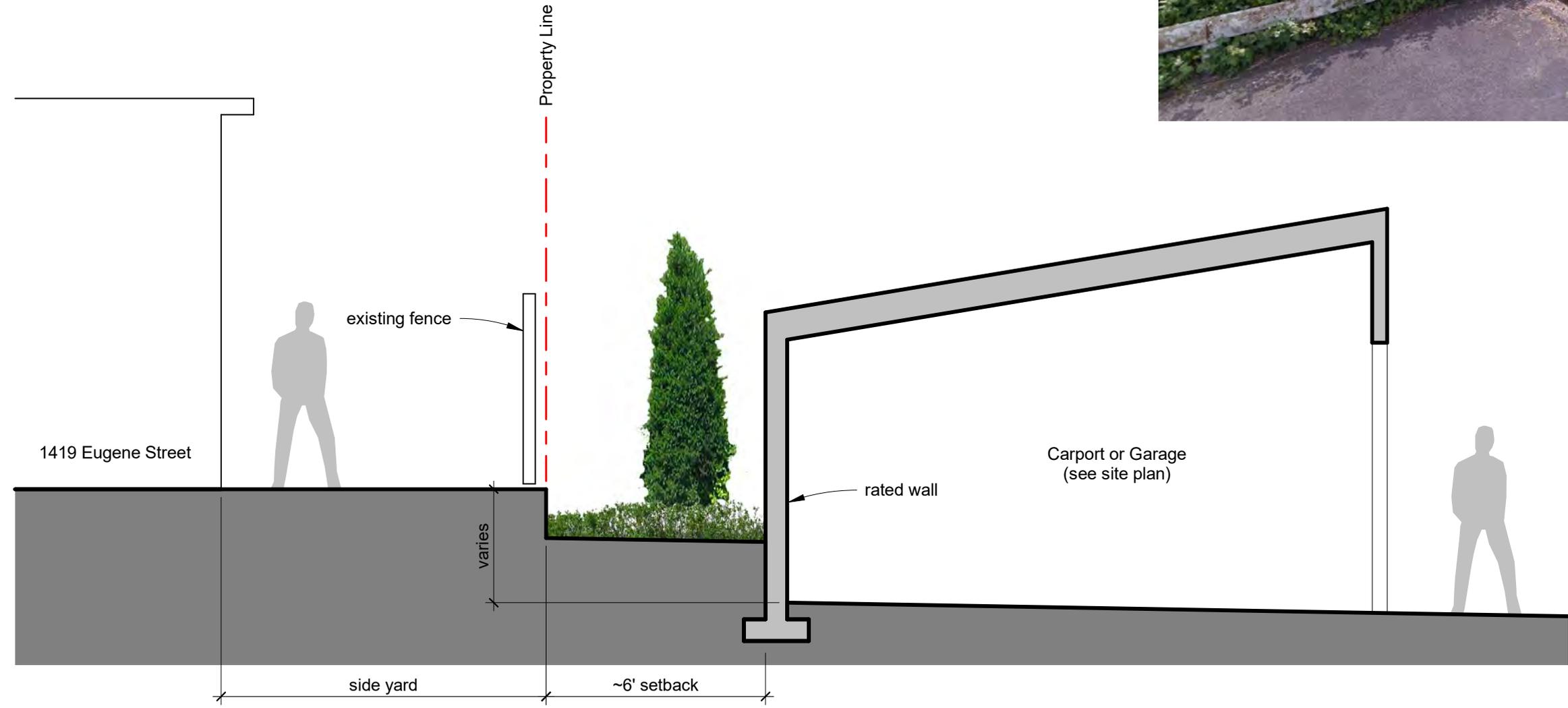


**Locate parking behind buildings or to the sides.
Orient buildings toward the street rather than the parking.**

North **360** →

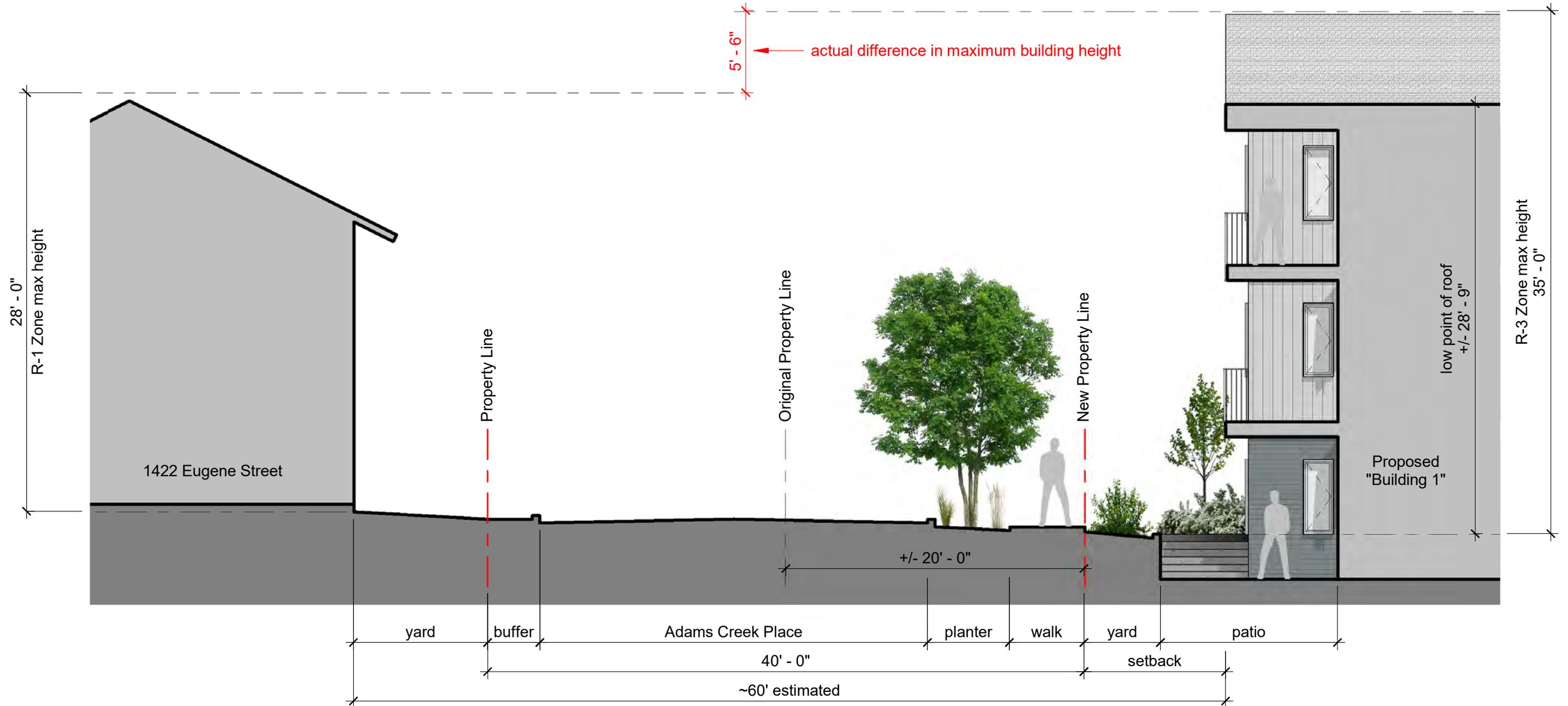
Parking Orientation

Section through covered parking



Building Orientation

Section through Adams Creek Place (Building 1)



Building Design — Approval Criteria

Provide visual interest through a variety of detail, form, and siting.

Utilize at least three of the following elements to provide variety:

pitched roofs

massing

offsets

canopies

windows

materials

other elements





Rendering at Central Greenway - Looking South





Rendering of “birds eye” view above the Common House deck

Questions and Discussion

Jennifer Kaden

From: Leonard Damian
Sent: Monday, August 17, 2020 12:50 PM
To: Jennifer Kaden
Cc: Stoner Bell (stonerbell@belldesigncompany.com)
Subject: RE: Zanmiller comments re Cohousing

Jennifer

Here are a few thoughts, not just on pg. 2 of his letter regarding bollards:

- (b) – The change of buildings 2 & 3 to 3-story – this from a FD perspective only makes this proposal not workable. If 3-story (not just a daylight side), causes us to have 26' of access on (2) sides of a building. Their location on the site is problematic for this to occur unless there is an access roadway similar to what was on the table when this first started
- (e-C) – The Adams Creek Way access my understanding is more related to PW needs. If it has bollards, we would need a system for which we could remove them (our KNOX Lock) but also for PW as they cannot have access to remove them, but they do not (or can) have access to our KNOX key.
- (i-D) – regarding Fire Hydrant placement – we will need one within the parking lot area (previously discussed) to be available for the Fire Department Connection. Having another placed toward Adams Creek Place / Hazel I imagine is for looping of the system and is ideal should we need another on the other end of the roadway (not centered).

--Leonard

From: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Sent: Monday, August 17, 2020 11:54 AM
To: Leonard Damian <L.Damian@cityofhoodriver.gov>
Cc: Stoner Bell (stonerbell@belldesigncompany.com) <stonerbell@belldesigncompany.com>
Subject: Zanmiller comments re Cohousing
Importance: High

Leonard –

Please see attached comments from Mark Zanmiller re: the cohousing project. He has some questions/suggestions re: the fire access at the corner of Hazel Ave & Adams Ck Place - P. 2 of his letter. Can you please take a look? E.g. are bollards at Adams Ck Place a possibility?

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 M
File No. 2020-03
369

Jennifer Kaden

From: Aaron Mack <aaron.a.mack@gmail.com>
Sent: Monday, August 17, 2020 12:47 PM
To: Jennifer Kaden
Subject: Please deny application# 2020-03 for development and consider more beneficial strategies for development for the community

Good day,

I oppose the development plans of 1419 Sherman ave because of its drastic impact on the low density surrounding neighborhoods. Please forward this to the planning commission for further evaluation.

Respectfully,
Aaron Mack
1500 Tucker Rd
Hood River, OR 97031
541-399-6236

Jennifer Kaden

From: Arthur Babitz
Sent: Monday, August 17, 2020 9:37 PM
To: Jennifer Kaden
Cc: Daniel Kearns (dan@reevekearns.com); Dustin Nilsen
Subject: Fwd: Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Jennifer— Please add this interaction to the record. It happened on my private email during the meeting.

Arthur Babitz
Planning Commissioner, City of Hood River
A.Babitz@ci.hood-river.or.us
<http://www.cityofhoodriver.com>

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to disclosure under the Oregon Public Records Law

Begin forwarded message:

From: Arthur Babitz <arthur.babitz@icloud.com>
Subject: Re: Testimony
Date: August 17, 2020 at 8:21:16 PM PDT
To: AJ Kitt <aj.kitt13@gmail.com>

By law we can only request, cannot enforce content unless it is disruptive of proceedings.

—Arthur

Arthur Babitz
arthur.babitz@icloud.com
Hood River, OR, USA

On Aug 17, 2020, at 8:18 PM, AJ Kitt <aj.kitt13@gmail.com> wrote:

I thought public testimony was supposed to be related to the application criteria?

... AJ
(541) 400-0008
Sent from my iPhone

Date: August 20, 2020

From: Nancy Roach and Greg Crafts

To: Hood River County Planning Commission and Planning Department

Re: File No. 2020-02 – Site Plan Review Permit File No. 2020-02

We offered this testimony at the planning commission meeting on Monday, August 17, 2020. Since the record is staying open, we would like to get it into the written record as well as the actual meeting record. Our comments follow:

Hi. Thanks for the opportunity to speak tonight. My name is Nancy Roach, my address is 2 Eugene St, Hood River. I'm here with my husband, Greg Crafts – many of you know Greg because of his involvement with innovative housing in Hood River. We both reviewed the packet and created these comments.

Greg and I have developed many homes in hood river. The most well-known are Katie's Way, Andy's Lane, McKinley Court, Cottage Lane and the townhouses at 12th and Montello. They all increased the housing density, which was very controversial, and not all of them have garages or sidewalks – again, very controversial. At this point, I think most people in our community see these small, relatively less expensive developments as a community benefit – we know people who were only able to buy a home in hood river because we deliberately built them to be affordable. For what it's worth, because we were proposing something different, we were, at times, accused of trying to do something illegal and destructive.

The Adam's Creek project is a different type of community, but there are common goals between what we did and what they are proposing. Our goal was mostly to get first-time homebuyers into houses; their goal is to create a small community that will add to Hood River, and they are prepared to spend their money on improvements that will benefit everyone – the road and sidewalk improvements and the frontage improvements. We never set out to maximize profit from our houses. The Adams Creek project is not trying to maximize profit – they are proposing 26 units as opposed to the 65 units that could be built there. They are building a home, not a for-profit development.

We've followed the Adam's Creek project over the last couple years and know some of the people involved – in fact, our son, Andy, is married to Pat and Becki Rawson's daughter.

We visited the Adam's Creek site and completely understand why the neighborhood is opposed to the development. Change is hard. The little neighborhood that Greg and I live in is very different from the neighborhood we bought into in 1992. Living thru construction is a pain. And change is a fact of life. We strongly believe that the Adam's Creek Cohousing project will ultimately add to Hood River and provide an innovative housing option that we can all benefit from. Thanks for your time.

Dear Planning Commission and community members,

My name is Rebecca Rawson and my family and I have lived in HR for 31 years .I am a Nurse Practitioner at Providence Hospital where I have worked since I moved here, 31 years ago. In my work in the world of health care, most decisions that I make are colored by the lens of provision of the value of health, whether it is physical, mental, emotional, or environmental.

As city planners, in many ways, you too are making decisions that reflect the value of the health of our city's population on a daily basis. Your recently updated 2020 goals all reflect values that in different ways point to assuring health and vitality for our residents and community. The city's 2020 goals such as working towards diverse housing inventories, community engagement, encouraging walking and biking, sustainable environmental decisions, safe infrastructure and community needs for open space will facilitate choices that help ensure a vibrant, thriving, healthy population.

Your 2020 City of Hood River goals are also 100% aligned with the values and ultimate realization of the Adams Creek project you are being asked to review tonight. Each of your thoughtfully considered goals is repeatedly reflected in the plans of Adams Creek Cohousing. We seek to add to the diversity of the City's housing inventory, to engage all segments of our community through our civic involvement, to avoid parking congestion and utilize biking and pedestrian means of transport, to create an environmentally sustainable community, to assist in preparing for growth infrastructure and finally to maintain open space.

In fact, I'm hard pressed to think of any recently approved property developments in our City that dovetail more perfectly with the City of Hood River's 2020 goals.

Expanding beyond the city limits, it's important to consider the larger picture that will reduce the pressure on urban sprawl by removing a potential of 25 single-family units from that market and instead using infill development with all of its advantages leading to reduction of car traffic and associated carbon emissions.

The pressure on our high-value farmlands and the Columbia Gorge Scenic Area from development is ever increasing and we need a consolidated

effort to resist such trends; Adams Creek fits very well into this concept and should be embraced by our environmental organizations such as the Friends of the Columbia Gorge and Columbia River Keepers, as well as our City of Hood River.

Now, more than ever before in our history, initiatives that prepare our wider community for a healthy, resilient future are of paramount importance and the chance to be forward thinkers on a project such as this is unique.

Thank you for your thoughtful consideration and your service to our community.

Rebecca Rawson
rrowson@gorge.net
1368 Rawson Rd
Hood River OR 97031

Jennifer Kaden

From: Nashira Reisch <nashiradawn@yahoo.com>
Sent: Friday, August 21, 2020 7:55 PM
To: Jennifer Kaden
Subject: FILE NO. 2020-03 – Adams Creek Cohousing SPR

Please submit the letter below as written testimony for FILE NO. 2020-03 – Adams Creek Cohousing SPR

August 21, 2020

Dear Planning Commissioners,

As my husband Jim Miller explained during our applicant statement, one of the hardest things about creating our cohousing community was finding land zoned for multifamily buildings. Sadly, there seems to be a stigma about multifamily housing, when it's actually one of the most useful "missing middle" housing types that we need right now and can fill some of our pressing housing needs.

We had originally contacted the Akiyama family about purchasing their R-3 zoned property (1419 Sherman Ave) in 2017 but they weren't interested at the time. So, we kept looking for property, but in Winter 2018, our group decided to stop meeting because we just couldn't find anything suitable. I really didn't want to give up on the idea of creating a community though.

So, when the Akiyama property became available in Spring 2018, my husband and I decided to make an offer on the property on our own. We would live in the existing house, divide the property into three lots, and sell the other two lots to like-minded community members, hoping to create some sort of community. After our offer was

accepted, we looked for lenders everywhere, high and low, and absolutely 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 property. They said our only option was to find a commercial lender. Well, there was no way we could guarantee a commercial loan, which also required 50% down on \$1.35M. Since we couldn’t do this on our own, we contacted several of our former group members over the summer, during the due diligence period, and asked if they wanted to join us in purchasing the property. After they carefully considered it, 9 of our local families came together and purchased the property in September 2018. We finally had renewed hopes of creating a community together.

We also needed expert partners to help us through a very daunting process of building this community. None of us are developers or builders or even cohousing experts. We needed people that knew how to build Cohousing. So, we hired cohousing experts, Katie McCamant and Lew Bowers as consultants, and hired UD+P as our developer. UD+P is one of the few developers in the nation that is willing to work with grassroots Cohousing communities. I heard them speak at the national cohousing conference in 2017 and asked them why they would ever want to work with a large group of people that all needed to decide so many things together, when they could just do normal for profit development and eliminate the headache of dealing with the very owners that are going to move in to the project? They told me it’s because they are a company with a mission. Helping cohousing communities does not make a lot of profit for them, but it does fulfill their mission to be building with a purpose. Instead of bringing in outside investors, we - the future residents of our own community - are our own investors in this community together. UD+P provides the guidance in areas we know little about, and in doing so, they are helping us to bond further as a community through the process. They have been excellent partners for us. We are lucky to have them, since they are very busy working with at least four other

cohousing communities. PDX Commons, one of the first cohousing groups they worked with, is an award winning community in Portland, Oregon.

In the two years since we purchased the property and assembled our professional team, we have managed to create an amazing community. One that's devoted to living conscientiously on the land, sharing resources and having a really good time together. Many of us are active members in our greater community, involved in all sorts of organizations and nonprofits around the Gorge. Some Include:

Columbia Gorge Climate Action Network, Hood River County Energy Taskforce, The Rockford Grange, Hood River County School District, Aging in the Gorge Alliance, The Warming Shelter, Columbia Gorge Women's Action Network, VOCl choir, Latinx Outreach, Gorge Ecumenical Ministries, Churches, Book Groups, Local Americorps, FISH Food Bank, The Senior Center, Hood River Trails, Hood River Emergency Operations and teaching ESL.

After we move in, I'm looking forward to all sorts of things we'll be able to collaborate on together in the greater Hood River Community.

We want to be compassionate and inclusive of our immediate neighborhood and the greater Hood River community around us. We've reached out to our future neighbors, and we understand they are nervous about our project. I sympathize with their worries. Many of the building placement changes they wanted us to do to our plans, we wanted to change too. When we looked into it again, we were told again that we are not allowed to do those design changes due to many different requirements we have, in order to meet codes. We could not find any good exceptions or work arounds for this. So, while unfortunately we were not able to please our new neighbors like we

wanted to, we are all still committed to being good neighbors to them and hope that when we finally move in we'll be able to create an extended community with them too.

Thanks for listening. I support, and ask you to approve our site plan review.

Nashira Reisch
724 Prospect Ave
Hood River, OR

Jennifer Kaden

From: Kelley Morris <kelelisemorris@gmail.com>
Sent: Saturday, August 22, 2020 10:35 AM
To: Dustin Nilsen; Jennifer Kaden
Subject: City planning commission

Hi Dustin and Jennifer,

This is regarding the Adams Creek Cohousing application. I'm writing to request Megan Ramey recuse herself from the approval vote. I know Megan in a personal capacity, and she has expressed very strong interest in this project going through. She will not be able to withhold her bias in making this decision.

She is also openly advocating for pedestrian thoroughfare through Andys Way, which is private property.

Please take this under advisement, and let me know if you have any questions. Please confirm that you have received this request and that it will be added to the record.

Thank you,

Kelley Morris
603 Andys Way, Hood River, OR 97031

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Kelley Morris
[Kelelisemorris@gmail.com](mailto:kelelisemorris@gmail.com)
(541) 788-6213

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 24, 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 listened to the Planning Commission prior to the public hearing on August 17 and previously wrote the City of Hood River Planning Department on August 10th. This letter will bring up new comments and questions that we have.

Steve (Steve Winkle – Paige Browning and Steve Winkle authors of this letter) is a former member of the Planning Commission. The public hearing on August 17th brought back memories for Steve of that time.

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. From the public hearing of Aug. 17th, it was clear that sole vehicle access through Eugene Street was a Planning Department/perhaps Public Works requirement. We seem to recall that in the early stages the Applicant would have used the existing driveway to Sherman as the sole or at least one of two access ways to the property. The idea of changing the access to this project was raised by us and others in the past.

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.

And considering the unique circumstances of the site and proposed development, a variance could have and should have been discussed with the Applicant by the Planning Department.

It was made clear by the City Attorney that the Council was to consider the application based on compliance with code. However, it seems that since the neighbors and perhaps the Applicant also would for the driveway to Sherman be used for site access, that the Planning Commission and Planning Department could allow that variance.

We would like for a variance be discussed with the Applicant and Planning Commission.

2. 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.

The Applicant could at least swap locations between the 2 story buildings and the 3 story buildings.

3. Zoning - We understand that the property in question is zoned R-3. However, it seems that if the staff of the Planning Department would take a week to walk around town, there would be found many areas, in addition to this property, where the zoning should be changed. This property; based on its natural beauty, wetlands, stream, trees, current use as a single-family home and location (proximity to downtown and between R-3 and R-1 zoning) should have either been rezoned R-1 or have been zoned OS/PF.

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 question we have and one that we would like an answer to is how can we start a process to re-zone the property now? If by this letter, we can do that then great!

We want to start the process to re-zone the property.

Thank you and the Planning Commission for consideration of our letter.

Sincerely,

Paige Browning and Steven Winkle

Jennifer Kaden

From: heather@thrivehoodriver.org
Sent: Monday, August 24, 2020 2:48 PM
To: Jennifer Kaden
Subject: Testimony - File No. 2020-03; Adams Creek Cohousing SPR

Dear Planning Commission -

We agree with the staff report that finds that the Adams Creek Co-housing project meets the approval criteria and should be approved. This is a complicated project with a hefty list of approval criteria and consequently a long list of conditions of approval.

The City of Hood River has done an extensive amount of planning work related to housing over the last five years, including a Housing Needs Analysis which shows a need for more diverse housing types, especially multi-family housing and smaller sized units desired by Hood River's smaller households (35% of Hood River households have just 1 person). This project answers many of Hood River's demonstrated housing needs and represents "needed housing" as defined in ORS 197.303. Listening to the applicants' testimony reminded me that at its core, housing is really about people. I can't think of any past housing project that as intentionally sought to create an inclusive, supportive community as Adams Creek Co-housing.

The 2.36 acre property is zoned R-3, high density residential. At 26 units, the project proposes less than half the allowed density of 65 units.

The applicant has made a strong effort to respect the very special natural features of the site in the way that they've proposed handling the wetlands, Adams Creek and mature trees on site. Their tree retention plans are especially refreshing compared to what we've seen in other projects in town where the property owner logs every tree from the site prior to seeking a land use permit.

I also wanted to note the very high level of right of way improvements that staff recommends as part of this development. Along with water, sewer, stormwater and transportation SDCs and paying a proportionate share of improvements at intersections, the applicant is being required to create an enormous amount of transportation infrastructure:

- Bike lanes and sidewalks on Sherman
- Paving Hazel east of 16th
- Adding a sidewalk with ADA compliant ramps and driveways on the north side of Eugene.

These infrastructure improvements are a significant lift - probably more than \$100,000 in right of way improvements. I could see many developers pushing back against this level of off-site infrastructure extraction, but this applicant is willing to build all of the projects staff recommends. They are willing to invest not just in their project, but their new neighborhood.

Heather Staten
Executive Director
PO Box 1544
Hood River, OR 97031
www.thrivehoodriver.org
(541) 490-5225

Aug 24, 2020

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

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

Thank you for keeping the record open and collecting additional inputs.

I am writing this as the neighboring property owner to the 1419 Sherman development. This testimony incorporates and supersedes the email request for information sent to J. Kaden and information submitted on Aug 13. The update adds staff report cross references, new thoughts from the Public Hearing, and a subsequent discussion with representatives of the Applicant.

KEY SUGGESTION: I would be happy to meet with City planning, City engineering staff, and the applicant on site to discuss any of the suggestions detailed below.

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. Some of the requests relate to Applicant designs and some to City conditions on the design.

The following are my questions and comments to be considered in the planning approval process.

Item	Staff report References	Notes and Suggestions
1	<p>Many related to permissible building height (Bldg 1 meets req).</p> <p>Per public hearing discussion, compatibility was not reviewed.</p> <p>Request is for clarification about City guidance to make Building 1 tall vs 2 and 3.</p> <p>Request is also to Applicant.</p>	<p>The three-story Building 1 on the West edge is exceptionally large and out of scale with the neighborhood. 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.</p> <p>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.</p> <p>In a discussion with the Applicant, they stated that taller buildings 2 and 3 was a design alternative they looked at but the City Fire Marshal said that taller buildings would not work in those sites.</p> <p>I am sure there are other design alternatives that could also be used to soften the interface with the existing neighborhood.</p>

Item	Staff report References	Notes and Suggestions
2	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>17.17.040.19 Staff report p30. Use of existing trees as street trees.</p> <p>Associated conditions: 14, 15, 16, 53</p>	<p>I am concerned about the tree removal requirements along Adams Creek Place (West side of 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.</p> <p>Suggestion: Require the preservation of the existing mature trees between Adams Creek Place and Building 1.</p> <p>This will require a bump-out in Adams Creek Place to protect the very large Cedar (similar to what was done to protect the large tree on 10th St between Oak and State), and a slight re-thinking of how vehicle access to the waterline easement is done. It is worth it to save that large Cedar and its neighboring Douglas fir.</p> <p>New: In a discussion with the Applicant, they seem amenable to leaving these mature trees, but discussions with City and some changes to the sidewalk plan along Adams Creek Place may be required. I suggest that the City should be open to minor design changes of Adams Creek Place to allow the preservation of these trees.</p>
3	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>Associated conditions: 14, 15, 16</p>	<p>Alleyway alignment as Adams Creek Place turns onto Hazel. The drawing provided does not describe the hazel transition to the single lane alleyway but shows the paved turn aligned with the center of the Hazel alleyway vs with the current alleyway alignment along the South side of the road easement. There are some 30++ year old trees that would be a shame to be lost if the transition to the alleyway is not done smartly and as close to the East end as possible.</p> <p>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).</p> <p>Suggestion: Align the West turn of Adams Creek Place to the South side of Hazel and minimize the removal of trees on the North side of Hazel. This also relates to maintaining mature trees along Adams Creek Place (item 2 above). A discussion with City, Applicant and us would be, I believe, valuable.</p> <p>New: In a discussion with the Applicant, they are amenable to a transition to be aligned with the South side of Hazel. See also discussion about pedestrian connection to West in item 4 below.</p>

Item	Staff report References	Notes and Suggestions
4	<p>Frontage Improvements staff report p 23. Alternate to Eugene per sub-paragraph (d). Also attachment C, 24.d</p> <p>Associated conditions: 52</p>	<p>New: Pedestrian connection to West. The planned sidewalk along Eugene would painfully reduce the quality of the streetscape for those neighbors on Eugene.</p> <p>Suggestion: Find an alternative to sidewalk through yards on Eugene. Two possible alternatives to discuss:</p> <ol style="list-style-type: none"> a. Applicant constructs an asphalt ADA walking path down Hazel, adjacent to the single lane gravel alleyway. Could connect nicely to the sidewalk on Adams Creek Place. Options exist on both the north and south edges of Hazel. b. Applicant constructs a mixed purpose 9 or 10' wide asphalt lane down the length of Hazel aligned to the South side of the easement. Markings for Pedestrian use/safety. This would be less intrusive to neighbors on Eugene and connect with a nicer path. <p>In a discussion with the Applicant, they are amenable to either of these ideas and they fit with their goals. They also mentioned other options that could brought into the discussion.</p>
5	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>Public Facilities discussion: Water on p21</p> <p>Associated conditions: 14, 15, 16</p>	<p>The 20' water easement on W edge, north from Hazel. There is a row of mature Cedar trees planted on the West property line, and a large pine on their property that Applicant agrees to maintain. The City requirement to trench a 10" water main through this easement next to the trees, adds significant risk to the trees and needs to be done with great care.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • Require analysis by an Arborist and incorporate their recommendations to drawings to avoid the risk of killing those trees. • Move the water main from the center of that 20' easement to as far East in the easement as possible to avoid damage to root systems. • Clearly define construction-phase tree-protections that will be required to protect these trees?
6	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>Associated conditions: 39</p>	<p>Access to the 20' water easement on W edge, north from Hazel Related. There is a curb cut and vehicular maintenance access requirement down this easement. The current drawings and location of the curb at Hazel/Adams Creek Place would require large trees to be removed along that property line (see items 2 and 4 above).</p> <p>New: In a discussion with the Applicant, they explained that this access is not anticipated to be used by residents and is only for City waterline maintenance.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • Move vehicle access to the easement further South along Adams Creek Place to avoid conflicts with existing large trees. • Be clever with how maintenance vehicles access the easement such that mature trees on property line do not have to be removed for access. • If a curb cut is required, add a bollard to limit vehicular access to when maintenance crew needs to get there.

Item	Staff report References	Notes and Suggestions
7	<p>Staff report p 24, streetlighting to satisfy engineering comments.</p> <p>Attachment C, p8, item 33, street lighting does not call out a light at Hazel and Adams Creek Place.</p> <p>This light is not listed as part of Condition 61 either.</p>	<p>Streetlight at the end of Hazel in drawing page C8. I do not see any value in having this light and key result would be to annoy us, the neighbors to the South, and the residents in Building 1.</p> <p>What other building and pathway lighting that would be on at night and visible from neighbor properties is planned?</p> <p>Suggestion: Remove the requirement for that streetlight, leaving the one light pole at the end of Eugene as sufficient.</p>
8	<p>Related to preserving natural features. 17.16.050.B Grading</p> <p>No adverse effect on neighboring properties.</p> <p>Staff report p 12 and 18 discussed retaining walls, requiring drawings as a condition to building permits.</p> <p>See also frontage Improvements staff report p 23. Alternate to Sherman per sub-paragraph (d). Also attachment C, 24.d</p> <p>Associated conditions: 35, 36, 37, 51</p>	<p>Sidewalk on Sherman. Earthwork requirements to build the sidewalk along Sherman are not defined in drawings. 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. Because ‘stubbing out’ a retaining wall would significantly increase my future costs if I am asked to continue the sidewalk, it effectively requires me to continue the retaining wall / sidewalk for most of my north property line at this time.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • 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. • Best option would be to only require a short sidewalk heading West from the current driveway just far enough to add a safe, well marked crosswalk to the North. • <u>If the full sidewalk is required</u>, Applicant should be required to extend the retaining wall to West until no retaining wall is required to site the sidewalk. Similarly, Applicant should be required to extend the retaining wall East until 13th St.
9	<p>17.20.030.B.4 Staff report p34</p> <p>Associated conditions: 25</p>	<p>Public access to pathways on the site. As others testified, I think that some connectivity between Sherman, Eugene, Hazel, the Middle School field, and Andy’s Way would be a nice benefit to the neighborhood. I understand that the Applicant has plans to allow this informally and I hope that is sufficient. I also understand that residents of Andy’s Way and Katy Lane are currently opposed to a connection.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • Require pathway access through the site to Eugene, Middle School and (future) Andy’s Way and Katey Lane. • Move path to Middle School field to not just go through parking lot if at all possible. • Require a fence which would stop access to Andy’s Way and Katey Lane with a gate that can be locked until that community agrees. • If possible, add a Gate to the Middle School property that can be locked until the Middle School agrees.

Item	Staff report References	Notes and Suggestions
10	I could find no specific location requirement for this fire hydrant in the Staff report	<p>Fire hydrant at the corner of Adams Creek Place and Hazel. This seems to be in an odd spot access wise and impacts suggested improvements described in items 2, 3, 4, and 6 above.</p> <p>Suggestion: Move fire hydrant to be centered in Adams Creek Place so a fire truck parked there would be adjacent to it.</p>
11	Not specifically called out in conditions.	Construction impacts on Hazel avenue is a concern given that it is the only vehicular access we have to our home. How will building permits requirements ensure access to our driveway throughout. Not interfering with snow removal is a subpart of this.
12	Associated conditions: 41	Undergrounding of utilities. I cannot tell from the drawings but mentioned in staff report. If Applicant is 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.

Jennifer Kaden

From: AJ Kitt <aj.kitt13@gmail.com>
Sent: Tuesday, August 25, 2020 8:41 AM
To: Jennifer Kaden
Subject: Re: UPDATES - File No. 2020-03; Adams Creek Cohousing SPR

For the written record of Adams Creek SPR:

Parking

The code requires a minimum of 1.5 spaces per household. That leaves it to the discretion of Planning to require more if needed. In this case it is needed. The applicant already is hosting events and advertising them openly. When they hold events there will not be enough parking on site to accommodate incoming guests. The overflow will over burden the adjacent neighborhood. In comparison MountainView Condo's off of Avalon has more than 2 parking spaces per dwelling, and OrchardView Manor off of Pacific has more than 3 parking spaces per dwelling. This is a very reasonable requirement.

Changes

In the application there are many things that are suggested but not guaranteed. 1. the way the 150 facade on Bldg 1 is broken up with architectural design, 2. that the community will be doing a car sharing program to limit the need for onsite parking, 3. design elements intended to 'soften' the impact to the neighbors. All of these things can change after site plan approval. CCR's and the stated community values can change at any time. The buildings being proposed are only conceptual at this point. Make these things conditions of approval that will be enforced.

-- AJ

(541) 400-0008

On Tue, Aug 18, 2020 at 3:48 PM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Good afternoon –

This email is to inform you that the City's website has been updated with additional materials related to File No. 2020-03, a Site Plan Review application for the proposed Adams Creek Cohousing project. The "packet" attachments for the [August 17, 2020 Planning Commission meeting](#) have been updated to include:

- "Packet #3" – Updated to include all comments received as of Noon on Monday, August 17th
- "Packet #4" – Applicant's power point presented during the public hearing on August 17, 2020
- Audio Recording of the Public Hearing held August 17, 2020

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

August 25, 2020

Dear Hood River Planning Commission,

I am writing to you with serious concerns about 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.

During the hearing on August 17th there was no discussion or response from the applicant regarding the sewer line passing through the middle of a wetland (as shown on submitted design sheet C8). According to the Powerpoint slides presented by the developer at the August 17th meeting, stormwater (blue arrow on schematic drawing) also traverses the same wetland. Additionally, the City Engineer expressed concerns about the feasibility of the plaza design meeting stormwater standards in its proposed design, and I agree. The applicant failed to address this concern adequately and there was no deep dive discussion as to stormwater plans and whether city standards can be met without making significant changes to the proposed design plan.

I have listened to previous recordings of Planning Commission hearings and urge The Commission to go through each of the 72 exceptions of permit approval with the applicant. I urge you to not simply take it on the developer's verbal acknowledgement that everything will be addressed. These 72 design exceptions are important and going through them with the applicant will show whether the designs are conceptually valid and ready to move forward, or whether impacts have not been addressed. I urge you to not approve this permit until the standards have been met. A verbal acknowledgement from the applicant is not enough to approve on.

One other concern I have after reviewing the Powerpoint slides the developer presented at the August 17th meeting is the Sherman Avenue Adams Creek crossing. In the Powerpoint, an easement is shown across the bridge over Adams Creek. On a subsequent slide, a pathway is shown through the property and across Adams Creek. This is just another example of the plans showing one thing and the developer showing something different at the meeting. This issue would be addressed if the Commission goes through the 72 exceptions at the next Planning Commission meeting.

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. There are too many loose ends and unknowns at this time. I urge you to deny the Site Plan Review application.

Thank you,

Heather Hendrixson
1509 Eugene St.

To:

Dustin Nilsen - D.Nilsen@cityofhoodriver.gov; Jennifer Kaden - J.Kaden@cityofhoodriver.gov; Planning Commission Chair Arthur Babitz - A.Babitz@cityofhoodriver.gov; Bill Irving - B.Irving@cityofhoodriver.gov; Tina Lassen - T.Lassen@cityofhoodriver.gov; Sue Powers - S.Powers@cityofhoodriver.gov; Mark Frost - M.Frost@cityofhoodriver.gov; Megan Ramey - M.Ramey@cityofhoodriver.gov; Erika Price - E.Price@cityofhoodriver.gov

Subject: Errors in File No. 2020-03, Adams Creek Cohousing

August 25, 2020

To Hood River Planners and Planning Commission,

Thank you for your civic service, and for your engagement and thoughtful deliberation on the Adams Creek Cohousing application. I appreciate this extended opportunity to provide written comments on the record.

My wife and I own 604 -14th Street, in the Katie's Lane development, and bordering the proposed Adams Creek site on the SE corner. At the Planning Commission meeting on Monday, August 17, we heard and saw a lot of new information about this application. Several items raised strong concerns, the top issues being:

1. **Private Property.** In Staff report (Meeting Packet, page 34/64) and in the meeting, Staff misrepresents private property as a city-owned "public" right of way: "*At the preapplication conference Staff recommended and requested a pedestrian connection to the south be provided at the southeast corner of the subject property to provide a pedestrian connection to Andy's Way, the public street network to the south...*" Staff proposes a connection to Katie's Lane private property, and then conditions Adams Creek application approval on it, as an interpretation of HRMC 17.20.030.B.4.

Let's be very clear about this:

- a. Cross Creek Lane, Katie's Lane, Andy's Way and the common areas of the Katie's Lane development are private property owned by the Katie's Lane Homeowner's Association. Please see Hood River County taxlot 03N10E35AA-5500.
 - b. The city does not plow, sweep, mow, or otherwise maintain these HOA-owned private properties. The HOA does.
 - c. To my knowledge, the city has not proposed purchasing this property from the Katie's Lane HOA.
 - d. This error-based access requirement must neither be criteria, nor condition, for approval or rejection of the Adams Creek application.
2. **Negligence.** For staff to misrepresent the Katie's Lane private property as public, actively propose a connection, then condition approval upon access, shows negligence in understanding the site context and interpreting access code. Staff may be challenged

by a development of the extraordinary scale and complexity of the Adams Creek Cohousing proposal. But now, their interpretation of any code comes into question. Dan Bell has detailed dozens of errors and deficiencies yet remaining in the application. We ask and trust the city planners, engineer, and commissioners to do their most thorough, thoughtful, highest-quality work to ensure this proposal satisfies every requirement.

3. **Bias.** Megan Ramey should recuse herself from voting on the Adams Creek proposal. During the commission meeting, she admitted early interest in the Adams Creek group, that “she’s drawn to the concept,” and did not disclose a prior statement of project support to our neighbor. These demonstrate pre-judgement in favor of Adams Creek. Her advocacy of access connections from the Adams Creek lot to neighboring properties presume success of the Adams Creek application. As a matter of ethics and perhaps legal risk, Megan Ramey should step to the side.

Look, development is exciting. We’ve been there. Seeing your dream become plans, drawings, schedules, and physical reality is creative and rewarding in many ways. However, this proposal is especially demanding of neighbors, and poses very high risk to the creek and wetlands. Heavy equipment and contractors will swarm the site, destroy trees and vegetation, excavate and bulldoze, pour tons of concrete for foundations and asphalt for parking, tear open the ground for utility and stormwater facilities, erect multiple massive structures as high as three stories, and increase the site’s impermeable surface area by tenfold – all within mere feet of wetlands, a creek, and several single-family residences. Even if a permissible use, this proposal on this site is just a bad idea. For the applicant to cloak this bludgeoning proposal in an emotional appeal to environmental and community values is disingenuous. Perhaps their consultants have stretched this project beyond the Adams Creek members’ shared values; sensing this, perhaps members will move to pull their application.

This said, we are not opposed to deliberate and thoughtful development, to increasing housing stock, to a denser city, to the cohousing group, or to their stated values. But we are opposed to this specific application for this site as it stands today before the commission in its very flawed and incomplete state. More vetting is required. The public deserves better for a development of this scale, especially in such a sensitive and complex setting.

The responsible choice for commissioners is to reject the current application and to demand one that planning staff can credibly defend as complete, accurate, and compliant.

Sincerely,

Scott Bean
Jennifer Barwick
604 – 14th Street, Hood River

August 25, 2020

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

Sent via email to J.Kaden@cityofhoodriver.gov

To Adams Creek Cohousing members, Planning Commission, and Hood River neighbors.

For the record I wish to express my concerns with the proposed Adams Creek Development and how it feels as though the development has been allowed to proceed without a thorough vetting.

I am in favor of cohousing and the responsible development of the property, but OPPOSED to the size, scale, and impact that the current design of the development will have on the surrounding neighborhoods.

The current application, which is extraordinarily complex, has been allowed to proceed for planning commission review for approval with dozens of errors and unanswered questions.

During the public hearing on August 17th, proponents spoke with passion about how current neighbors of the proposed development are resistant to change. On the contrary, we are open to and welcome change. What we don't like is the idea of 3 large buildings housing 60 people or more on a piece of land that currently has a single-family home.

Please put yourselves in the shoes of the immediate neighbors. How would you like it if this development were happening next door to you? Imagine that you had purchased a home on a quiet dead-end street, would you have envisioned that someday the dead end would become the entrance to high density housing? Imagine 60 people moving in next door to your home. Imagine the destruction of habitat and demolition of the large trees that have been your neighbors. Imagine the backhoes rumbling down Eugene street to alter the land to make it buildable. Imagine the concrete trucks lined up to pour the foundations. How many concrete trucks will that take? Imagine what that will look like on Eugene street.

I encourage our neighbors in Adams Creek Cohousing and their design partners to explore other less conspicuous design options. And that you consider other access routes to the property such as entry only at Eugene street with an exit only on Sherman.

I urge the planning commission to determine the permit application incomplete and to place on hold the Adams Creek Cohousing development until the conditions of construction are met.

Thank you,

Jennifer Barwick
604 14th Street

Jennifer Kaden

From: Nashira <nashiradawn@yahoo.com>
Sent: Tuesday, August 25, 2020 11:59 AM
To: Jennifer Kaden
Subject: FILE NO. 2020-03 – Adams Creek Cohousing SPR

Please submit the information below as written testimony for FILE NO. 2020-03 – Adams Creek Cohousing SPR

Dear Commissioners,

Neighbors have accused us of not properly notifying them of the first required neighbor meeting that was held in January 2020. We did properly notify ALL neighbors on the City provided list of property owners before the required deadline, which was indicated by a postmark on the envelope at least two weeks ahead of the meeting. If a neighbor's name or address was incorrect or not on that City provided list, they may not have gotten the letter. Since a few envelopes were returned as not deliverable, we think some property owners may have failed to update their information on file with the City. Also, if an owner of the property on the City list gave a mailing address that was different than the residence address, the notice would not have been delivered to the residence. If the owner didn't live at the residence, it's possible that a renter would not have been notified.

On the 7th of January, a neighbor who was not on the City provided list, informed us that he had been expecting a letter and thought it would be a good idea to send extra letters to neighbors who were interested but not on the list. As a courtesy to additional neighbors not on the City provided list, we took it upon ourselves to compile more names and addresses of nearby neighbors, print more notice letters and send a notice to those neighbors. These courtesy letters were NOT required to be sent at all. These courtesy notices arrived in the mailboxes of the additional neighbors up to two days before the neighbor meeting. Some claimed they got the notice on the day of the meeting. Their perception was that they had been ignored and they were offended. Some thought they should have been included on the City provided list for notification.

Thank you,
Nashira Reisch
724 Prospect Ave
Hood River, OR

Jennifer Kaden

From: Melody Robichaud <melody@gorge.net>
Sent: Tuesday, August 25, 2020 12:40 PM
To: Dustin Nilsen
Cc: Jennifer Kaden
Subject: Fwd: UPDATES - File No. 2020-03; Adams Creek Cohousing SPR

August 25, 2020

Dustin Nilson
Jennifer Kaden
Planning Commission

Dear Dustin, Jennifer and the Hood River Planning Commission,

We wanted to send you a few more details that we observed over the past 27 years while living at 1301 Sherman Ave. directly across the creek from Adams Creek proposed project.

Trees and the 25 year flood plan:

During the February flood of 1996 we observed the gentle creek turn into a full on ragging river that flooded the pool adjacent to the outflow tube on Sherman Ave. The water was nearly the height of the road. We don't know how this would affect or if it would have affected the foundation of the eastern most structure that is proposed but we are certain that it affected the trees and surrounding growth. This is a very important issue for us as on July 9th 2014 at approximately 7:30 pm we had a major tree from the creek fall and demolish over half of our house while we were in it. The tree was located directly behind our neighbors' one story house to the South of us. If it hadn't twisted before it fell it would have crushed our neighbors one story house to the ground perhaps injuring or worse killing our them who were home at the time as well. We have pictures detailing the damage to our house and garage that was flattened, should you be interested in seeing them.

With the permission of our neighbor at the time Sab Akiyama and before we decided to rebuild and also for the insurance companies battle that we expected, we hired David Braun of Braun Arboricultural Consulting, LLC to do a risk assessment of multiple trees that would affect our property. David gave us a detailed report and assessment of the trees that would directly be a hazardous to our property, which by the way we passed the full report onto the Adam's Creek group.

David's words on what he found from page 4 of his report:

Damaging Agent

Soil, Hydrology, and location.

"Observations on the setting including soil, aspect, topography, the natural vegetation of the site, the type and duration of uses of the area near each tree and the presence of sanitary targets and high use areas, including homes, public streets, driveways, and power lines. Although subsurface testing was not done, it was assumed that the water table was fairly close to the root crowns of several trees based on the proximity to the creek in the ravine."

And it goes on explaining the General health, Decay, Insects and Disease, Human Activity which he explains in his words:

"Disturbance history can often explain the presence of structural defects and other conditions, for example, natural events such as storm breakage often cause multiple tops or crooks, fire often causes basal scars, construction impacts to the root zone often cause root loss and encourage root or butt rot decay, and changes in plant or tree cover can affect abiotic factors such as soil moisture, wind speed, and sun light. The environment of the ravine was examined at the same time as the trees, this was limited to terrain features possibly related to root damage and the location of the perennial creek relative to the trees. The decision to perform more in depth risk assessment was based on the presence of one or more brown cubical rot conks (*Phaeolus schweinitzii*) observed at the base of Douglas-fir trees coupled with additional symptoms associated with root of stem decay: crown decline symptoms, trunk cracks, and resins exuding from the trees."

And it continues on in great detail. By the way we won the insurance battle.

It shows that the entire region has not been kept up - ever! There is a major concern with the water flow and who knows how many decayed and sick trees that are out there. If the creek area were to be maintained and treated regularly by a licensed arborist, many if not all the existing trees at present could be saved. This is imperative to practice since this area is not able to buffer a downed tree and deal with it afterwards as if it were in the

woods. This is an enclosed area “tightly” up against many inhabited homes and properties that would be dangerously subject to a felled tree. Others, like us, could be affected by home damage from an unmaintained tree and hopefully they would live through it as we and our neighbors luckily were able to....that time. And, how will the movement and removal of earth and foliage above the creek for the large proposed development ultimately affect the overall layout of the creek below?

In saying this we believe that an extra geotechnical investigation regarding water flow must be done along with a thorough evaluation of all the trees in the entire ravine from the North end at Sherman Street all the way to the South point at Katie’s Lane home development. This should be done before any plans to disrupt this area can ever be safely approved.

View from the South side:

It would be nice to see an artist rendering of the view from the south side so that we can have an idea of what the buildings, including the parking lot, are going to look like especially for our neighbors at the Katie's Lane location as they seem to have a direct view of the parking lot.

Recuse:

Megan Ramey's continued push on non-motorized connections between properties, plus her stated early interest in the Adams Creek Development shows to us a noted bias. In our opinion she would be wise to recognize this and responsibly recuse herself from this vote, as well as any others who hold a special interest or bias towards "Adam’s Creek Co-housing Development”. We deserve a non biased vote on what will effect out lives and homes, as well as the surrounding community, for many many years to come.

Sincerely submitted,
Romeo and Melody Robichaud
1301 Sherman Ave

KATIE'S LANE HOMEOWNERS ASSOCIATION

August 25, 2020

By Email

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

Re: Site Plan Review for Adams Creek Cohousing (File No. 2020-03) – Supplement to the Record

Dear Commission:

This letter is submitted on behalf of the Katie's Lane Homeowners Association, an Oregon nonprofit corporation (the "HOA"), by and through the HOA's Board of Directors (the "Board"). The purpose of this letter is twofold: (1) to provide additional written support for the comments made by Jason Barker, a member of the Board and a homeowner within the HOA, at the Commission's August 17, 2020 meeting; and (2) to express concern regarding Megan Ramey's continued involvement in the approval process of the Applicant's site plan.

Reference is made to the Staff Report of the City of Hood River Planning Department dated August 10, 2020 (the "Staff Report"). On page 34, the Staff Report refers to Andy's Way, a private roadway within the HOA, as a "public street network to the south[.]" Moreover, a condition of approval for the Applicant's site plan is included to require a pedestrian connection to Andy's Way in putative satisfaction of HRMC 17.20.030.B.4 (such condition as, the "Andy's Way Condition"). That provision of the HRMC requires, in pertinent part, that pedestrian linkages be provided to the "peripheral street system." As a threshold matter, Andy's Way is a privately-financed and privately-maintained roadway and is not part of the City of Hood River's street system. An express condition of approval of the PUD for Katie's Lane was that the HOA agree to maintain the private roadways within the HOA,¹ which now include Andy's Way and Katie's Lane. This agreement was memorialized in the HOA's charter documents, including in *Section 9* of the HOA's Declaration and *Sections 1* and *2* of *Article VII* of the HOA's Bylaws. (For your reference, these documents are attached hereto as Exhibits A-1 and A-2, respectively.)² Notably, approximately 40% of the HOA's current reserves are dedicated to roadway repair.

¹ See Findings and Decision of the Hood River Planning Commission (*In the Matter of Michael Kitts/Cottage Housing LLC, Planning File No. 03-62*). Condition No. 10: "A maintenance agreement for the private street and open space shall be included in the CC&R's and recorded prior to final plat approval."

² The private nature of Andy's Way and Katie's Lane is further underscored by the description of the roadways in the subdivision plat maps, including the plat map for the portion of the subdivision within the HOA that initially included Andy's Way. (A copy of the referenced plat map is attached hereto as Exhibit B.) Specifically, the plat map reserves public ingress/egress for exclusive use within the Katie's Lane subdivision (for each phase, and future phases of the subdivision). The plat map further notes that the roadways are not eligible for public maintenance as a condition of the city's approval, and as required by the HOA's CC&Rs.

As proposed, the Andy's Way Condition would violate the HOA's internal governance documents and likely constitute a "taking" by the City of Hood River without just compensation under the Oregon Constitution (*Art. I, Section 18*). In order for the HOA to convey an interest in any of its common property, including the roadways, *Section 13* of the Declaration requires a unanimous vote of the homeowners within the HOA. No such vote has been proposed in respect of any interest in Andy's Way nor has any formal inquiry of the Board been made by the City or the Applicant regarding the possibility of a private easement by the Applicant.

Also, over a year ago, it was brought to the Board's attention that a pathway was being used to trespass onto Andy's Way from the Southwest corner of the Applicant's property. As of June 1, 2019, a "no trespassing" sign was placed in plain view of the pathway and that sign continues in place. Put simply, the HOA has never endorsed that pathway as a legal right of way.

Based on the foregoing, the HOA hereby requests that the Commission remove the Andy's Way Condition as a condition of approval for the Applicant's site plan. We are optimistic this was merely a mistake of fact – but, to reiterate, in the absence of the grant of a private easement by the HOA to the Applicant, which has not been done or even proposed to the HOA, the Andy's Way Condition violates the HOA's property rights.

Finally, in May of 2019, Megan Ramey reached out to Mr. Barker (among others) concerning the possibility of a neighborhood greenway. To be clear, Ms. Ramey was not acting in her capacity as a commissioner, but rather as a community advocate in support of a community bikeway and/or greenway. In this capacity, Ms. Ramey offered unequivocal support for the placement of the greenway across the HOA's private roadways. In an email to Mr. Barker (and others) dated March 9, 2019, Ms. Ramey wrote: "There are 2 separate, concurrent projects that pertain to the future creation of this corridor: 1) the Adams Creek Co-housing is currently in site design phase and there is excitement to allow an easement through their property for a trail that would connect Katie's / Andy's Lane to the Middle School and Eugene to the north[.]..." (A copy of the email is attached hereto as Exhibit C.) On May 17, 2019, Ms. Ramey and Mr. Barker met in person to discuss the greenway at which time Mr. Barker expressed his reservations on behalf of the Board regarding the use of the HOA's private roadways for a community greenway. Following that meeting, no further inquiry was made of the Board regarding the use of the HOA's private roadways in connection with the greenway or any pedestrian path by the Applicant. We do not mean to undermine Ms. Ramey's value to the community or the Commission. But, in view of our stated concerns regarding the Andy's Way Condition and Ms. Ramey's advocacy in support of using the HOA's private property as public right of way, we do not believe she evinces the requisite impartiality to make a consequential land use decision affecting the HOA's property rights. We recommend that she recuse herself from deliberations and decisions on the Applicant's site plan going forward.

In closing, we believe in property rights and accordingly acknowledge the Applicant's right to develop its property in a lawful manner. The Katie's Lane subdivision is a very successful example of a housing development within an Urban High Density Residential Zone (R-3) and the Board is aware that more of this type of affordable housing is needed in Hood River and further understands it is a priority for the City of Hood River. Nevertheless, it is hard to envision a more robust version of R-3 housing in Hood River if the Applicant's approved site plan adversely affects the economic fortunes and property rights of the Katie's Lane subdivision. The HOA does not have the financial

wherewithal to absorb the prospect of significant invitee liability associated with a pedestrian right of way. Furthermore, for a number of residents within our HOA, a material increase in the cost of home ownership as the result of such contingent liability (by way of increased HOA dues, HOA special assessments or property/liability insurance premiums) could force them to sell their properties. It is precisely these types of cost of ownership increases and the overall contingent liability risk to the HOA that we intend to avoid by maintaining the private character of the access to the HOA's internal roadways.

We appreciate the Commission's time and consideration of this letter and welcome any questions it may have.

Respectfully submitted,

KATIE'S LANE HOMEOWNERS ASSOCIATION,
an Oregon nonprofit corporation

By: Its Board of Directors

Fiona Paterson
Jason Barker
Francine Emmons
Van Miley
Jim Thornton

Cc: Members of City of Hood River Planning Commission (by email)

Attachments

Exhibit A-1

HOA Declaration

20044230(s)

File 04-9101-JFS
After Recording, Return To:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031

Tax Account Nos. 3N-10-35AA-5400, 5500, 5700, 5800, 6100, 6400

STATE OF OREGON }
COUNTY OF HOOD RIVER } SS
I certify that this instrument was received
and recorded in the records of said county.
Sandra E. Berry, Director of records and
Assessment and Ex-Officio Recorder.
by: *[Signature]* Deputy.
DOC#: 20044230
RCPT: 37242 \$\$\$ 46.00
9/10/2004 9:21 AM

DECLARATION OF PLANNED COMMUNITY
"KATIE'S LANE"

Cottage Housing, LLC, an Oregon limited liability company, as Declarant, does hereby make the following declaration pursuant to ORS 94.565 and 94.580:

1. Declarant hereby establishes a planned community named "Katie's Lane," which is a Class II planned community as defined in ORS 94.550.
2. Declarant shall form an Oregon nonprofit corporation named "Katie's Lane Homeowners Association."
3. The planned community is subject to ORS 94.550 to 94.783.
4. The association bylaws adopted under ORS 94.625 must be recorded.
5. The legal description of the real property included in the planned community is set forth on the attached Exhibit "A."
6. The legal description of the real property included in the planned community which is or must become common property is set forth on the plat to be recorded with Hood River County.
7. The declarant shall retain the following special declarant rights as long as any portion of the property in the planned community is held in the name of declarant, or until declarant records an instrument releasing the special declarant rights, whichever occurs first:

- a. The right to exercise all powers and control otherwise assigned to the Homeowners Association, the officers of the association or the board of directors of the association.
- b. The right to require declarant's consent to an amendment of this declaration or the bylaws.
- c. The right to expand the planned community under ORS 94.580(3).
- d. The right to convert lots into common property.

8. Each lot shall have one vote as set forth in ORS 94.658.

9. Each residential lot shall be liable for a prorated share of common expenses as determined by the board of directors of the Homeowners Association, for purposes including maintenance of common areas and landscapes and roads, taking into account the proportion of use of the roads (by distance, not frequency) and other equitable considerations. Each residential lot shall be entitled to a share of the common profits of the association in the same proportion. Because commercial lots, if any are developed, will be located close to May Street or 13th Street and will not receive the benefit of common areas and landscaping to the same extent as residential lots within the planned community, they shall only be liable for a share of road maintenance costs, calculated based upon the length of road (if any) used by the commercial lot compared to the length of road used by each other lot, and shall not be liable for any other common expenses.

10. Each lot shall become subject to assessment when it has been transferred or conveyed to someone other than declarant.

11. Each lot shall be subject to a right of first refusal in favor of declarant, for a two-year period following the initial conveyance of each lot from declarant, the terms of which shall be separately recorded in a declaration of right of first refusal.

12. Each lot is intended for residential use, although Declarant may choose to develop certain lots for commercial use, subject to the requirements of the City of Hood River.

13. The Homeowners Association may sell, convey, or subject to security interest any portion of the common property, upon unanimous vote of the members of the association.

14. The use, maintenance or occupancy of the residential lots and of the common property, as designated on the plat, is restricted as follows:

- a. Fences are limited to three feet in height, or four feet if green wire fencing.

Page 2 - DECLARATION OF PLANNED COMMUNITY

20044230

- b. No sheds or additions may be added to the homes or yards. This includes a restriction on carports unless designed into the original home.
- c. Standard house pets are allowed per City regulations.
- d. The association shall protect the stream and work to improve its quality.
- e. Students and staff of the May Street Middle School shall have access to the stream for educational purposes.
- f. Homes may not be used as rentals

Additional restrictions on the use, maintenance or occupancy of the residential lots may be described in a Declaration of Covenants, Conditions and Restrictions (CCRs) adopted by the unanimous vote of the members of the Homeowners Association and amended from time to time, to be recorded in Hood River County Deed Records. Additional restrictions on the use, maintenance or occupancy of the common property may be adopted by the board of directors of the association.

15. This declaration may be amended with approval of the owners representing at least 75% of the total votes in the Homeowners Association pursuant to ORS 94.590. Notwithstanding the foregoing, however, provisions (d) and (e) of paragraph 14 above may not be amended or deleted under any circumstances.

16. Declarant does not agree to build additional improvements. Declarant does not choose to limit declarant's rights to add improvements not described in the declaration, including but not limited to additional roads which may provide ingress and egress to properties outside of the planned community.

17. Declarant shall deliver to the Homeowners Association a deed to the common property in Phase I at the turnover meeting required by ORS 94.616.

18. The Homeowners Association may choose to impose architectural controls, including but not limited to fencing, landscaping or choice of exterior colors and materials of structures to be placed on the common property or on a lot, and may choose to impose the requirement of review of any plans of any structure to be placed on the common property or on a lot.

19. Declarant reserves the right to expand the planned community by creating additional lots or common property by developing existing property in the planned community. Declarant may plat additional lots on existing property therein. There is no limitation on the right of declarant to create common property from the existing property. Each additional residential lot shall have one vote in the Homeowners Association from the time that it is transferred from

declarant. Each new lot shall be equally liable for common expenses as determined by the board of directors of the Homeowners Association, in conjunction with the existing lots. The board shall reallocate common expenses as each new lot is transferred from declarant, and shall have the discretion to prorate each new lot's share of common expenses for the current fiscal year.

Dated this 9 day of September, 2004.

COTTAGE HOUSING, LLC,
an Oregon limited liability company

By: Greg Crafts
Greg Crafts, Member of Affordable Housing
of the Columbia Gorge LLC, Member

STATE OF OREGON)
) ss.
County of Hood River)

The foregoing instrument was acknowledged before me this 9th day of SEPTEMBER, 2004, by Greg Crafts, member of Affordable Housing of the Columbia Gorge LLC, an Oregon limited liability company, which is a member of Cottage Housing, LLC, an Oregon limited liability company, on behalf of and with proper authority of said companies.

(SEAL) Karen A. Seavert
Notary Public for Oregon
My Commission Expires: 10-13-06



20044230

EXHIBIT "A"

**PERIMETER DESCRIPTION
KATIE'S LANE PLANNED UNIT DEVELOPMENT**

A parcel in a portion of Lot 2A of ADAMS PARADISE ACREAGE, in the Northeast quarter of Section 35, Township 3 North, Range 10 East of the Willamette Meridian, in the City of Hood River, County of Hood River, State of Oregon described as follows:

Commencing at the Southeast Corner of Lot 2A of ADAMS PARADISE ACREAGE in the City of Hood River, County of Hood River, State of Oregon, as per duly recorded Plat thereof; thence North 01°01'16" West along the East line of said Lot 2A a distance of 10.00 feet; thence South 87°52'36" West 10.00 feet North of and parallel to the South line of Said Lot 2A, a distance of 75.00 feet to the TRUE PLACE OF BEGINNING; thence North 00°04'59" East a distance of 40.00 feet; thence North 87°48'36" East a distance of 50.00 feet to a point 25 feet West of that certain 10 Alley and said Alley extended South as plated in Adams Addition, in said City of Hood River; thence North 00°08'48" East, parallel to and 25 feet West of said Alley and said Alley extended South, a distance of 127.43 feet; thence North 89°15'30" West a distance of 35.00 feet; North 89°08'48" East, parallel to and 60 feet West of said Alley, a distance of 95.77 feet; thence South 89°15'30" East a distance of 60.00 feet to the West line of said Alley; thence North 00°08'09" East, along the West line of said Alley, a distance of 94.35 feet; thence North 89°08'54" West a distance of 90.00 feet; thence North 00°08'09" East a distance of 50.00 feet; thence South 89°08'54" East a distance of 10.00 feet; thence North 00°08'09" East a distance of 50.00 feet; thence South 89°08'54" East a distance of 80.00 feet to the West line of said Alley; thence North 00°07'01" East, along the West line of said Alley, a distance of 191.00 feet to a point on the East line of said Lot 2A and 657.00 feet North of the Southeast corner of said Lot 2A; thence North 89°08'56" West, parallel with the North line of said Lot 2A, a distance of 238.42 feet to the West line of said Lot 2A; thence South 00°01'49" West, along the West line of Lot 2A and the East line of that parcel belonging to School District No. 3, a distance of 390.08 feet to a 5/8" iron rod; thence South 00°20'27" West, continuing along the West line of Lot 2A and the East line of that parcel belonging to School District No. 3, a distance of 134.34 feet; thence North 87°40'15" East a distance of 75.00 feet; thence South 00°24'09" West a distance of 135.08 feet to a point 10 North of the South line of said Lot 2A; thence North 87°52'36" East a distance of 88.92 feet to the TRUE PLACE OF BEGINNING.

20044230

HOOD RIVER COUNTY, OR 2007-04514
D-CCR
Cnt=1 Stn=2 COUNTER 10/05/2007 11:17 AM
\$10.00 \$11.00 \$10.00 \$31.00

File 04-9101-JFS

After Recording, Return To:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031



I certify that this instrument was received and recorded in the records of said county.
Sandra E. Berry, Director of Records and Assessment and Ex-Officio Recorder.

Tax Account Nos. 3N-10E-35AA-6410, 6417, 6418

AMENDMENT TO
DECLARATION OF PLANNED COMMUNITY
"KATIE'S LANE"

The members of the Katie's Lane Homeowners Association ("HOA") have duly adopted an amendment to the Declaration of Planned Community recorded September 10, 2004, as Microfilm No. 20044230, Deed Records of Hood River County. The undersigned President and Secretary of the HOA hereby certify that the amendment was adopted in full compliance with the Declaration and with ORS 94.590.

Now, therefore, the Declaration is hereby amended to delete the following-described real property from the legal description of the real property included in the planned community as set forth on Exhibit "A" attached to the Declaration:

Parcels 1, 2, and 3 of Partition Plat No. 200724P, filed June 19, 2007, being a portion of the Northeast quarter of the Northeast quarter of Section 35, Township 3 North, Range 10 East of the Willamette Meridian, in the City of Hood River, County of Hood River, and State of Oregon.

Other than the removal of the above-described property from the planned community, all of the provisions of the Declaration shall remain in full force and effect.

Dated this 4 day of October, 2007.

KATIE'S LANE HOMEOWNERS ASSOCIATION

By: [Signature]
Sean O'Shea, President

By: _____
Kari Boss, Secretary

STATE OF Michigan)
) ss.
County of Kent)

The foregoing instrument was acknowledged before me this 4 day of October, 2007, by Sean O'Shea, as President of the Katie's Lane Homeowners Association.

(SEAL)

Glenda K. Baer
Notary Public for SO Gallop
My Commission Expires: 9/11/12

GLEND K. BAER
NOTARY PUBLIC, STATE OF MI
COUNTY OF KENT
MY COMMISSION EXPIRES Sep 11, 2012
ACTING IN COUNTY OF Kent

STATE OF _____)
) ss.
County of _____)

The foregoing instrument was acknowledged before me this ___ day of _____, 2007, by Kari Boss, as Secretary of the Katie's Lane Homeowners Association.

(SEAL)

Notary Public for _____
My Commission Expires: _____

HOOD RIVER COUNTY, OR 2007-04515
D-CCR 10/05/2007 11:17 AM
Cnt=1 Stn=2 COUNTER
\$10.00 \$11.00 \$10.00 \$31.00



00007936200700045150020027

I certify that this instrument was received and recorded in the records of said county.
Sandra E. Berry, Director of Records and Assessment and Ex-Officio Recorder.

File 04-9101-JFS

After Recording, Return To:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031

Tax Account Nos. 3N-10E-35AA-6410, 6417, 6418

AMENDMENT TO
DECLARATION OF PLANNED COMMUNITY

“KATIE’S LANE”

The members of the Katie’s Lane Homeowners Association (“HOA”) have duly adopted an amendment to the Declaration of Planned Community recorded September 10, 2004, as Microfilm No. 20044230, Deed Records of Hood River County. The undersigned President and Secretary of the HOA hereby certify that the amendment was adopted in full compliance with the Declaration and with ORS 94.590.

Now, therefore, the Declaration is hereby amended to delete the following-described real property from the legal description of the real property included in the planned community as set forth on Exhibit “A” attached to the Declaration:

Parcels 1, 2, and 3 of Partition Plat No. 200724P, filed June 19, 2007, being a portion of the Northeast quarter of the Northeast quarter of Section 35, Township 3 North, Range 10 East of the Willamette Meridian, in the City of Hood River, County of Hood River, and State of Oregon.

Other than the removal of the above-described property from the planned community, all of the provisions of the Declaration shall remain in full force and effect.

Dated this 4 day of October, 2007.

KATIE’S LANE HOMEOWNERS ASSOCIATION

By: _____
Sean O’Shea, President

By: K-T. Boss
Kari Boss, Secretary

STATE OF O)
) ss.
County of _____)

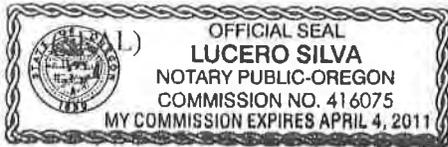
The foregoing instrument was acknowledged before me this ____ day of _____, 2007, by Sean O'Shea, as President of the Katie's Lane Homeowners Association.

(SEAL)

Notary Public for _____
My Commission Expires: _____

STATE OF Oregon)
) ss.
County of Hood River)

The foregoing instrument was acknowledged before me this 4th day of October, 2007, by Kari Boss, as Secretary of the Katie's Lane Homeowners Association.



Lucero Silva

Notary Public for Oregon
My Commission Expires: 4-4-2011



00044060201200041780030035

I certify that this instrument was received and recorded in the records of said county.
Brian D. Beebe, Director of Records and Assessment and Ex-Officio Recorder.

After recording, return to:
Ms. Heidi Venture
713 Katie's Lane
Hood River, OR 97031

AMENDMENT TO
DECLARATION OF PLANNED COMMUNITY

The members of the Katie's Lane Homeowner's Association (the "HOA") have duly adopted an amendment to the Declaration of Planned Community (the "Declaration") recorded September 10, 2004, as amended by the amendment to the Declaration recorded on October 5, 2007. The Board of Directors of the HOA, by and through its undersigned representative, hereby certifies that the amendment was adopted in full compliance with the Declaration and ORS 94.590.

Now therefore, the Declaration is hereby amended as follows: (i) subparagraph (f) to paragraph 14 of the Declaration is deleted in its entirety and replaced with the new subparagraph (f) set forth below, and (ii) the new subparagraphs (g) and (h) set forth below are added to paragraph 14 of the Declaration.

- f. No owner may lease or rent his or her home for a period of less than twelve (12) consecutive months. All leases or rentals shall be by written lease agreement, that shall provide that the terms of the lease shall be subject in all respects to the provisions of this Declaration and the Bylaws of the Homeowners Association, and that any failure by the lessee or tenant to comply with the terms of such documents shall be a default under the lease. A lessee or tenant who is leasing or renting a home from an owner may not sublease or sublet the home or any part of the home to any other person. As a precondition to renting or leasing a home pursuant to this Declaration, an owner desiring to rent his or her home must provide the board of directors with a copy of the written lease agreement containing the required language not less than seven (7) days prior to the commencement of the lease term. Any violation of this Declaration or the Bylaws by a tenant will deemed to be a violation of this Declaration and the Bylaws by the owner. If the board of directors finds that an owner, lessee or tenant has violated any provision of this Declaration or the Bylaws, including the requirement that the owner provide a copy of the written lease agreement to the board of directors prior to the commencement of the lease term, the board of directors may require the owner to terminate such lease or rental agreement, or exercise any other remedies available to it under Oregon law.

- g. (1) Except for the purpose of temporary loading or unloading or with the consent of the board of directors, the parking of all motor vehicles (automobiles, trucks or motorcycles), commercial trucks or trailers, recreational vehicles or trailers, campers and watercraft shall be limited to each home's two, designated parking spaces. No parking by an owner, tenant, or visitor may occur on any portion of the common property or in the streets or roadways of the community except that designated guest parking spaces may be utilized on a periodic basis (not to exceed seven (7) consecutive days or fourteen (14) total days per month) by an owner, a tenant or the guest of an owner or tenant. Vehicles parked in

1-3

violation of this Declaration or the Bylaws may be towed and stored at the direction of the board of directors, with the expense charged to the owner.

(2) Except with the consent of the board of directors, no owner shall permit any vehicle that is in an extreme state of disrepair to be abandoned or to remain parked on any home's designated parking space (unless kept within a garage), on any designated guest parking space, on any portion of the common property or any adjoining street for a period in excess of forty-eight (48) hours. A vehicle shall be deemed to be in an "extreme state of disrepair" when, in the opinion of the board of directors, due to its appearance or continued inoperability its presence reasonably offends the occupants of the neighborhood. Should any owner fail to remove such vehicle within five (5) days following the date on which notice is mailed to him or her by the Homeowners Association, the board of directors may have the vehicle removed and charge the expense of such removal to the owner in addition to the assessments made upon him or her in accordance with this declaration.

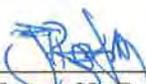
h. (1) All lawns and landscaping that are part of an owner's property shall be well maintained and kept in first class, good, safe, clean, neat and attractive condition consistent with the other homes in the community. Each owner is specifically responsible for maintaining all grass, landscaping and improvements that are part of the owner's property. No weeds, underbrush, or other unsightly growth shall be permitted to be grown or remain upon an owner's property. No refuse, yard debris or unsightly objects shall be allowed to be placed or suffered to remain upon any owner's property. No part of any home or any part of the common property shall be used or maintained as a dumping ground for rubbish, trash, garbage or other waste.

(2) Except days upon which trash collection occurs or the evening immediately prior to such days, no garbage cans, garbage bags, supplies or other similar articles shall be maintained on the street or curb in front of any home. Each owner shall be responsible for properly depositing his, her or its garbage and trash in garbage cans and trash containers sufficient for pick-up by the appropriate collection agencies in accordance with the requirements of any such agency. All such trash receptacles shall be maintained in a sanitary condition and, except days upon which trash collection occurs or the evening immediately prior to such days, shall be discretely stored and, if possible, shielded from the view of adjacent properties and streets.

Other than the foregoing deletions and additions to paragraph 14 of the Declaration, the Declaration is unmodified and remains in full force and effect.

Dated this 29th day of November, 2012.

KATIE'S LANE HOMEOWNERS ASSOCIATION

By: 
Jason H. Barker, Director

STATE OF OREGON)

COUNTY OF Wood River) ss.
)

The foregoing instrument was acknowledged before me this 29th day of November 2012, by Jason H. Barker, as a Director of the Katie's Lane Homeowners Association.

WITNESS my hand and official seal.

Randi K Condon

Notary Public for the State of Oregon

My commission expires: 2/25/15



Exhibit A-2

HOA Bylaws

20044231 (10)

STATE OF OREGON

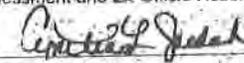
COUNTY OF HOOD RIVER

SS

After Recording, Return to:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031

I certify that this instrument was received
and recorded in the records of said county.

Sandra E. Berry, Director of records and
Assessment and Ex-Officio Recorder.

by:  Deputy.

DOC#: 20044231
RCPT: 372432.11 171.00
9/10/2004 9:21 AM

Tax Account Nos. 3N-10-35AA-5400, 5500, 5700, 5800, 6100, 6400

**BYLAWS OF
KATIE'S LANE HOMEOWNERS ASSOCIATION
an Oregon Nonprofit Corporation**

The undersigned incorporator of Katie's Lane Homeowners Association, an Oregon nonprofit corporation, hereby adopts the following Bylaws, which, together with the Declaration of Planned Community recorded with Hood River County Deed Records, the Articles of Incorporation, and the laws and regulations of the State of Oregon shall govern its corporate proceedings.

ARTICLE I: PURPOSE

The Katie's Lane Homeowners Association (hereinafter referred to as the "Association") is an Oregon nonprofit corporation formed to exercise administrative responsibility over the individual lots and common areas of the Katie's Lane planned community in Hood River, Oregon, including maintenance of common areas and landscapes and roads, adoption of rules and regulations regarding private areas for the benefit of the community, imposition and collection of assessments to carry out the purposes of the Association, and such other actions as will benefit the members and enhance the community.

ARTICLE II: POWERS

The Association may exercise all of the powers set forth in ORS 94.630, including but not limited to the following:

- (a) Adopt and amend bylaws, rules and regulations for the planned community;
- (b) Adopt and amend budgets for revenues, expenditures and reserves, and collect assessments from owners for common expenses;
- (c) Hire and terminate managing agents and other employees, agents and independent contractors;
- (d) Make contracts and incur liabilities;
- (e) Regulate the use, maintenance, repair, replacement and modification of common property;
- (f) Cause additional improvements to be made as a part of the common property;
- (g) Acquire, hold, encumber and convey in its own name any right, title or interest to real or personal property, except that common property may be conveyed or subjected to a security interest only pursuant to ORS 94.665;
- (h) Grant easements, leases, licenses and concessions through or over the common property;

(i) Modify, close, remove, eliminate or discontinue the use of common property, including any improvement or landscaping;

(j) Impose charges for late payment of assessments and attorney fees related to the collection of assessments and, after giving written notice and an opportunity to be heard, levy reasonable fines for violations of the declaration, bylaws, rules and regulations of the Association if the charge imposed or the fine levied is based on a schedule contained in the declaration or bylaws, or an amendment to either that is delivered to each residential lot, mailed to the mailing address of each residential lot or mailed to the mailing addresses designated in writing by the owners, or based on a resolution of the Association or its board of directors that is delivered to each residential lot, mailed to the mailing address of each residential lot or mailed to the mailing addresses designated in writing by the owners;

(k) Provide for the indemnification of its officers and the board of directors and maintain liability insurance for directors and officers;

(L) Exercise any other powers necessary and proper for the administration and operation of the Association.

ARTICLE III: TURNOVER MEETING

Section 1. Notice of Meeting.

Within 90 days after conveying all of the residential lots in the planned community, the developer shall call a meeting for the purpose of turning over administrative responsibility for the planned community to the Association. Notice shall be given to all owners as provided in these bylaws. If the developer does not call the meeting within the required time, any owner may call a meeting.

Section 2. Purpose of Meeting.

At the turnover meeting, the developer shall turn over to the Association the responsibility for the administration of the planned community, and the Association shall accept the administrative responsibility.

Section 3. Order of Business.

At the turnover meeting, the owners shall elect a board of directors in accordance with these bylaws. The developer shall deliver to the Association the documents set forth in ORS 94.616(3).

Section 4. Transition Period.

In order to facilitate an orderly transition, during the three-month period following the turnover meeting, the developer or an informed representative shall be available to meet with the board of directors on at least three mutually acceptable dates to review the documents delivered under Section 3 of this Article.

ARTICLE IV: MEMBERS, MEETINGS, VOTING

Section 1. Members.

The members of the Association shall consist of the owners of each residential lot of the planned community.

Section 2. Meetings.

- a. The Association shall hold at least one meeting of the members each calendar year.
- b. Special meetings of the Association may be called by the president of the board of directors, a majority of the board of directors or the owners of six of the residential lots.
- c. Business transacted at a special meeting shall be confined to the purposes stated in the notice.
- d. Not less than 10 or more than 50 days before any meeting called under this section, the secretary shall cause notice to be hand delivered or mailed to the mailing address of each residential lot or to the mailing address designated in writing by the owner, and to all mortgagees that have requested such notice. Mortgagees may designate a representative to attend a meeting called under this section.
- e. The notice of a meeting shall state the time and place of the meeting and the items on the agenda, including the general nature of any proposed amendment to the declaration or bylaws, any budget changes or any proposal to remove a director or officer.

Section 3. Quorum.

A quorum for any meeting of the membership of the Association shall consist of the number of persons who are entitled to cast 50% of the votes and who are present in person or by proxy at the beginning of the meeting.

Section 4. Voting.

- a. Each residential lot shall be entitled to one vote.
- b. An executor, administrator, guardian or trustee may vote, in person or by proxy, at a meeting of the Association with respect to a residential lot owned or held in a fiduciary capacity if the fiduciary satisfies the secretary of the board of directors that the person is the executor, administrator, guardian or trustee holding the residential lot.
- c. When a residential lot is owned by two or more persons jointly, according to the records of the Association, the vote or proxy of the lot may be exercised by a co-owner in the absence of protest by another co-owner. If the co-owners cannot agree upon the vote, the vote of the lot shall be disregarded completely in determining the proportion of votes given with respect to such matter. A valid court order may establish the right of co-owners' authority to vote.

Section 5. Action Without a Meeting.

Any action that may be taken at any meeting of the homeowners Association may be taken without a meeting if the Association delivers a written ballot to every Association member that is entitled to vote on the matter and the Association and the members follow the process set forth in ORS 94.647.

Section 6. Rules of Order.

Unless other rules of order are required by a resolution of the Association or its board of directors:

a. Meetings of the Association and the board of directors shall be conducted according to the latest edition of Robert's Rules of Order published by the Robert's Rules Association.

b. A decision of the Association or the board of directors may not be challenged because the appropriate rules of order were not used unless a person entitled to be heard was denied the right to be heard and raised an objection at the meeting in which the right to be heard was denied.

c. A decision of the Association and the board of directors is deemed valid without regard to procedural errors related to the rules of order one year after the decision is made unless the error appears on the face of a written instrument memorializing the decision.

ARTICLE V: BOARD OF DIRECTORS

Section 1. Composition of the Board.

a. Composition of the Board. The number of Directors shall be at least three. All of the directors must be members of the Association after the turnover meeting describe in these bylaws.

b. The incorporator shall choose the initial Board of directors. Thereafter, the Association members shall elect board members at the annual meeting, to serve three-year terms unless terminated by death, resignation or removal. Directors shall serve staggered terms, with approximately one-third of the Directors elected in a given year.

c. The board of directors may fill vacancies in its membership for the unexpired portion of any term.

d. A Director may resign at any time by giving written notice to the President.

e. The members may remove any member of the board of directors, with or without cause, by a majority vote of all owners present and entitled to vote at any meeting of the owners at which a quorum is present. No removal of a director is effective unless the matter of removal is an item on the agenda and stated in the notice for the meeting required under ORS 94.650.

Section 2. Voting.

a. Each Director shall have one vote.

b. A quorum shall consist of a majority of Directors then in office.

c. Decisions shall be by a majority vote. An attempt shall be made in each case to reach consensus before taking a vote.

d. A Director may vote by a proxy that is executed in writing by the Director, appointing another Director to vote for the absent Director.

Section 3. Meetings.

a. The annual meeting of the board shall be held immediately following the annual members' meeting, for the purpose of electing directors and for the transaction of such other business as may come before the meeting.

b. Meetings shall be called as follows:

- (i) For other than emergency meetings, notice of board of directors' meetings shall be posted at a place or places on the property at least three days prior to the meeting or notice shall be provided by a method otherwise reasonably calculated to inform members of such meetings;
- (ii) Emergency meetings may be held without notice, if the reason for the emergency is stated in the minutes of the meeting; and
- (iii) Only emergency meetings of the board of directors may be conducted by telephonic communication.

c. All meetings of the board of directors shall be open to members, except that at the discretion of the board the following matters may be considered in executive session:

- (i) Consultation with legal counsel concerning the rights and duties of the Association regarding existing or potential litigation, or criminal matters;
- (ii) Personnel matters, including salary negotiations and employee discipline; and
- (iii) The negotiation of contracts with third parties.

d. Except in the case of an emergency, the board of directors shall vote in an open meeting whether to meet in executive session. If the board of directors votes to meet in executive session, the presiding officer of the board of directors shall state the general nature of the action to be considered and, as precisely as possible, when and under what circumstances the deliberations can be disclosed to owners.

e. The meeting and notice requirements in this section may not be circumvented by chance or social meetings or by any other means.

Section 4. Powers and Duties.

a. The board of directors may act on behalf of the Association except as limited by the declaration and these bylaws. In the performance of their duties, officers and members of the board of directors shall exercise the care required of fiduciaries.

b. At least annually, the board of directors shall adopt a budget for the planned community, and provide a summary thereof to all members within 30 days after adoption.

c. At least annually, the board of directors of an Association shall review the insurance coverage of the Association.

d. The board of directors annually shall cause to be filed the necessary income tax returns for the Association.

e. The board of directors may establish rules and policies regulating the use, maintenance and repair of the common areas, including the making of additional improvements to those areas:

f. The board of directors, in the name of the Association, shall maintain a current mailing address of the Association.

ARTICLE VI: OFFICERS

Section 1. Officers and Election.

The officers of the Association shall be President, Secretary and Treasurer. Such other officers and agents as may be deemed necessary, including vice-president, may be elected or appointed by the Board of directors. The officers shall be elected for a term designated by the Board of directors to perform the duties and exercise the powers of the office. Any two or more offices may be held by the same person. The officers shall hold office until their successors are chosen and qualified. The officers must be Directors of the Association.

Section 2. Removal and Vacancies.

Any officer may be removed at any time by a two-thirds majority vote of the Directors. In case of any vacancy for any reason, the Board of directors shall have the power to fill the position for the remainder of the term of office.

Section 3. Duties and Powers.

The officers may be authorized by the Board of directors to enter into and execute on behalf of the Association contracts, leases, debt obligations, and all other forms of agreements or instruments permitted by law, the articles of incorporation or these Bylaws; except where such documents are required by law to be otherwise signed and executed, or where the signing and execution thereof shall be exclusively delegated to some other agent of the Association.

Section 4. President.

The President shall be the chief operating officer of the Association, shall perform such duties as are assigned by the Board of directors, shall preside over Board meetings, and shall supervise and control all of the affairs of the Association in accordance with any policies and directives approved by the Board of directors.

Section 5. Vice President.

The Vice President, subject to the control of the President and the Board of directors, shall perform such duties as are assigned. The Vice President shall preside at meetings in the absence of the President.

Section 6. Secretary.

The secretary shall be responsible for making or causing to be made an accurate record of the proceedings of all meetings of the Board of directors and all actions of the Association as the Board of directors shall determine. The Secretary shall be responsible for distribution of these records or minutes to the Board of directors. The Secretary shall have custody of all books, papers, and records of the Association except those which shall be in the custody of some other authorized person, and shall give or cause to be given all notices as in accordance with these Bylaws or as required by law. The Secretary shall perform such other duties as are assigned by the Board of directors.

Section 7. Treasurer

The Treasurer shall lead the Board of directors in the performance of their financial management responsibilities. The Treasurer shall have custody of the Association's funds and securities and shall keep, or cause to be kept, full and accurate accounts of all receipts and disbursements except such as shall be in the possession of some other authorized person. The Treasurer shall account for or cause to be accounted for all of the Association transactions and the financial situation of the Association at all meetings. The Treasurer shall have such other duties as may be assigned by the Board of directors.

ARTICLE VII: MAINTENANCE PROGRAM, ASSESSMENT PROCEDURE

Section 1. Maintenance, Upkeep and Repair.

The Board of directors shall make provisions for maintenance, improvement and repair of the roadway, landscaping and other aspects of the common property.

Section 2. Payment for Maintenance, Upkeep and Repair.

Maintenance, upkeep and repair expenses will be included in the Association's annual budget and assessed against each residential lot in the community. Actual vouchers will be approved according to procedures established by the Board of directors which may include a dollar maximum expenditure over which Board approval is required.

Section 3. Personnel.

The Board of directors may hire employees or contract for reasonably necessary maintenance, upkeep and repair services. This work may also be performed on a voluntary basis by Association members subject to oversight by the Board.

Section 4. Assessments and Collections.

The Association shall impose an annual assessment against each homeowner. Written notice of the assessment for each calendar year shall be sent to each owner on or before December 1st of the preceding year. The annual assessment may be paid in 12 monthly installments due on the first day of each month. If the entire assessment is paid in full prior to January 10th, the owner shall be entitled to a 6% discount. Each assessment shall be the personal debt of the owner against whom the assessment was levied as well as of any subsequent owner of that residential lot. Interest shall accrue at 12% per annum on all assessments from the payment due date. Any amounts not paid within thirty days of the due date shall be in default. Upon default the assessment, together with interest thereon, costs, and reasonable attorney fees incurred in collection, shall become a lien upon the private area owned by the owner. A notice of lien will be filed in the mortgage records of Hood River County, Oregon, setting forth the amount due and a legal description of the property against which the lien is assessed. Enforcement of the liens shall be in accordance with the provisions of ORS 94.709 as it exists on the date of the adoption of these bylaws.

ARTICLE VIII: INSURANCE

Section 1. Common Property.

a. The board of directors of an Association shall obtain:

- (i) Insurance for all insurable improvements in the common property against loss or damage by fire or other hazards, including extended coverage, vandalism and malicious mischief. The insurance shall cover the full replacement costs of any repair or reconstruction in the event of damage or destruction from any such hazard if the insurance is available at reasonable cost; and
- (ii) A public liability policy covering all common property and all damage or injury caused by the negligence of the Association.

b. Premiums for insurance obtained under this section shall be a common expense of the Association. The policy may contain a reasonable deductible and the amount thereof shall be added to the face amount of the policy in determining whether the insurance equals at least the full replacement cost.

Section 2. Individual Lots.

The owners of each residential lot shall procure and maintain policies of fire insurance with standard extended coverage endorsements on a replacement cost basis covering all improvements on the Lot. The policies shall be primary with respect to all covered risks, and shall be written in such form with such terms and by such insurance companies reasonably acceptable to the Association.

ARTICLE IX: BOOKS AND RECORDS

a. The Association shall retain within this state the documents, information and records delivered to the Association at the turnover meeting under ORS 94.616.

b. All assessments shall be deposited in a separate bank account, located within this state, in the name of the Association. All expenses of the Association shall be paid from the Association bank account.

c. The Association shall keep financial records sufficiently detailed for proper accounting purposes. Within 90 days after the end of the fiscal year, the board of directors shall distribute to each owner and, upon written request, any mortgagee of a lot, a copy of the annual financial statement consisting of a balance sheet and income and expenses statement for the preceding fiscal year.

d. The Association shall provide, within 10 business days of receipt of a written request from an owner, a written statement that provides:

- (i). The amount of assessments due from the owner and unpaid at the time the request was received, including regular and special assessments, fines and other charges, accrued interest, and late payment charges.
- (ii) The percentage rate at which interest accrues on assessments that are not paid when due.
- (iii) The percentage rate used to calculate the charges for late payment or the amount of a fixed charge for late payment.

The Association is not required to comply with this provision if the Association has commenced litigation by filing a complaint against the owner and the litigation is pending when the statement would otherwise be due.

e. The Association shall make the documents, information and records described in subsections (a) and (c) of this Article and all other records of the Association reasonably available for examination by an owner and any mortgagee of a lot. Upon the written request of an owner or mortgagee of a lot, the Association shall make available during reasonable hours all such records for duplication. The documents, information and records described in subsections (a) and (c) of this Article and all other records of the Association shall be located within this state.

f. The Association shall maintain a copy, suitable for the purpose of duplication, of the following:

- (i) The declaration, bylaws, Association rules and regulations and any amendments or supplements to them.
- (ii) The most recent financial statement prepared pursuant to subsection (c) of this Article.
- (iii) The current operating budget of the Association.

g. Upon written request of a prospective purchaser, the Association shall make available for examination and duplication during reasonable hours the documents and information specified in subsection (e) of this Article.

h. The Association may charge a reasonable fee for furnishing copies of any documents, information or records described in this section. The fee may include reasonable personnel costs for furnishing the documents, information or records.

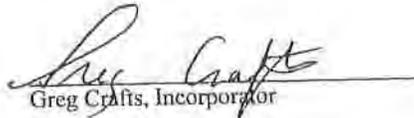
ARTICLE X. AMENDMENTS

These Bylaws may be altered, amended or repealed or new Bylaws may be adopted by a majority the members present at any properly constituted meeting following circulation of the proposed change to the members at least two weeks in advance of the meeting at which the change will be voted on.

ARTICLE XI. DISSOLUTION

Upon dissolution or liquidation of the Corporation, the assets, after payment of debts and liabilities, shall be distributed pro rata to the lot owners in the community.

Dated this 9 day of September, 2004.


Greg Crafts, Incorporator

STATE OF OREGON)
) ss.
County of Hood River)

The foregoing instrument was acknowledged before me this 9th day of SEPTEMBER, 2004, by Greg Crafts.

(SEAL)

Karen A. Seavert
Notary Public for Oregon
My Commission Expires: 10-13-06



20044231

Exhibit B

Plat Map

FILED
RECORDS AND ASSESSMENT
HOOD RIVER CO.
Feb 10 10 37 AM '05

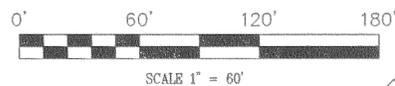
20050654

KATIE LANE SUBDIVISION PHASE II

NORTHEAST 1/4, SECTION 35 OF T 3 N, R 10 E, W.M.

CITY OF HOOD RIVER, OREGON

TAX LOT 5400, 5500, 5700, 5800, 6100 AND 6400
3N 10 35 AA



CITY MON. A-10
FD. 1/2" IRON PIPE
IN WATER CASE
VISITED IN 2000

APPROVALS

The Director of Record and Assessments and the Director of Budget and Finance and Tax Collector respectively of Hood River County, Oregon, hereby certify that we have examined the Annexed Plat of the KATIE LANE SUBDIVISION PHASE II in the City of Hood River and the name adopted for said plat is a proper name and not included in any other subdivision in Hood River County, and further certify that all assessments due hereon have been fully paid as required by law and we hereby approve said plat.

[Signature]
HOOD RIVER COUNTY DIRECTOR OF BUDGET AND FINANCE AND TAX COLLECTOR

[Signature]
HOOD RIVER COUNTY DIRECTOR OF RECORDS AND ASSESSMENTS

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of February, 2005

[Signature]
HOOD RIVER COUNTY SURVEYOR

The annexed map of the KATIE SUBDIVISION PHASE II was examined and approved by me. this 14th day of Feb. 2005

[Signature]
CHAIRPERSON, HOOD RIVER COUNTY COMMISSION

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of Feb. 2005

[Signature]
HOOD RIVER COUNTY COMMISSION

The annexed map of the KITTS SUBDIVISION PHASE II was examined and approved by me. this 11th day of Feb. 2005

[Signature]
HOOD RIVER COUNTY COMMISSION

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 26th day of February, 2005

[Signature] *[Signature]*
MAYOR CITY RECORDER

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of Feb. 2005

[Signature]
HOOD RIVER CITY PLANNING DIRECTOR

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of FEB. 2005

[Signature]
CITY ENGINEER

SURVEYORS CERTIFICATE

I, Anthony C. Klein, being first duly sworn, depose and say that I have correctly surveyed and marked with proper monuments the lands represented on the annexed map of KATIE LANE SUBDIVISION PHASE II, and that for the INITIAL POINT of the Survey, I set a 5/8" by 30" Iron Rod with cap stamped PLS. OR 932, said iron rod is at the Northeast corner of Lot 6 of KATIE LANE SUBDIVISION PHASE II, which point is 657.00 feet North and 174.26 feet West of the Southeast corner of lot 2A of ADAMS PARADISE ACREAGE. Thence North 89°08'56" West parallel with the North line of Lot 2A of ADAMS PARADISE ACREAGE a distance of 64.17 feet; thence South 00°05'38" West a distance of 42.49 feet; thence South 89°48'12" East a distance of 32.07 feet; thence South 00°03'31" West a distance of 59.99 feet; thence North 89°56'29" East a distance of 67.19 feet; thence North 04°23'50" East a distance of 101.23 feet; thence North 89°08'56" West a distance of 42.86 feet to the INITIAL POINT.

I further say that the boundaries on this property are fully and accurately shown and complete.

[Signature]
Anthony C. Klein PLS 932
This 7th day of Feb. 2005

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 17, 1970
ANTHONY C. KLEIN
932
Expires 6-30-05

DECLARATION

Know all men by these present that COTTAGE HOUSING, LLC does hereby make, establish and declare the annexed map to be true and correct map of the land owned and laid out by them as the KATIE LANE SUBDIVISION PHASE II. Said land being more particularly described in the Surveyor's Certificate here to annexed and they do hereby commit said property and improvement described and depicted on the plat are subject to the provisions of chapter 92 of the Oregon Revised Statutes.

[Signature]
Cottage Housing, LLC

ACKNOWLEDGMENTS

BE IT REMEMBERED That on this 10th day of February, 2005, before me a Notary Public in and for said State of Oregon personally appeared, Columbia Gorge, LLC who being first duly sworn, under oath, did say that they did acknowledgment this instrument of their free consent and in accordance with their desires.

[Signature]
NOTARY PUBLIC FOR STATE OF OREGON
County of Hood River

My Commission Number 357239
My Commission Expires June 1, 2006

EASEMENT OF RECORD

- BOOK 7, PAGE 45 PIPE LINE EASEMENT 5 YEAR TERM (EASEMENT ENDS MARCH 1 1917)
- BOOK 23, PAGE 588 PIPE LINE EASEMENT (BLANKET EASEMENT)
- BOOK 23, PAGE 615-616 PIPE LINE EASEMENT (BLANKET EASEMENT ACROSS TAX LOT 5400)
- BOOK 24, PAGE 87 PIPE LINE EASEMENT (BLANKET EASEMENT ACROSS TAX LOT 6400)
- BOOK 26, PAGE 157-158 PIPE LINE EASEMENT (BLANKET EASEMENT)
- BOOK 29, PAGE 47 PIPE LINE EASEMENT (BLANKET EASEMENT ACROSS TAX LOT 5700)
- INSTRUMENT NUMBER 861202 12' SEWER LINE EASEMENT NON-EXCLUSIVE (AS SHOWN ON PLAT)
- INSTRUMENT NUMBER 870709 12' SEWER LINE EASEMENT NON-EXCLUSIVE AMENDED TO SHOW LOCATION OF EXISTING SANITARY LINE OF INSTRUMENT NUMBER 861202 (AS SHOWN ON PLAT)
- INSTRUMENT NUMBER 912500-912501 REASSIGNS OF 12' SEWER EASEMENT
- INSTRUMENT NUMBER 2000-3838 10' UTILITY EASEMENT (AS SHOWN ON PLAT)

NARRATIVE OF SURVEY

THE OUT BOUNDARY OF KATIE LANE SUBDIVISION WAS PERFORM BY OUR FIRM IN MARCH 2004 SEE CS # 2004-021 FOR DETAILS. DURING THE COURSE OF THIS SURVEY PREVIOUSLY SET MONUMENTS WERE RECOVERED AND USED TO SET PHASE II OF SAID KATIE LANE SUBDIVISION SEE THE FACE OF THIS PLAT FOR DETAILS.

FILED FOR RECORD

this 10th day of Feb. 2005

[Signature]
HOOD RIVER COUNTY DIRECTOR OF RECORDS AND ASSESSMENTS

FILED

FEB 15 2005

[Signature]
CLERK



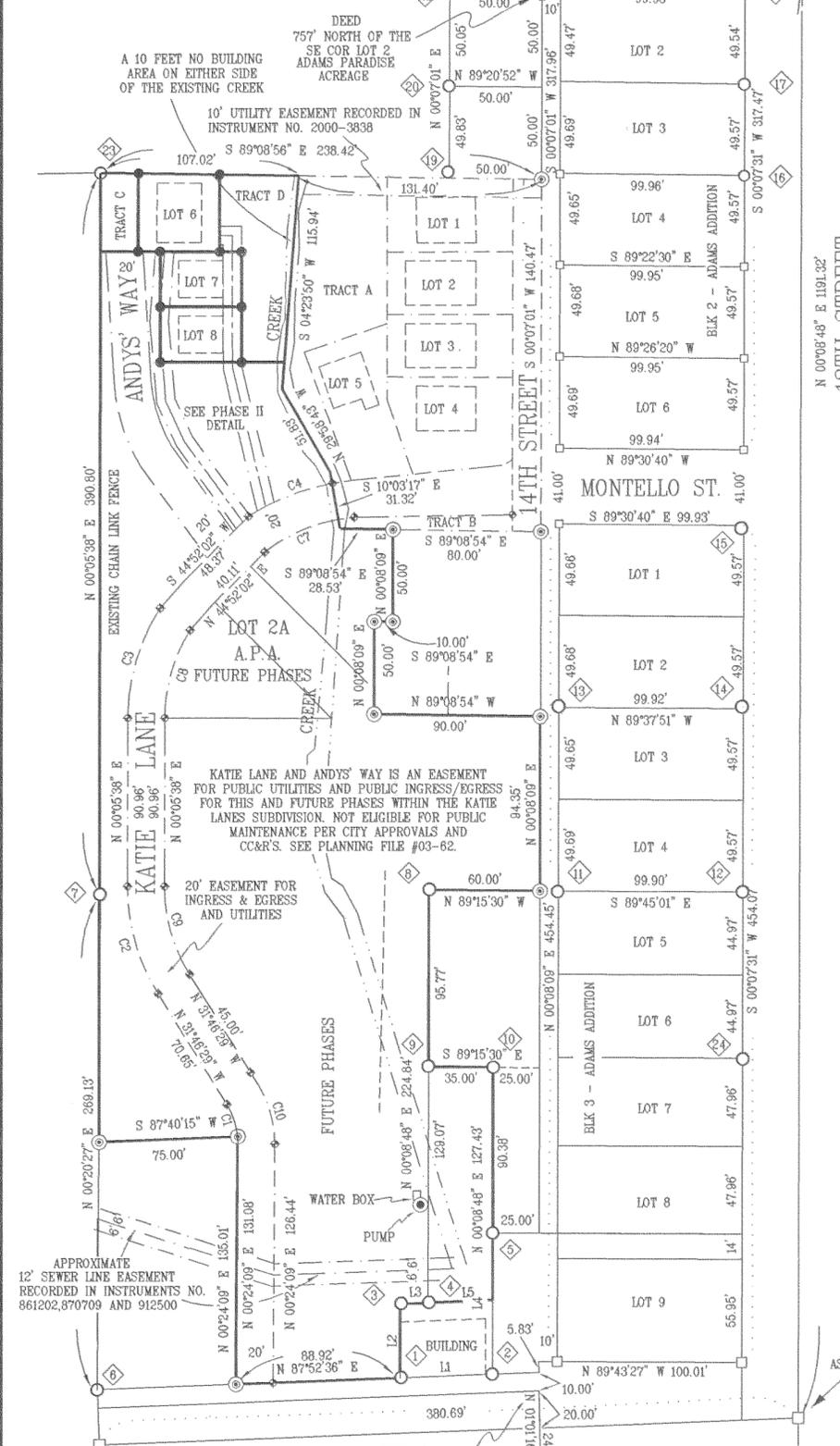
Klein & Assoc.

LAND SURVEYING
1412 13th Street
Hood River, Oregon 97031
Tel: (541)386-3322
DATE SURVEYED: Jan. 2005
JOB NO.: 05005

SHEET 1 OF 2

RA: 2-11-05 1400

CS 2005 014-1



- LEGEND**
- = SET 5/8" IR. WITH PLASTIC CAP MARKED OR #932 & WA #22098 EXCEPT AS NOTED
 - ⊙ = FOUND KLEIN & ASSOC. 5/8" X 30" IRON ROD WITH PLASTIC CAP AS RECORDED IN COUNTY SURVEY 2004-021
 - = FOUND MONUMENT AS NOTED
 - = CALCULATED CORNER
 - ◆ = CALCULATED POINT ALONG ROAD AND CENTER OF EASEMENTS
 - ⊠ = EXTERIOR OF EXISTING HOUSE
 - = CENTERLINE OF EASEMENT AS NOTED
 - - - = BOUNDARY PHASE I LOTS

CITY MON. E-6
AS PER CITY COORDINATES

SOUTHEAST CORNER
ADAMS ADDITION

FILED
REGGERS LAND SURVEY CO.
HOOD RIVER, OREGON
FEB 10 10 37 AM '05

KATIE LANE SUBDIVISION PHASE II

NORTHEAST 1/4, SECTION 35 OF
T 3 N, R 10 E, W.M.
CITY OF HOOD RIVER, OREGON

20050654

FILED

FEB 15 2005

Paul Klein
JULY 17, 1970
CLERK

BASIS OF BEARING
SURVEY BY KLEIN & ASSOC. CS #2004-021

LINE	BEARING	DISTANCE
L1	N 87°34'47" E	49.99'
L2	N 00°04'59" E	40.00'
L3	N 87°48'36" E	14.99'
L4	N 00°08'47" E	76.77'
L5	N 87°48'36" E	35.03'
L6	N 24°44'16" W	24.37'
L7	N 04°48'36" W	43.46'
L8	N 04°31'47" E	37.87'
L9	N 00°03'31" W	71.72'
L10	N 90°00'00" W	6.79'
L11	N 44°52'02" E	4.29'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	40.00'	22.46'	22.17'	S 15°41'10" E	32°10'39"
C2	110.00'	61.18'	60.40'	N 15°50'26" W	31°52'07"
C3	110.00'	62.72'	61.88'	N 16°25'45" E	32°40'15"
C4	130.06'	59.52'	59.00'	N 70°48'44" E	26°13'06"
C5	15.00'	10.39'	10.18'	S 70°39'05" W	39°40'29"
C6	90.00'	8.45'	8.44'	N 82°46'38" E	05°22'37"
C7	90.00'	44.37'	43.92'	N 65°58'00" E	28°14'39"
C8	90.00'	49.94'	49.30'	N 15°59'28" E	31°47'41"
C9	90.00'	50.06'	49.42'	N 15°50'26" W	31°52'07"
C10	98.06'	49.06'	48.55'	S 17°55'41" E	28°39'55"
C11	78.06'	38.46'	38.07'	S 17°42'28" E	28°13'29"
C12	130.06'	10.82'	10.82'	N 60°05'12" E	04°46'03"

OWNERSHIP NOTE

THE DECLARATION OF COVENANTS AND RESTRICTIONS HAVE TWO CATEGORIES OF OWNERSHIP. THEY ARE THE COMMON AREA AND RESIDENTIAL UNIT LOTS. THE SUBDIVISION PLAT OF "KATIE LANE SUBDIVISION" HEREIN DESIGNATES THESE TWO CATEGORIES OF OWNERSHIP AS FOLLOWS:

COMMON AREA

COMMON AREA ARE ASSIGNED AS FOLLOWS
COMMON AREA CONSIST OF ALL OF PHASE II, EXCEPTING THEREFROM LOTS 6 THROUGH 8.

RESIDENTIAL UNITS LOTS

LOTS DESIGNATED FOR FEE SIMPLE OWNERSHIP AS RESIDENTIAL UNITS ARE LOTS 6 THROUGH 8. EACH FEE SIMPLE RESIDENTIAL LOT BOUNDARY IS MARK ON THE FACE OF THIS PLAT WITH A 5/8" X 30" IRON ROD WITH PLASTIC CAPS.

TRACT C & D

TRACT C IS DESIGNATED AS COMMON AREA FOR ROAD PURPOSES AND UTILITIES FOR LOTS WITHIN THIS SUBDIVISION
TRACT D IS DESIGNATED AS COMMON AREA FOR THE PURPOSE OF OPEN GREEN SPACE.

COVENANTS, CONDITIONS AND RESTRICTIONS:

ALL LOTS WITHIN THE PLAT OF KATIE LANE SUBDIVISION ARE SUBJECT TO A DOCUMENT TITLED "DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS" SAID DOCUMENT IS RECORDED ON A SEPARATE DOCUMENT BEING RECORDED IN INSTRUMENT NUMBER, HOOD RIVER DEED RECORDS. SAID DOCUMENTS SHALL BE CONSIDERED AS A PART OF THIS PLAT. IT IS THE RESPONSIBILITY OF ALL PARTIES TO BE AWARE OF AND TO CONFORM TO SAID DOCUMENT.

LEGEND

- = SET 5/8" IR. WITH PLASTIC CAP MARKED OR #932 & WA #22098 EXCEPT AS NOTED
- ⊙ = FOUND KLEIN & ASSOC. 5/8" X 30" IRON ROD WITH PLASTIC CAP AS RECORDED IN COUNTY SURVEY 2004-021
- = FOUND MONUMENT AS NOTED
- = CALCULATED CORNER
- ⊕ = CALCULATED POINT ALONG ROAD AND CENTER OF EASEMENTS EXCEPT AS NOTED
- ⊞ = EXTERIOR OF EXISTING HOUSE
- = CENTERLINE OF EASEMENT AS NOTED
- - - = BOUNDARY PHASE I LOTS

REFERENCE SURVEYS

KATIE LANE SUBDIVISION PHASE I
BISHOP SURVEYING CS #79019
KLEIN & ASSOC. CS #2004-021
KLEIN & ASSOC. CS #84027
KLEIN & ASSOC. CS #91084
KLEIN & ASSOC. CS #99085
KLEIN & ASSOC. CS #00105
KLEIN & ASSOC. CS #2001-065
KLEIN & ASSOC. CS #2003663
WYEAST SURVEYS CS #93045
WYEAST SURVEYS CS #00093
SPINNAKER SURVEYS CS #95038

NOTE TRACT C & D

TRACT C AND D ARE DESIGNATED AS COMMON AREA FOR THE PURPOSE OF OPEN SPACE.

EASEMENT NOTES

- 10 FEET WIDE UTILITY EASEMENT BEING 5 FEET ON EITHER SIDE OF THE CENTERLINE SHOWN ON THE FACE OF THE PLAT
- 10 FEET SANITARY SEWER LINE EASEMENT BEING 5 FEET ON EITHER SIDE OF THE CENTERLINE SHOWN ON THE FACE OF THIS PLAT.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 17, 1970
ANTHONY C. KLEIN
932

Expires 6-30-05

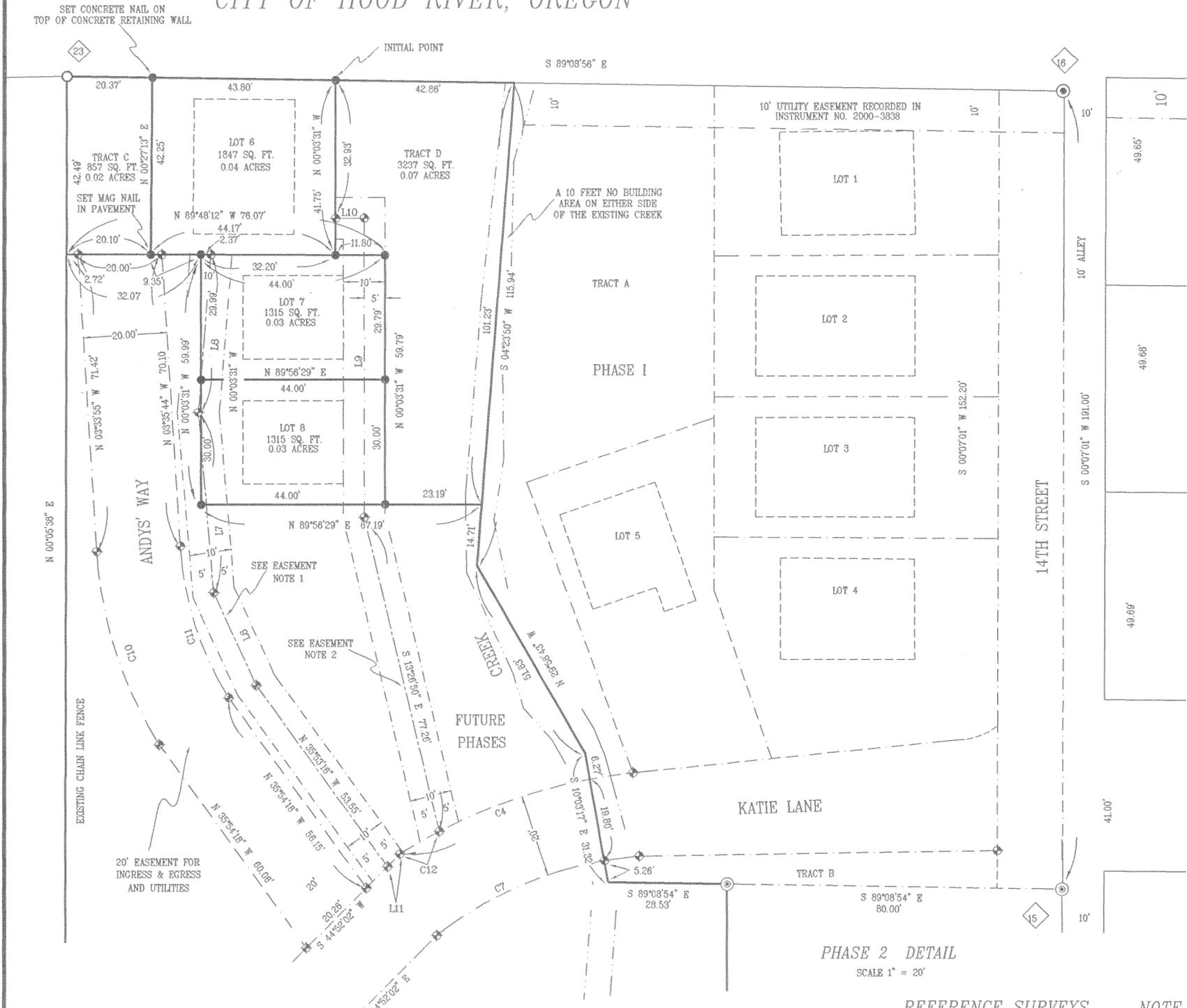


Klein & Assoc.

LAND SURVEYING
1412 13th Street
Hood River, Oregon 97031
Tel: (541)386-3322
DATE SURVEYED: Jan. 2005
JOB NO.: 05005

SHEET 2 OF 2

CS 2005 014.2 420



PHASE 2 DETAIL
SCALE 1" = 20'

MONUMENT DESCRIPTION

- | | | |
|--|---|--|
| ① FD. 1/2" IRON ROD NEXT TO SW COR. BLDG. HELD | ⑩ FD. 5/8" IRON ROD W/CAP HELD | ⑱ FD. IRON PIPE W/WELDED BAR ON TOP S 29°29'53" E 0.44 |
| ② FD. 5/8" IRON ROD HELD | ⑪ FD. WYEAST 5/8" IRON ROD N 53°48'45" E 0.33 | |
| ③ FD. 1/2" IRON ROD HELD | ⑫ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD UNDER ASPHALT IN CRACK S 70°33'03" E 0.50 | |
| ④ FD. BISHOP 5/8" IRON ROD HELD | ⑬ FD. 1/2" IRON PIPE | |
| ⑤ FD. 5/8" IRON ROD | ⑭ FD. WYEAST 5/8" IRON ROD N 12°00'06" W 0.78 | |
| ⑥ FD. AXLE S 60°26'12" W 0.66 FROM PROP. COR. | ⑮ FD. 1/2" IRON PIPE S 35°14'12" W 0.88 | |
| ⑦ FD. BISHOP 5/8" IRON ROD HELD | ⑯ FD. 5/8" IRON ROD W/CAP | |
| | ⑰ FD. 5/8" IRON ROD W/CAP HELD | |
| | ⑲ FD. 1-1/2" IRON PIPE ABOVE GROUND NORTH 3.45' WEST 0.57' | |
| | ⑳ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD | |
| | ㉑ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD | |
| | ㉒ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD | |
| | ㉓ FD. WYEAST 1/2" IRON ROD W/CAP HELD | |
| | ㉔ FD. WYEAST 1/2" IRON ROD W/CAP | |

Exhibit C

Email



Jason Barker <jhb.esq@gmail.com>

Meeting to discuss Eugene-Montello neighborway vision

Megan Ramey <megan@bikabout.com>

Sat, Mar 9, 2019 at 12:58 PM

To: Matthew Barman <mattygreen@hoodriverpedicab.com>, jhb.esq@gmail.com, Heather Staten <heather@hrvrc.org>, Kathy Fitzpatrick <kathy@mcedd.org>, Brent Emmons <brent.emmons@hoodriver.k12.or.us>

Happy Saturday, all!

[DOODLE Poll](#)

The intention of this email is to introduce one another and convene a group around the vision of an east-west corridor, the [Eugene-Montello neighborway](#) (shown in orange). What is a [neighborway](#)? Neighborways are low-volume streets that have been optimized for bicycle and walking travel through pavement markings, signage, traffic calming and intersection crossing treatments. Neighborways (also called bicycle boulevards or neighborhood greenways) are shared roadway facilities that will be comfortable and attractive to people with a wide range of abilities and ages but are inconvenient as through routes for automobiles. This one was chosen for the opportunity to provide a safe connection across 13th for the Middle School and secondarily, May Street School.

There are 2 separate, concurrent projects that pertain to the future creation of this corridor: 1) the Adams Creek Co-housing is currently in site design phase and there is excitement to allow an easement through their property for a trail that would connect Katie's / Andy's Lane to the Middle School and Eugene to the north, and 2) meetings with ODOT around demonstration projects on 12th/13th, one being Eugene and 13th.

Here are the stakeholders on this email:

- **Streets Project members** - organizers of [Streets Alive](#) who are growing our work to positively engage and advise the City and ODOT around livable streets that are safe and convenient for active mobility.
 - **Kathy Fitzpatrick**, Mobility Manager for MCEDD - hired by the city to work with ODOT on demonstration projects that can be installed for a duration less than 1 year.
 - **Heather Staten**, ED of Thrive - facilitator for Safe Routes to School action plans and grand applications
 - **Megan Ramey**, Planning Commissioner and founder of Bikabout.com - just a mom passionate about children walking and biking to school
- **Brent Emmons**, Principal of the Middle School
- **Matthew Barman**, member of Adams Creek Co-housing and lead on grounds-landscaping
- **Jason Barker**, member of Katie's Lane community

Please do the [DOODLE Poll](#) so we can meet one another, review the vision and proposed route on a map, and lastly do a quick walk of the site.

Have a great weekend!

Megan



Megan Ramey
Chief Traveler Bikabout
t. [541-436-0081](tel:541-436-0081)
[Website](#) [Email](#)

Dear Jennifer and Hood River City Planning Commission,

Regarding 2020-03 Adams Creek Cohousing Site Plan Review

My name is Patrick Rawson and I have lived in Hood River for 31 years. I am writing to request your approval for the Adams Creek Cohousing Project.

This project is aligned with the City's Housing Needs Analysis (2015) which documented a lack of a sufficient number of multi-family housing units in the City of Hood River. Further, multi-family housing is considered "necessary housing" under state law (ORS 19.303).

I am proud to call Oregon home with our robust land use laws which are designed to protect our incredible natural resources and rich agricultural land. It is precisely projects such as these which will create long-term lasting beneficial impact due to forward thinking alignment with already established goals.

Thank you for your consideration and thank you for your valuable service to our community,

Patrick Rawson

August 25, 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 24 households that will be impacted by this project. We have repeatedly expressed concerns, including letters outlining numerous errors, contradictions and missing application materials on March 2nd, May 27th and August 13th.

Since the Applicant elected to proceed with a completeness determination and Planning Commission decision under ORS 227.178 despite serious deficiencies and inconsistencies in its Site Permit Review application, we urge Commissioners to deny the Application at this time. **The application materials and record fail to satisfy the Applicant's burden of proof due to lack of adequate information to assess compliance with city code, evaluate anticipated impacts, and apply relevant Decision Criteria.**

Our letter of August 13th (Commission Packet Item K-26) outlines a number of very substantive concerns with the adequacy and completeness of the Site Permit Application, which will not be re-stated here. Those items include:

- Insufficient Justification and Narrative for Necessary Design Exceptions
- Significant Inconsistencies between Stormwater Management Plan and Construction Drawings
- Unreconciled Impact to Jurisdictional Wetlands
- Location and Description of Proposed Walls and Fences
- Proposed Exterior Lighting
- Proposed Exterior Signs
- Proposed Landscaping Plan
- Proposed Grading Plan and Grade Elevations

During the August 17th Planning Commission hearing, new materials shared by the Applicant, verbal testimony by Planning and Engineering Department staff, and Planning Commissioner questions highlighted further deficiencies and omissions about the application materials of record. These additional concerns include:

- Design Exceptions
 - No further information has been provided from the Applicant on the up to six Design Exceptions necessary for this project.
 - Recommended Conditions would require additional Design Exceptions that are not currently noted on the Civil Drawings or in the Narrative.
 - Connection to city manhole (Condition #40)
 - Curb-tight sidewalk on Sherman (Condition #51c)

- Stormwater Management
 - In written comments and verbal testimony, both the City Engineer and Planners expressed strong concerns with the feasibility of the proposed stormwater treatment and correctly acknowledged that the stormwater features in the written SWMP and Civil Drawings are inconsistent.
 - In their presentation, Applicant presented yet another stormwater plan (Slide 13) that omits a feature on the Civil Drawings (Stormwater pipe to Adams Creek on Sheet C-8). Without explanation, the Applicant also shows stormwater flowing uphill from Buildings 2 and 3 to some undefined conveyance structure that stretches between the Plaza and the Common House.
 - At the time of Site Plan Review, applicants are required to submit a “planning level concept” Stormwater Management Plan (HRES 8.2A). In a review of the application materials and testimony, it is impossible to understand the proposed stormwater treatment system concept or evaluate its impacts to water quality and adjacent neighbors. The Applicant is considerably deficient in meeting that standard and further confused the issue during their presentation.

- Wetland Impacts
 - Unbelievably, Applicant continues to state (including in their presentation) that there will be no impacts to the site’s jurisdictional wetlands.
 - Several Conditions of the Staff Report will require an increase in both the construction footprint and impervious surface on the site. Given the tremendous constraints of the site for a condominium development with 26 dwelling units, meeting these conditions may very well push the built features into the jurisdictional wetlands. We cannot know, because current drawings and other application materials do not reflect these features, which include:
 - Additional spaces in the parking lot for the guest house (one additional dwelling) and to meet ADA parking space requirements (#8, 49)
 - Addition of a pedestrian connection to Andy’s Way near the parking lot (#25)
 - Necessary revisions to stormwater treatment facilities (#38)
 - Extending the all-weather access road along the waterline easement by an additional 50’ further than currently drawn (#39)
 - ADA requirements on Sherman Avenue pedestrian access (#56)
 - Addition of a USPS mail distribution area (#69)

- Proposed Walls and Fences
 - Applicant has not provided any detailed information on planned walls and fences associated with the project. This information was requested by the Planning Department in its most recent “Incomplete” letter. In response, the Applicant cited retaining walls shown on the Grading Plan (sheet C-8). Unfortunately, no retaining walls are shown on that sheet.
 - During the Applicant’s presentation and referring to Slides 18 (Building Orientation) and 20 (Building Design), there were numerous references to planned retention walls throughout the property including around sunken patios, along the Sherman Avenue sidewalk, beside pedestrian bridges and near the Carport.
 - By not depicting planned walls in the application materials or drawings, Applicant has failed to meet the burden of proof that demonstrates these features meet the requirements of HRMC 17.04.060. Moreover they have not demonstrated that the planned walls will not cause negative impacts or flooding to surrounding neighbors, nor that they would not impact seeps and stormwater flow. The Applicant readily admits there are planned retaining walls but has chosen not to provide further information.

Conditions of Approval outlined in the Staff Report attempt to correct the many, many deficiencies in the application materials on record. Many of the Proposed Conditions of Approval require completion of elements that should have been addressed in the application prior to this hearing. This includes (but is not limited to):

- Existing grade and roof peak elevations (#7)*
- Site Plan that demonstrates conformance with ADA parking standards (#8)
- Site Plan that includes any new fences (#11)*
- Location, height and materials of proposed retaining walls (#12, 36)*
- Tree protection plan (#14)
- Development of Final Landscaping Plan (#16, 17, 22, 58, 59)*
- Screening measures for outdoor storage and garbage collection areas (#19)
- Screening measures for exterior mechanical equipment (#20)
- Drawings that show façade on Carport/Garage (#21)
- Final Grading Plan (#32)*
- Construction erosion control plan (#34)
- Geotechnical analysis (#35)
- Final Stormwater Management Plan and Treatment System Drawings (#38)*
- Written Requests for all Design Exceptions (#48)*
- Traffic Analysis that reflects all 26 dwelling units, actual driveway spacing (#49)
- Driveway and sidewalk construction plans to affected landowners along Eugene St. (#52)
- Vehicle barriers and traffic control signage (#55, 56)

It is impossible to reflect on this list and not come to the clear conclusion that the Applicant has failed to satisfy their burden of proof. Every bullet represents information that was not provided in the application materials- or is presented so inconsistently as to be confusing and unreliable.

All of the items marked with an asterisk were previously requested from the Applicant in Incomplete letters from the Planning Department. Rather than provide adequate information to enable an informed decision, Applicant chose not to provide the requested information and use the statutory “shortcut” provided by ORS 227.178 to push an incomplete application ahead to the Planning Commission for a decision. The Applicant wants the Planning Commission approval without putting in the necessary work.

Planning Department staff did a disservice by not individually addressing each of the proposed 72 conditions outlined in the Staff Report during the Public Hearing. If there are too many conditions to cover in the hearing, it is a good indication that there are too many unknowns to approve the Site Permit.

Were the Planning Commission to approve the Site Permit application in its current form, it would cut out the neighbors, the Planning Commission and the public out of any future involvement. As the design is refined, conversations will be held and decisions made behind closed doors- with no transparency- between the Applicant and city departments. Given the numerous concerns and questions, we know that these Design Plans will change. But neither the public nor the Planning Commission will have a chance to comment on the final design.

An Applicant with a three-year history of questionable neighborhood communication and disregarding neighbor concerns is not an Applicant that we trust to engage us once their permits are in-hand.

The application materials and record clearly demonstrate that the Applicant has failed to satisfy their burden of proof under HRMC 17.09.100 that the proposed use complies with applicable city codes and standards, and that they have adequately addressed the applicable Decision Criteria. Since the Applicant has failed to satisfy their burden of proof, it follows that the Planning Commission should deny the Site Permit Review application for the Adams Creek Condominium development as currently proposed. A decision to approve the Site Permit based on the current application and with more than 70 conditions almost certainly provides grounds for appeal, and we are committed to using every legal avenue available to us in the protection of our neighborhood, ensuring transparency, and upholding Hood River’s rules and standards.

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.

Jean Vercillo
611 Andys Way

Francine Emmons
801 Katie’s Lane

Cc: Dustin Nilsen, Planning Director

Jennifer Kaden

From: Matthew Barmann <mbarmann@me.com>
Sent: Tuesday, August 25, 2020 4:59 PM
To: Jennifer Kaden
Subject: additional Adams Creek Cohousing development comments

Hello Jennifer,

I would like to add a few additional concerns, preferences, and suggestions to the record:

- 1) Require traffic calming/slowing elements on Eugene Street.
- 2) Consider the installation of a mini roundabout traffic circle at 17th and Eugene Street as a further traffic calming device at the entrance to the neighborhood and school safety zone.
- 3) I am very much in support of a public throughway from Eugene Street into the Katie's Lane development, with multimodal access preferable, but at least pedestrian access.
- 4) I would not like a sidewalk installed adjacent to my property on Eugene Street. Our house is already within the setback of the street and a sidewalk would bring passerby within five feet of my side door. Alternatively, I would suggest a crosswalk connecting the proposed Eugene Street sidewalks to the sidewalk that will be installed around 505 17th Street.

Thank you very much for your assistance, Matthew

Matthew Barmann
417 17th Street
Hood River, OR 97031

(541) 829-9865
mbarmann@me.com

Received
8/25/20

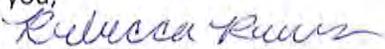
Dear Jennifer,

Re: 2020-03 Adams Creek Cohousing Site Plan Review

Please find attached 4 copies of letters we sent or delivered to neighbors.

I believe Dan Bell has submitted 3 of the 4, but I'm including the final one for completeness.

Thank you,


Rebecca Rawson

8/25/20

Dear Jennifer and City of Hood River Planning Commissioners

2020-03 ACC

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.

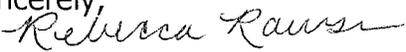
I am grateful that our quite active opponent, Dan Bell, forwarded to you our outreach effort letters (Attachment C, pps. 42-44). Along with those, the required neighborhood meeting and several in person sessions with neighbors occurred. Each of our outreach effort communications have included contact 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, while the City's comprehensive goals and Oregon state law indicate a solid need for multi-family housing in the City of Hood River. 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,

Rebecca Rawson

8/25/20

Gorge Cohousing
1419 Sherman Avenue
Hood River, OR 97031

September 14, 2018

Dear Mayor, City of Hood River Councilor, or City of Hood River Planning Commissioner,

We are part of a group of households that has recently purchased the former Akiyama home on a 2.4 acre property at 1419 Sherman Avenue, 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, following a concept that is called cohousing. You might already know of our efforts and some of us who are involved.

Our goal is to create a multigenerational, cooperative, inclusive, and vibrant community-oriented neighborhood in accordance with present zoning for this area. We, the future residents, will be involved in the design and development process so that the outcome represents our priorities. 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 elected officials and the city staff. 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 St. @ Eugene St.

We have already begun delivering introductory letters and speaking in person with many of the adjacent and nearby property owners. 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 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,

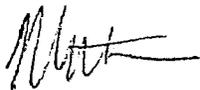
We hope you and your family are well in the new year. It's been four months since we reached out to introduce ourselves and felt it was time to reengage with you. We've made some significant progress in realizing our project, but there is still plenty that lies ahead.

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
1419 Sherman Avenue
Hood River, OR 97031

April 27, 2019

Dear Neighbor,

I hope you and your family are enjoying the welcome arrival of spring. Our group has been busy over the last few months, growing our membership and generating ideas about the physical design of our community-focused neighborhood. We now have seventeen households actively engaged in the project and are close to receiving the first draft architectural plans.

Having recently completed our land use permit pre-application conference at the city planning department and come to a decision on the future of the existing home, we felt it was a good time to provide an update of our progress. On Friday, the principals of our architect (schemataworkshop.com) and development (udplp.com) team, along with two members of Adams Creek Cohousing had a fruitful meeting with the planning director, city engineer, and fire chief. The primary subjects they addressed were related to public safety, utility upgrades, and infrastructure improvements. We were also informed that as part of our permitting process we are required to hold a neighborhood meeting prior to formal review by the city. It has been our intention to do that ourselves this spring, and we look forward to answering your questions and gathering your feedback in such a forum. Please be on the lookout for an invitation within the next month or so.

Finally, after months of internal consideration, expert analysis, and some serious soul searching our group came to a decision to demolish the existing home and in its place construct a purpose-built common house, which will serve as the nexus of many of our community and visitor activities. The primary drivers of our decision were to provide universal accessibility with a single level design and to build an energy efficient structure. We are all committed to an environmentally sensitive deconstruction, design and siting of a new building that is tasteful and considerate, and to honor the history and heritage of the existing home with elements of preservation and other memorials.

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

Sincerely,



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@uu.
urban devel.

www.udah.com
partners

Adams Creek Cohousing

friends@ acreekcohousing.com

To: City of Hood River Planning Department

Subject: 20-03 AdamsCreek Cohousing

Members of the Planning Commission,

We wish to provide input on the site plans by the Adams Creek Cohousing project and are extremely supportive of the opportunity to have this new and diverse community development within the City of Hood River. It will consist of both individuals at various stages of their lives, and families with children from toddlers to young adults. This project is in keeping with the City's Housing Needs Analysis (2015) which documented a lack of a sufficient number of multi-family housing units in the City of Hood River. Furthermore, multi-family housing is considered "needed housing" under Oregon state law (ORS 197.303). CoHousing is a well known global initiative and has a positive international influence. We believe 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 new housing development of any type, whether single or multi family. 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 landscaped vegetative screening and lower building profiles. The members have a strong desire to be inclusive of the surrounding neighbors and children, and to participate in neighborhood life outside of the Cohousing community itself. Adams Creek CoHousing members have also begun work on a community car-sharing plan featuring electric cars, charging stations and a variety of multipurpose vehicles to efficiently serve the travel and cargo needs of its 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 the City of Hood River.

Best Regards,

Margaret W. Tumas, DVM

margarettumas@yahoo.com

Marilyn Kakudo. Kretsinger

mkakudo@icloud.com

Jennifer Kaden

From: Leonard Damian
Sent: Monday, August 17, 2020 12:50 PM
To: Jennifer Kaden
Cc: Stoner Bell (stonerbell@belldesigncompany.com)
Subject: RE: Zanmiller comments re Cohousing

Jennifer

Here are a few thoughts, not just on pg. 2 of his letter regarding bollards:

- (b) – The change of buildings 2 & 3 to 3-story – this from a FD perspective only makes this proposal not workable. If 3-story (not just a daylight side), causes us to have 26' of access on (2) sides of a building. Their location on the site is problematic for this to occur unless there is an access roadway similar to what was on the table when this first started
- (e-C) – The Adams Creek Way access my understanding is more related to PW needs. If it has bollards, we would need a system for which we could remove them (our KNOX Lock) but also for PW as they cannot have access to remove them, but they do not (or can) have access to our KNOX key.
- (i-D) – regarding Fire Hydrant placement – we will need one within the parking lot area (previously discussed) to be available for the Fire Department Connection. Having another placed toward Adams Creek Place / Hazel I imagine is for looping of the system and is ideal should we need another on the other end of the roadway (not centered).

--Leonard

From: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Sent: Monday, August 17, 2020 11:54 AM
To: Leonard Damian <L.Damian@cityofhoodriver.gov>
Cc: Stoner Bell (stonerbell@belldesigncompany.com) <stonerbell@belldesigncompany.com>
Subject: Zanmiller comments re Cohousing
Importance: High

Leonard –

Please see attached comments from Mark Zanmiller re: the cohousing project. He has some questions/suggestions re: the fire access at the corner of Hazel Ave & Adams Ck Place - P. 2 of his letter. Can you please take a look? E.g. are bollards at Adams Ck Place a possibility?

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 M
File No. 2020-03
443

Jennifer Kaden

From: Aaron Mack <aaron.a.mack@gmail.com>
Sent: Monday, August 17, 2020 12:47 PM
To: Jennifer Kaden
Subject: Please deny application# 2020-03 for development and consider more beneficial strategies for development for the community

Good day,

I oppose the development plans of 1419 Sherman ave because of its drastic impact on the low density surrounding neighborhoods. Please forward this to the planning commission for further evaluation.

Respectfully,
Aaron Mack
1500 Tucker Rd
Hood River, OR 97031
541-399-6236

Jennifer Kaden

From: Arthur Babitz
Sent: Monday, August 17, 2020 9:37 PM
To: Jennifer Kaden
Cc: Daniel Kearns (dan@reevekearns.com); Dustin Nilsen
Subject: Fwd: Testimony

Follow Up Flag: Follow up
Flag Status: Flagged

Jennifer— Please add this interaction to the record. It happened on my private email during the meeting.

Arthur Babitz
Planning Commissioner, City of Hood River
A.Babitz@ci.hood-river.or.us
<http://www.cityofhoodriver.com>

DISCLOSURE NOTICE: Messages to and from this E-mail address may be subject to disclosure under the Oregon Public Records Law

Begin forwarded message:

From: Arthur Babitz <arthur.babitz@icloud.com>
Subject: Re: Testimony
Date: August 17, 2020 at 8:21:16 PM PDT
To: AJ Kitt <aj.kitt13@gmail.com>

By law we can only request, cannot enforce content unless it is disruptive of proceedings.

—Arthur

Arthur Babitz
arthur.babitz@icloud.com
Hood River, OR, USA

On Aug 17, 2020, at 8:18 PM, AJ Kitt <aj.kitt13@gmail.com> wrote:

I thought public testimony was supposed to be related to the application criteria?

... AJ
(541) 400-0008
Sent from my iPhone

Date: August 20, 2020

From: Nancy Roach and Greg Crafts

To: Hood River County Planning Commission and Planning Department

Re: File No. 2020-02 – Site Plan Review Permit File No. 2020-02

We offered this testimony at the planning commission meeting on Monday, August 17, 2020. Since the record is staying open, we would like to get it into the written record as well as the actual meeting record. Our comments follow:

Hi. Thanks for the opportunity to speak tonight. My name is Nancy Roach, my address is 2 Eugene St, Hood River. I'm here with my husband, Greg Crafts – many of you know Greg because of his involvement with innovative housing in Hood River. We both reviewed the packet and created these comments.

Greg and I have developed many homes in hood river. The most well-known are Katie's Way, Andy's Lane, McKinley Court, Cottage Lane and the townhouses at 12th and Montello. They all increased the housing density, which was very controversial, and not all of them have garages or sidewalks – again, very controversial. At this point, I think most people in our community see these small, relatively less expensive developments as a community benefit – we know people who were only able to buy a home in hood river because we deliberately built them to be affordable. For what it's worth, because we were proposing something different, we were, at times, accused of trying to do something illegal and destructive.

The Adam's Creek project is a different type of community, but there are common goals between what we did and what they are proposing. Our goal was mostly to get first-time homebuyers into houses; their goal is to create a small community that will add to Hood River, and they are prepared to spend their money on improvements that will benefit everyone – the road and sidewalk improvements and the frontage improvements. We never set out to maximize profit from our houses. The Adams Creek project is not trying to maximize profit – they are proposing 26 units as opposed to the 65 units that could be built there. They are building a home, not a for-profit development.

We've followed the Adam's Creek project over the last couple years and know some of the people involved – in fact, our son, Andy, is married to Pat and Becki Rawson's daughter.

We visited the Adam's Creek site and completely understand why the neighborhood is opposed to the development. Change is hard. The little neighborhood that Greg and I live in is very different from the neighborhood we bought into in 1992. Living thru construction is a pain. And change is a fact of life. We strongly believe that the Adam's Creek Cohousing project will ultimately add to Hood River and provide an innovative housing option that we can all benefit from. Thanks for your time.

Dear Planning Commission and community members,

My name is Rebecca Rawson and my family and I have lived in HR for 31 years .I am a Nurse Practitioner at Providence Hospital where I have worked since I moved here, 31 years ago. In my work in the world of health care, most decisions that I make are colored by the lens of provision of the value of health, whether it is physical, mental, emotional, or environmental.

As city planners, in many ways, you too are making decisions that reflect the value of the health of our city's population on a daily basis. Your recently updated 2020 goals all reflect values that in different ways point to assuring health and vitality for our residents and community. The city's 2020 goals such as working towards diverse housing inventories, community engagement, encouraging walking and biking, sustainable environmental decisions, safe infrastructure and community needs for open space will facilitate choices that help ensure a vibrant, thriving, healthy population.

Your 2020 City of Hood River goals are also 100% aligned with the values and ultimate realization of the Adams Creek project you are being asked to review tonight. Each of your thoughtfully considered goals is repeatedly reflected in the plans of Adams Creek Cohousing. We seek to add to the diversity of the City's housing inventory, to engage all segments of our community through our civic involvement, to avoid parking congestion and utilize biking and pedestrian means of transport, to create an environmentally sustainable community, to assist in preparing for growth infrastructure and finally to maintain open space.

In fact, I'm hard pressed to think of any recently approved property developments in our City that dovetail more perfectly with the City of Hood River's 2020 goals.

Expanding beyond the city limits, it's important to consider the larger picture that will reduce the pressure on urban sprawl by removing a potential of 25 single-family units from that market and instead using infill development with all of its advantages leading to reduction of car traffic and associated carbon emissions.

The pressure on our high-value farmlands and the Columbia Gorge Scenic Area from development is ever increasing and we need a consolidated

effort to resist such trends; Adams Creek fits very well into this concept and should be embraced by our environmental organizations such as the Friends of the Columbia Gorge and Columbia River Keepers, as well as our City of Hood River.

Now, more than ever before in our history, initiatives that prepare our wider community for a healthy, resilient future are of paramount importance and the chance to be forward thinkers on a project such as this is unique.

Thank you for your thoughtful consideration and your service to our community.

Rebecca Rawson
rrowson@gorge.net
1368 Rawson Rd
Hood River OR 97031

Jennifer Kaden

From: Nashira Reisch <nashiradawn@yahoo.com>
Sent: Friday, August 21, 2020 7:55 PM
To: Jennifer Kaden
Subject: FILE NO. 2020-03 – Adams Creek Cohousing SPR

Please submit the letter below as written testimony for FILE NO. 2020-03 – Adams Creek Cohousing SPR

August 21, 2020

Dear Planning Commissioners,

As my husband Jim Miller explained during our applicant statement, one of the hardest things about creating our cohousing community was finding land zoned for multifamily buildings. Sadly, there seems to be a stigma about multifamily housing, when it's actually one of the most useful "missing middle" housing types that we need right now and can fill some of our pressing housing needs.

We had originally contacted the Akiyama family about purchasing their R-3 zoned property (1419 Sherman Ave) in 2017 but they weren't interested at the time. So, we kept looking for property, but in Winter 2018, our group decided to stop meeting because we just couldn't find anything suitable. I really didn't want to give up on the idea of creating a community though.

So, when the Akiyama property became available in Spring 2018, my husband and I decided to make an offer on the property on our own. We would live in the existing house, divide the property into three lots, and sell the other two lots to like-minded community members, hoping to create some sort of community. After our offer was

accepted, we looked for lenders everywhere, high and low, and absolutely 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 property. They said our only option was to find a commercial lender. Well, there was no way we could guarantee a commercial loan, which also required 50% down on \$1.35M. Since we couldn’t do this on our own, we contacted several of our former group members over the summer, during the due diligence period, and asked if they wanted to join us in purchasing the property. After they carefully considered it, 9 of our local families came together and purchased the property in September 2018. We finally had renewed hopes of creating a community together.

We also needed expert partners to help us through a very daunting process of building this community. None of us are developers or builders or even cohousing experts. We needed people that knew how to build Cohousing. So, we hired cohousing experts, Katie McCamant and Lew Bowers as consultants, and hired UD+P as our developer. UD+P is one of the few developers in the nation that is willing to work with grassroots Cohousing communities. I heard them speak at the national cohousing conference in 2017 and asked them why they would ever want to work with a large group of people that all needed to decide so many things together, when they could just do normal for profit development and eliminate the headache of dealing with the very owners that are going to move in to the project? They told me it’s because they are a company with a mission. Helping cohousing communities does not make a lot of profit for them, but it does fulfill their mission to be building with a purpose. Instead of bringing in outside investors, we - the future residents of our own community - are our own investors in this community together. UD+P provides the guidance in areas we know little about, and in doing so, they are helping us to bond further as a community through the process. They have been excellent partners for us. We are lucky to have them, since they are very busy working with at least four other

cohousing communities. PDX Commons, one of the first cohousing groups they worked with, is an award winning community in Portland, Oregon.

In the two years since we purchased the property and assembled our professional team, we have managed to create an amazing community. One that's devoted to living conscientiously on the land, sharing resources and having a really good time together. Many of us are active members in our greater community, involved in all sorts of organizations and nonprofits around the Gorge. Some Include:

Columbia Gorge Climate Action Network, Hood River County Energy Taskforce, The Rockford Grange, Hood River County School District, Aging in the Gorge Alliance, The Warming Shelter, Columbia Gorge Women's Action Network, VOCI choir, Latinx Outreach, Gorge Ecumenical Ministries, Churches, Book Groups, Local Americorps, FISH Food Bank, The Senior Center, Hood River Trails, Hood River Emergency Operations and teaching ESL.

After we move in, I'm looking forward to all sorts of things we'll be able to collaborate on together in the greater Hood River Community.

We want to be compassionate and inclusive of our immediate neighborhood and the greater Hood River community around us. We've reached out to our future neighbors, and we understand they are nervous about our project. I sympathize with their worries. Many of the building placement changes they wanted us to do to our plans, we wanted to change too. When we looked into it again, we were told again that we are not allowed to do those design changes due to many different requirements we have, in order to meet codes. We could not find any good exceptions or work arounds for this. So, while unfortunately we were not able to please our new neighbors like we

wanted to, we are all still committed to being good neighbors to them and hope that when we finally move in we'll be able to create an extended community with them too.

Thanks for listening. I support, and ask you to approve our site plan review.

Nashira Reisch
724 Prospect Ave
Hood River, OR

Jennifer Kaden

From: Kelley Morris <kelelisemorris@gmail.com>
Sent: Saturday, August 22, 2020 10:35 AM
To: Dustin Nilsen; Jennifer Kaden
Subject: City planning commission

Hi Dustin and Jennifer,

This is regarding the Adams Creek Cohousing application. I'm writing to request Megan Ramey recuse herself from the approval vote. I know Megan in a personal capacity, and she has expressed very strong interest in this project going through. She will not be able to withhold her bias in making this decision.

She is also openly advocating for pedestrian thoroughfare through Andys Way, which is private property.

Please take this under advisement, and let me know if you have any questions. Please confirm that you have received this request and that it will be added to the record.

Thank you,

Kelley Morris
603 Andys Way, Hood River, OR 97031

--

Kelley Morris
[Kelelisemorris@gmail.com](mailto:kelelisemorris@gmail.com)
(541) 788-6213

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 24, 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 listened to the Planning Commission prior to the public hearing on August 17 and previously wrote the City of Hood River Planning Department on August 10th. This letter will bring up new comments and questions that we have.

Steve (Steve Winkle – Paige Browning and Steve Winkle authors of this letter) is a former member of the Planning Commission. The public hearing on August 17th brought back memories for Steve of that time.

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. From the public hearing of Aug. 17th, it was clear that sole vehicle access through Eugene Street was a Planning Department/perhaps Public Works requirement. We seem to recall that in the early stages the Applicant would have used the existing driveway to Sherman as the sole or at least one of two access ways to the property. The idea of changing the access to this project was raised by us and others in the past.

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.

And considering the unique circumstances of the site and proposed development, a variance could have and should have been discussed with the Applicant by the Planning Department.

It was made clear by the City Attorney that the Council was to consider the application based on compliance with code. However, it seems that since the neighbors and perhaps the Applicant also would for the driveway to Sherman be used for site access, that the Planning Commission and Planning Department could allow that variance.

We would like for a variance be discussed with the Applicant and Planning Commission.

2. 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.

The Applicant could at least swap locations between the 2 story buildings and the 3 story buildings.

3. Zoning - We understand that the property in question is zoned R-3. However, it seems that if the staff of the Planning Department would take a week to walk around town, there would be found many areas, in addition to this property, where the zoning should be changed. This property; based on its natural beauty, wetlands, stream, trees, current use as a single-family home and location (proximity to downtown and between R-3 and R-1 zoning) should have either been rezoned R-1 or have been zoned OS/PF.

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 question we have and one that we would like an answer to is how can we start a process to re-zone the property now? If by this letter, we can do that then great!

We want to start the process to re-zone the property.

Thank you and the Planning Commission for consideration of our letter.

Sincerely,

Paige Browning and Steven Winkle

Jennifer Kaden

From: heather@thrivehoodriver.org
Sent: Monday, August 24, 2020 2:48 PM
To: Jennifer Kaden
Subject: Testimony - File No. 2020-03; Adams Creek Cohousing SPR

Dear Planning Commission -

We agree with the staff report that finds that the Adams Creek Co-housing project meets the approval criteria and should be approved. This is a complicated project with a hefty list of approval criteria and consequently a long list of conditions of approval.

The City of Hood River has done an extensive amount of planning work related to housing over the last five years, including a Housing Needs Analysis which shows a need for more diverse housing types, especially multi-family housing and smaller sized units desired by Hood River's smaller households (35% of Hood River households have just 1 person). This project answers many of Hood River's demonstrated housing needs and represents "needed housing" as defined in ORS 197.303. Listening to the applicants' testimony reminded me that at its core, housing is really about people. I can't think of any past housing project that as intentionally sought to create an inclusive, supportive community as Adams Creek Co-housing.

The 2.36 acre property is zoned R-3, high density residential. At 26 units, the project proposes less than half the allowed density of 65 units.

The applicant has made a strong effort to respect the very special natural features of the site in the way that they've proposed handling the wetlands, Adams Creek and mature trees on site. Their tree retention plans are especially refreshing compared to what we've seen in other projects in town where the property owner logs every tree from the site prior to seeking a land use permit.

I also wanted to note the very high level of right of way improvements that staff recommends as part of this development. Along with water, sewer, stormwater and transportation SDCs and paying a proportionate share of improvements at intersections, the applicant is being required to create an enormous amount of transportation infrastructure:

- Bike lanes and sidewalks on Sherman
- Paving Hazel east of 16th
- Adding a sidewalk with ADA compliant ramps and driveways on the north side of Eugene.

These infrastructure improvements are a significant lift - probably more than \$100,000 in right of way improvements. I could see many developers pushing back against this level of off-site infrastructure extraction, but this applicant is willing to build all of the projects staff recommends. They are willing to invest not just in their project, but their new neighborhood.

Heather Staten
Executive Director
PO Box 1544
Hood River, OR 97031
www.thrivehoodriver.org
(541) 490-5225

Aug 24, 2020

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

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

Thank you for keeping the record open and collecting additional inputs.

I am writing this as the neighboring property owner to the 1419 Sherman development. This testimony incorporates and supersedes the email request for information sent to J. Kaden and information submitted on Aug 13. The update adds staff report cross references, new thoughts from the Public Hearing, and a subsequent discussion with representatives of the Applicant.

KEY SUGGESTION: I would be happy to meet with City planning, City engineering staff, and the applicant on site to discuss any of the suggestions detailed below.

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. Some of the requests relate to Applicant designs and some to City conditions on the design.

The following are my questions and comments to be considered in the planning approval process.

Item	Staff report References	Notes and Suggestions
1	<p>Many related to permissible building height (Bldg 1 meets req).</p> <p>Per public hearing discussion, compatibility was not reviewed.</p> <p>Request is for clarification about City guidance to make Building 1 tall vs 2 and 3.</p> <p>Request is also to Applicant.</p>	<p>The three-story Building 1 on the West edge is exceptionally large and out of scale with the neighborhood. 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.</p> <p>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.</p> <p>In a discussion with the Applicant, they stated that taller buildings 2 and 3 was a design alternative they looked at but the City Fire Marshal said that taller buildings would not work in those sites.</p> <p>I am sure there are other design alternatives that could also be used to soften the interface with the existing neighborhood.</p>

Item	Staff report References	Notes and Suggestions
2	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>17.17.040.19 Staff report p30. Use of existing trees as street trees.</p> <p>Associated conditions: 14, 15, 16, 53</p>	<p>I am concerned about the tree removal requirements along Adams Creek Place (West side of 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.</p> <p>Suggestion: Require the preservation of the existing mature trees between Adams Creek Place and Building 1.</p> <p>This will require a bump-out in Adams Creek Place to protect the very large Cedar (similar to what was done to protect the large tree on 10th St between Oak and State), and a slight re-thinking of how vehicle access to the waterline easement is done. It is worth it to save that large Cedar and its neighboring Douglas fir.</p> <p>New: In a discussion with the Applicant, they seem amenable to leaving these mature trees, but discussions with City and some changes to the sidewalk plan along Adams Creek Place may be required. I suggest that the City should be open to minor design changes of Adams Creek Place to allow the preservation of these trees.</p>
3	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>Associated conditions: 14, 15, 16</p>	<p>Alleyway alignment as Adams Creek Place turns onto Hazel. The drawing provided does not describe the hazel transition to the single lane alleyway but shows the paved turn aligned with the center of the Hazel alleyway vs with the current alleyway alignment along the South side of the road easement. There are some 30++ year old trees that would be a shame to be lost if the transition to the alleyway is not done smartly and as close to the East end as possible.</p> <p>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).</p> <p>Suggestion: Align the West turn of Adams Creek Place to the South side of Hazel and minimize the removal of trees on the North side of Hazel. This also relates to maintaining mature trees along Adams Creek Place (item 2 above). A discussion with City, Applicant and us would be, I believe, valuable.</p> <p>New: In a discussion with the Applicant, they are amenable to a transition to be aligned with the South side of Hazel. See also discussion about pedestrian connection to West in item 4 below.</p>

Item	Staff report References	Notes and Suggestions
4	<p>Frontage Improvements staff report p 23. Alternate to Eugene per sub-paragraph (d). Also attachment C, 24.d</p> <p>Associated conditions: 52</p>	<p>New: Pedestrian connection to West. The planned sidewalk along Eugene would painfully reduce the quality of the streetscape for those neighbors on Eugene.</p> <p>Suggestion: Find an alternative to sidewalk through yards on Eugene. Two possible alternatives to discuss:</p> <ol style="list-style-type: none"> a. Applicant constructs an asphalt ADA walking path down Hazel, adjacent to the single lane gravel alleyway. Could connect nicely to the sidewalk on Adams Creek Place. Options exist on both the north and south edges of Hazel. b. Applicant constructs a mixed purpose 9 or 10' wide asphalt lane down the length of Hazel aligned to the South side of the easement. Markings for Pedestrian use/safety. This would be less intrusive to neighbors on Eugene and connect with a nicer path. <p>In a discussion with the Applicant, they are amenable to either of these ideas and they fit with their goals. They also mentioned other options that could brought into the discussion.</p>
5	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>Public Facilities discussion: Water on p21</p> <p>Associated conditions: 14, 15, 16</p>	<p>The 20' water easement on W edge, north from Hazel. There is a row of mature Cedar trees planted on the West property line, and a large pine on their property that Applicant agrees to maintain. The City requirement to trench a 10" water main through this easement next to the trees, adds significant risk to the trees and needs to be done with great care.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • Require analysis by an Arborist and incorporate their recommendations to drawings to avoid the risk of killing those trees. • Move the water main from the center of that 20' easement to as far East in the easement as possible to avoid damage to root systems. • Clearly define construction-phase tree-protections that will be required to protect these trees?
6	<p>Related to preserving natural features. 17.16.050.A Drawing page C7 Staff report pp 16-17</p> <p>Associated conditions: 39</p>	<p>Access to the 20' water easement on W edge, north from Hazel Related. There is a curb cut and vehicular maintenance access requirement down this easement. The current drawings and location of the curb at Hazel/Adams Creek Place would require large trees to be removed along that property line (see items 2 and 4 above).</p> <p>New: In a discussion with the Applicant, they explained that this access is not anticipated to be used by residents and is only for City waterline maintenance.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • Move vehicle access to the easement further South along Adams Creek Place to avoid conflicts with existing large trees. • Be clever with how maintenance vehicles access the easement such that mature trees on property line do not have to be removed for access. • If a curb cut is required, add a bollard to limit vehicular access to when maintenance crew needs to get there.

Item	Staff report References	Notes and Suggestions
7	<p>Staff report p 24, streetlighting to satisfy engineering comments.</p> <p>Attachment C, p8, item 33, street lighting does not call out a light at Hazel and Adams Creek Place.</p> <p>This light is not listed as part of Condition 61 either.</p>	<p>Streetlight at the end of Hazel in drawing page C8. I do not see any value in having this light and key result would be to annoy us, the neighbors to the South, and the residents in Building 1.</p> <p>What other building and pathway lighting that would be on at night and visible from neighbor properties is planned?</p> <p>Suggestion: Remove the requirement for that streetlight, leaving the one light pole at the end of Eugene as sufficient.</p>
8	<p>Related to preserving natural features. 17.16.050.B Grading</p> <p>No adverse effect on neighboring properties.</p> <p>Staff report p 12 and 18 discussed retaining walls, requiring drawings as a condition to building permits.</p> <p>See also frontage Improvements staff report p 23. Alternate to Sherman per sub-paragraph (d). Also attachment C, 24.d</p> <p>Associated conditions: 35, 36, 37, 51</p>	<p>Sidewalk on Sherman. Earthwork requirements to build the sidewalk along Sherman are not defined in drawings. 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. Because ‘stubbing out’ a retaining wall would significantly increase my future costs if I am asked to continue the sidewalk, it effectively requires me to continue the retaining wall / sidewalk for most of my north property line at this time.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • 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. • Best option would be to only require a short sidewalk heading West from the current driveway just far enough to add a safe, well marked crosswalk to the North. • <u>If the full sidewalk is required</u>, Applicant should be required to extend the retaining wall to West until no retaining wall is required to site the sidewalk. Similarly, Applicant should be required to extend the retaining wall East until 13th St.
9	<p>17.20.030.B.4 Staff report p34</p> <p>Associated conditions: 25</p>	<p>Public access to pathways on the site. As others testified, I think that some connectivity between Sherman, Eugene, Hazel, the Middle School field, and Andy’s Way would be a nice benefit to the neighborhood. I understand that the Applicant has plans to allow this informally and I hope that is sufficient. I also understand that residents of Andy’s Way and Katy Lane are currently opposed to a connection.</p> <p>Suggestions:</p> <ul style="list-style-type: none"> • Require pathway access through the site to Eugene, Middle School and (future) Andy’s Way and Katey Lane. • Move path to Middle School field to not just go through parking lot if at all possible. • Require a fence which would stop access to Andy’s Way and Katey Lane with a gate that can be locked until that community agrees. • If possible, add a Gate to the Middle School property that can be locked until the Middle School agrees.

Item	Staff report References	Notes and Suggestions
10	I could find no specific location requirement for this fire hydrant in the Staff report	<p>Fire hydrant at the corner of Adams Creek Place and Hazel. This seems to be in an odd spot access wise and impacts suggested improvements described in items 2, 3, 4, and 6 above.</p> <p>Suggestion: Move fire hydrant to be centered in Adams Creek Place so a fire truck parked there would be adjacent to it.</p>
11	Not specifically called out in conditions.	Construction impacts on Hazel avenue is a concern given that it is the only vehicular access we have to our home. How will building permits requirements ensure access to our driveway throughout. Not interfering with snow removal is a subpart of this.
12	Associated conditions: 41	Undergrounding of utilities. I cannot tell from the drawings but mentioned in staff report. If Applicant is 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.

Jennifer Kaden

From: AJ Kitt <aj.kitt13@gmail.com>
Sent: Tuesday, August 25, 2020 8:41 AM
To: Jennifer Kaden
Subject: Re: UPDATES - File No. 2020-03; Adams Creek Cohousing SPR

For the written record of Adams Creek SPR:

Parking

The code requires a minimum of 1.5 spaces per household. That leaves it to the discretion of Planning to require more if needed. In this case it is needed. The applicant already is hosting events and advertising them openly. When they hold events there will not be enough parking on site to accommodate incoming guests. The overflow will over burden the adjacent neighborhood. In comparison MountainView Condo's off of Avalon has more than 2 parking spaces per dwelling, and OrchardView Manor off of Pacific has more than 3 parking spaces per dwelling. This is a very reasonable requirement.

Changes

In the application there are many things that are suggested but not guaranteed. 1. the way the 150 facade on Bldg 1 is broken up with architectural design, 2. that the community will be doing a car sharing program to limit the need for onsite parking, 3. design elements intended to 'soften' the impact to the neighbors. All of these things can change after site plan approval. CCR's and the stated community values can change at any time. The buildings being proposed are only conceptual at this point. Make these things conditions of approval that will be enforced.

-- AJ

(541) 400-0008

On Tue, Aug 18, 2020 at 3:48 PM Jennifer Kaden <J.Kaden@cityofhoodriver.gov> wrote:

Good afternoon –

This email is to inform you that the City's website has been updated with additional materials related to File No. 2020-03, a Site Plan Review application for the proposed Adams Creek Cohousing project. The "packet" attachments for the [August 17, 2020 Planning Commission meeting](#) have been updated to include:

- "Packet #3" – Updated to include all comments received as of Noon on Monday, August 17th
- "Packet #4" – Applicant's power point presented during the public hearing on August 17, 2020
- Audio Recording of the Public Hearing held August 17, 2020

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

August 25, 2020

Dear Hood River Planning Commission,

I am writing to you with serious concerns about 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.

During the hearing on August 17th there was no discussion or response from the applicant regarding the sewer line passing through the middle of a wetland (as shown on submitted design sheet C8). According to the Powerpoint slides presented by the developer at the August 17th meeting, stormwater (blue arrow on schematic drawing) also traverses the same wetland. Additionally, the City Engineer expressed concerns about the feasibility of the plaza design meeting stormwater standards in its proposed design, and I agree. The applicant failed to address this concern adequately and there was no deep dive discussion as to stormwater plans and whether city standards can be met without making significant changes to the proposed design plan.

I have listened to previous recordings of Planning Commission hearings and urge The Commission to go through each of the 72 exceptions of permit approval with the applicant. I urge you to not simply take it on the developer's verbal acknowledgement that everything will be addressed. These 72 design exceptions are important and going through them with the applicant will show whether the designs are conceptually valid and ready to move forward, or whether impacts have not been addressed. I urge you to not approve this permit until the standards have been met. A verbal acknowledgement from the applicant is not enough to approve on.

One other concern I have after reviewing the Powerpoint slides the developer presented at the August 17th meeting is the Sherman Avenue Adams Creek crossing. In the Powerpoint, an easement is shown across the bridge over Adams Creek. On a subsequent slide, a pathway is shown through the property and across Adams Creek. This is just another example of the plans showing one thing and the developer showing something different at the meeting. This issue would be addressed if the Commission goes through the 72 exceptions at the next Planning Commission meeting.

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. There are too many loose ends and unknowns at this time. I urge you to deny the Site Plan Review application.

Thank you,

Heather Hendrixson
1509 Eugene St.

To:

Dustin Nilsen - D.Nilsen@cityofhoodriver.gov; Jennifer Kaden - J.Kaden@cityofhoodriver.gov; Planning Commission Chair Arthur Babitz - A.Babitz@cityofhoodriver.gov; Bill Irving - B.Irving@cityofhoodriver.gov; Tina Lassen - T.Lassen@cityofhoodriver.gov; Sue Powers - S.Powers@cityofhoodriver.gov; Mark Frost - M.Frost@cityofhoodriver.gov; Megan Ramey - M.Ramey@cityofhoodriver.gov; Erika Price - E.Price@cityofhoodriver.gov

Subject: Errors in File No. 2020-03, Adams Creek Cohousing

August 25, 2020

To Hood River Planners and Planning Commission,

Thank you for your civic service, and for your engagement and thoughtful deliberation on the Adams Creek Cohousing application. I appreciate this extended opportunity to provide written comments on the record.

My wife and I own 604 -14th Street, in the Katie's Lane development, and bordering the proposed Adams Creek site on the SE corner. At the Planning Commission meeting on Monday, August 17, we heard and saw a lot of new information about this application. Several items raised strong concerns, the top issues being:

1. **Private Property.** In Staff report (Meeting Packet, page 34/64) and in the meeting, Staff misrepresents private property as a city-owned "public" right of way: "*At the preapplication conference Staff recommended and requested a pedestrian connection to the south be provided at the southeast corner of the subject property to provide a pedestrian connection to Andy's Way, the public street network to the south...*" Staff proposes a connection to Katie's Lane private property, and then conditions Adams Creek application approval on it, as an interpretation of HRMC 17.20.030.B.4.

Let's be very clear about this:

- a. Cross Creek Lane, Katie's Lane, Andy's Way and the common areas of the Katie's Lane development are private property owned by the Katie's Lane Homeowner's Association. Please see Hood River County taxlot 03N10E35AA-5500.
 - b. The city does not plow, sweep, mow, or otherwise maintain these HOA-owned private properties. The HOA does.
 - c. To my knowledge, the city has not proposed purchasing this property from the Katie's Lane HOA.
 - d. This error-based access requirement must neither be criteria, nor condition, for approval or rejection of the Adams Creek application.
2. **Negligence.** For staff to misrepresent the Katie's Lane private property as public, actively propose a connection, then condition approval upon access, shows negligence in understanding the site context and interpreting access code. Staff may be challenged

by a development of the extraordinary scale and complexity of the Adams Creek Cohousing proposal. But now, their interpretation of any code comes into question. Dan Bell has detailed dozens of errors and deficiencies yet remaining in the application. We ask and trust the city planners, engineer, and commissioners to do their most thorough, thoughtful, highest-quality work to ensure this proposal satisfies every requirement.

3. **Bias.** Megan Ramey should recuse herself from voting on the Adams Creek proposal. During the commission meeting, she admitted early interest in the Adams Creek group, that “she’s drawn to the concept,” and did not disclose a prior statement of project support to our neighbor. These demonstrate pre-judgement in favor of Adams Creek. Her advocacy of access connections from the Adams Creek lot to neighboring properties presume success of the Adams Creek application. As a matter of ethics and perhaps legal risk, Megan Ramey should step to the side.

Look, development is exciting. We’ve been there. Seeing your dream become plans, drawings, schedules, and physical reality is creative and rewarding in many ways. However, this proposal is especially demanding of neighbors, and poses very high risk to the creek and wetlands. Heavy equipment and contractors will swarm the site, destroy trees and vegetation, excavate and bulldoze, pour tons of concrete for foundations and asphalt for parking, tear open the ground for utility and stormwater facilities, erect multiple massive structures as high as three stories, and increase the site’s impermeable surface area by tenfold – all within mere feet of wetlands, a creek, and several single-family residences. Even if a permissible use, this proposal on this site is just a bad idea. For the applicant to cloak this bludgeoning proposal in an emotional appeal to environmental and community values is disingenuous. Perhaps their consultants have stretched this project beyond the Adams Creek members’ shared values; sensing this, perhaps members will move to pull their application.

This said, we are not opposed to deliberate and thoughtful development, to increasing housing stock, to a denser city, to the cohousing group, or to their stated values. But we are opposed to this specific application for this site as it stands today before the commission in its very flawed and incomplete state. More vetting is required. The public deserves better for a development of this scale, especially in such a sensitive and complex setting.

The responsible choice for commissioners is to reject the current application and to demand one that planning staff can credibly defend as complete, accurate, and compliant.

Sincerely,

Scott Bean
Jennifer Barwick
604 – 14th Street, Hood River

August 25, 2020

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

Sent via email to J.Kaden@cityofhoodriver.gov

To Adams Creek Cohousing members, Planning Commission, and Hood River neighbors.

For the record I wish to express my concerns with the proposed Adams Creek Development and how it feels as though the development has been allowed to proceed without a thorough vetting.

I am in favor of cohousing and the responsible development of the property, but OPPOSED to the size, scale, and impact that the current design of the development will have on the surrounding neighborhoods.

The current application, which is extraordinarily complex, has been allowed to proceed for planning commission review for approval with dozens of errors and unanswered questions.

During the public hearing on August 17th, proponents spoke with passion about how current neighbors of the proposed development are resistant to change. On the contrary, we are open to and welcome change. What we don't like is the idea of 3 large buildings housing 60 people or more on a piece of land that currently has a single-family home.

Please put yourselves in the shoes of the immediate neighbors. How would you like it if this development were happening next door to you? Imagine that you had purchased a home on a quiet dead-end street, would you have envisioned that someday the dead end would become the entrance to high density housing? Imagine 60 people moving in next door to your home. Imagine the destruction of habitat and demolition of the large trees that have been your neighbors. Imagine the backhoes rumbling down Eugene street to alter the land to make it buildable. Imagine the concrete trucks lined up to pour the foundations. How many concrete trucks will that take? Imagine what that will look like on Eugene street.

I encourage our neighbors in Adams Creek Cohousing and their design partners to explore other less conspicuous design options. And that you consider other access routes to the property such as entry only at Eugene street with an exit only on Sherman.

I urge the planning commission to determine the permit application incomplete and to place on hold the Adams Creek Cohousing development until the conditions of construction are met.

Thank you,

Jennifer Barwick
604 14th Street

Jennifer Kaden

From: Nashira <nashiradawn@yahoo.com>
Sent: Tuesday, August 25, 2020 11:59 AM
To: Jennifer Kaden
Subject: FILE NO. 2020-03 – Adams Creek Cohousing SPR

Please submit the information below as written testimony for FILE NO. 2020-03 – Adams Creek Cohousing SPR

Dear Commissioners,

Neighbors have accused us of not properly notifying them of the first required neighbor meeting that was held in January 2020. We did properly notify ALL neighbors on the City provided list of property owners before the required deadline, which was indicated by a postmark on the envelope at least two weeks ahead of the meeting. If a neighbor's name or address was incorrect or not on that City provided list, they may not have gotten the letter. Since a few envelopes were returned as not deliverable, we think some property owners may have failed to update their information on file with the City. Also, if an owner of the property on the City list gave a mailing address that was different than the residence address, the notice would not have been delivered to the residence. If the owner didn't live at the residence, it's possible that a renter would not have been notified.

On the 7th of January, a neighbor who was not on the City provided list, informed us that he had been expecting a letter and thought it would be a good idea to send extra letters to neighbors who were interested but not on the list. As a courtesy to additional neighbors not on the City provided list, we took it upon ourselves to compile more names and addresses of nearby neighbors, print more notice letters and send a notice to those neighbors. These courtesy letters were NOT required to be sent at all. These courtesy notices arrived in the mailboxes of the additional neighbors up to two days before the neighbor meeting. Some claimed they got the notice on the day of the meeting. Their perception was that they had been ignored and they were offended. Some thought they should have been included on the City provided list for notification.

Thank you,
Nashira Reisch
724 Prospect Ave
Hood River, OR

Jennifer Kaden

From: Melody Robichaud <melody@gorge.net>
Sent: Tuesday, August 25, 2020 12:40 PM
To: Dustin Nilsen
Cc: Jennifer Kaden
Subject: Fwd: UPDATES - File No. 2020-03; Adams Creek Cohousing SPR

August 25, 2020

Dustin Nilson
Jennifer Kaden
Planning Commission

Dear Dustin, Jennifer and the Hood River Planning Commission,

We wanted to send you a few more details that we observed over the past 27 years while living at 1301 Sherman Ave. directly across the creek from Adams Creek proposed project.

Trees and the 25 year flood plan:

During the February flood of 1996 we observed the gentle creek turn into a full on ragging river that flooded the pool adjacent to the outflow tube on Sherman Ave. The water was nearly the height of the road. We don't know how this would affect or if it would have affected the foundation of the eastern most structure that is proposed but we are certain that it affected the trees and surrounding growth. This is a very important issue for us as on July 9th 2014 at approximately 7:30 pm we had a major tree from the creek fall and demolish over half of our house while we were in it. The tree was located directly behind our neighbors' one story house to the South of us. If it hadn't twisted before it fell it would have crushed our neighbors one story house to the ground perhaps injuring or worse killing our them who were home at the time as well. We have pictures detailing the damage to our house and garage that was flattened, should you be interested in seeing them.

With the permission of our neighbor at the time Sab Akiyama and before we decided to rebuild and also for the insurance companies battle that we expected, we hired David Braun of Braun Arboricultural Consulting, LLC to do a risk assessment of multiple trees that would affect our property. David gave us a detailed report and assessment of the trees that would directly be a hazardous to our property, which by the way we passed the full report onto the Adam's Creek group.

David's words on what he found from page 4 of his report:

Damaging Agent

Soil, Hydrology, and location.

"Observations on the setting including soil, aspect, topography, the natural vegetation of the site, the type and duration of uses of the area near each tree and the presence of sanitary targets and high use areas, including homes, public streets, driveways, and power lines. Although subsurface testing was not done, it was assumed that the water table was fairly close to the root crowns of several trees based on the proximity to the creek in the ravine."

And it goes on explaining the General health, Decay, Insects and Disease, Human Activity which he explains in his words:

"Disturbance history can often explain the presence of structural defects and other conditions, for example, natural events such as storm breakage often cause multiple tops or crooks, fire often causes basal scars, construction impacts to the root zone often cause root loss and encourage root or butt rot decay, and changes in plant or tree cover can affect abiotic factors such as soil moisture, wind speed, and sun light. The environment of the ravine was examined at the same time as the trees, this was limited to terrain features possibly related to root damage and the location of the perennial creek relative to the trees. The decision to perform more in depth risk assessment was based on the presence of one or more brown cubical rot conks (*Phaeolus schweinitzii*) observed at the base of Douglas-fir trees coupled with additional symptoms associated with root of stem decay: crown decline symptoms, trunk cracks, and resins exuding from the trees."

And it continues on in great detail. By the way we won the insurance battle.

It shows that the entire region has not been kept up - ever! There is a major concern with the water flow and who knows how many decayed and sick trees that are out there. If the creek area were to be maintained and treated regularly by a licensed arborist, many if not all the existing trees at present could be saved. This is imperative to practice since this area is not able to buffer a downed tree and deal with it afterwards as if it were in the

woods. This is an enclosed area “tightly” up against many inhabited homes and properties that would be dangerously subject to a felled tree. Others, like us, could be affected by home damage from an unmaintained tree and hopefully they would live through it as we and our neighbors luckily were able to...that time. And, how will the movement and removal of earth and foliage above the creek for the large proposed development ultimately affect the overall layout of the creek below?

In saying this we believe that an extra geotechnical investigation regarding water flow must be done along with a thorough evaluation of all the trees in the entire ravine from the North end at Sherman Street all the way to the South point at Katie’s Lane home development. This should be done before any plans to disrupt this area can ever be safely approved.

View from the South side:

It would be nice to see an artist rendering of the view from the south side so that we can have an idea of what the buildings, including the parking lot, are going to look like especially for our neighbors at the Katie's Lane location as they seem to have a direct view of the parking lot.

Recuse:

Megan Ramey's continued push on non-motorized connections between properties, plus her stated early interest in the Adams Creek Development shows to us a noted bias. In our opinion she would be wise to recognize this and responsibly recuse herself from this vote, as well as any others who hold a special interest or bias towards "Adam’s Creek Co-housing Development”. We deserve a non biased vote on what will effect out lives and homes, as well as the surrounding community, for many many years to come.

Sincerely submitted,
Romeo and Melody Robichaud
1301 Sherman Ave

KATIE'S LANE HOMEOWNERS ASSOCIATION

August 25, 2020

By Email

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

Re: Site Plan Review for Adams Creek Cohousing (File No. 2020-03) – Supplement to the Record

Dear Commission:

This letter is submitted on behalf of the Katie's Lane Homeowners Association, an Oregon nonprofit corporation (the "HOA"), by and through the HOA's Board of Directors (the "Board"). The purpose of this letter is twofold: (1) to provide additional written support for the comments made by Jason Barker, a member of the Board and a homeowner within the HOA, at the Commission's August 17, 2020 meeting; and (2) to express concern regarding Megan Ramey's continued involvement in the approval process of the Applicant's site plan.

Reference is made to the Staff Report of the City of Hood River Planning Department dated August 10, 2020 (the "Staff Report"). On page 34, the Staff Report refers to Andy's Way, a private roadway within the HOA, as a "public street network to the south[.]" Moreover, a condition of approval for the Applicant's site plan is included to require a pedestrian connection to Andy's Way in putative satisfaction of HRMC 17.20.030.B.4 (such condition as, the "Andy's Way Condition"). That provision of the HRMC requires, in pertinent part, that pedestrian linkages be provided to the "peripheral street system." As a threshold matter, Andy's Way is a privately-financed and privately-maintained roadway and is not part of the City of Hood River's street system. An express condition of approval of the PUD for Katie's Lane was that the HOA agree to maintain the private roadways within the HOA,¹ which now include Andy's Way and Katie's Lane. This agreement was memorialized in the HOA's charter documents, including in *Section 9* of the HOA's Declaration and *Sections 1* and *2* of *Article VII* of the HOA's Bylaws. (For your reference, these documents are attached hereto as Exhibits A-1 and A-2, respectively.)² Notably, approximately 40% of the HOA's current reserves are dedicated to roadway repair.

¹ See Findings and Decision of the Hood River Planning Commission (*In the Matter of Michael Kitts/Cottage Housing LLC, Planning File No. 03-62*). Condition No. 10: "A maintenance agreement for the private street and open space shall be included in the CC&R's and recorded prior to final plat approval."

² The private nature of Andy's Way and Katie's Lane is further underscored by the description of the roadways in the subdivision plat maps, including the plat map for the portion of the subdivision within the HOA that initially included Andy's Way. (A copy of the referenced plat map is attached hereto as Exhibit B.) Specifically, the plat map reserves public ingress/egress for exclusive use within the Katie's Lane subdivision (for each phase, and future phases of the subdivision). The plat map further notes that the roadways are not eligible for public maintenance as a condition of the city's approval, and as required by the HOA's CC&Rs.

As proposed, the Andy's Way Condition would violate the HOA's internal governance documents and likely constitute a "taking" by the City of Hood River without just compensation under the Oregon Constitution (*Art. I, Section 18*). In order for the HOA to convey an interest in any of its common property, including the roadways, *Section 13* of the Declaration requires a unanimous vote of the homeowners within the HOA. No such vote has been proposed in respect of any interest in Andy's Way nor has any formal inquiry of the Board been made by the City or the Applicant regarding the possibility of a private easement by the Applicant.

Also, over a year ago, it was brought to the Board's attention that a pathway was being used to trespass onto Andy's Way from the Southwest corner of the Applicant's property. As of June 1, 2019, a "no trespassing" sign was placed in plain view of the pathway and that sign continues in place. Put simply, the HOA has never endorsed that pathway as a legal right of way.

Based on the foregoing, the HOA hereby requests that the Commission remove the Andy's Way Condition as a condition of approval for the Applicant's site plan. We are optimistic this was merely a mistake of fact – but, to reiterate, in the absence of the grant of a private easement by the HOA to the Applicant, which has not been done or even proposed to the HOA, the Andy's Way Condition violates the HOA's property rights.

Finally, in May of 2019, Megan Ramey reached out to Mr. Barker (among others) concerning the possibility of a neighborhood greenway. To be clear, Ms. Ramey was not acting in her capacity as a commissioner, but rather as a community advocate in support of a community bikeway and/or greenway. In this capacity, Ms. Ramey offered unequivocal support for the placement of the greenway across the HOA's private roadways. In an email to Mr. Barker (and others) dated March 9, 2019, Ms. Ramey wrote: "There are 2 separate, concurrent projects that pertain to the future creation of this corridor: 1) the Adams Creek Co-housing is currently in site design phase and there is excitement to allow an easement through their property for a trail that would connect Katie's / Andy's Lane to the Middle School and Eugene to the north[.]..." (A copy of the email is attached hereto as Exhibit C.) On May 17, 2019, Ms. Ramey and Mr. Barker met in person to discuss the greenway at which time Mr. Barker expressed his reservations on behalf of the Board regarding the use of the HOA's private roadways for a community greenway. Following that meeting, no further inquiry was made of the Board regarding the use of the HOA's private roadways in connection with the greenway or any pedestrian path by the Applicant. We do not mean to undermine Ms. Ramey's value to the community or the Commission. But, in view of our stated concerns regarding the Andy's Way Condition and Ms. Ramey's advocacy in support of using the HOA's private property as public right of way, we do not believe she evinces the requisite impartiality to make a consequential land use decision affecting the HOA's property rights. We recommend that she recuse herself from deliberations and decisions on the Applicant's site plan going forward.

In closing, we believe in property rights and accordingly acknowledge the Applicant's right to develop its property in a lawful manner. The Katie's Lane subdivision is a very successful example of a housing development within an Urban High Density Residential Zone (R-3) and the Board is aware that more of this type of affordable housing is needed in Hood River and further understands it is a priority for the City of Hood River. Nevertheless, it is hard to envision a more robust version of R-3 housing in Hood River if the Applicant's approved site plan adversely affects the economic fortunes and property rights of the Katie's Lane subdivision. The HOA does not have the financial

wherewithal to absorb the prospect of significant invitee liability associated with a pedestrian right of way. Furthermore, for a number of residents within our HOA, a material increase in the cost of home ownership as the result of such contingent liability (by way of increased HOA dues, HOA special assessments or property/liability insurance premiums) could force them to sell their properties. It is precisely these types of cost of ownership increases and the overall contingent liability risk to the HOA that we intend to avoid by maintaining the private character of the access to the HOA's internal roadways.

We appreciate the Commission's time and consideration of this letter and welcome any questions it may have.

Respectfully submitted,

KATIE'S LANE HOMEOWNERS ASSOCIATION,
an Oregon nonprofit corporation

By: Its Board of Directors

Fiona Paterson
Jason Barker
Francine Emmons
Van Miley
Jim Thornton

Cc: Members of City of Hood River Planning Commission (by email)

Attachments

Exhibit A-1

HOA Declaration

20044230(s)

File 04-9101-JFS
After Recording, Return To:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031

Tax Account Nos. 3N-10-35AA-5400, 5500, 5700, 5800, 6100, 6400

STATE OF OREGON }
COUNTY OF HOOD RIVER } SS
I certify that this instrument was received
and recorded in the records of said county.
Sandra E. Berry, Director of records and
Assessment and Ex-Officio Recorder.
by: *[Signature]* Deputy.
DOC#: 20044230
RCPT: 37242 \$\$\$ 46.00
9/10/2004 9:21 AM

DECLARATION OF PLANNED COMMUNITY
"KATIE'S LANE"

Cottage Housing, LLC, an Oregon limited liability company, as Declarant, does hereby make the following declaration pursuant to ORS 94.565 and 94.580:

1. Declarant hereby establishes a planned community named "Katie's Lane," which is a Class II planned community as defined in ORS 94.550.
2. Declarant shall form an Oregon nonprofit corporation named "Katie's Lane Homeowners Association."
3. The planned community is subject to ORS 94.550 to 94.783.
4. The association bylaws adopted under ORS 94.625 must be recorded.
5. The legal description of the real property included in the planned community is set forth on the attached Exhibit "A."
6. The legal description of the real property included in the planned community which is or must become common property is set forth on the plat to be recorded with Hood River County.
7. The declarant shall retain the following special declarant rights as long as any portion of the property in the planned community is held in the name of declarant, or until declarant records an instrument releasing the special declarant rights, whichever occurs first:

- a. The right to exercise all powers and control otherwise assigned to the Homeowners Association, the officers of the association or the board of directors of the association.
- b. The right to require declarant's consent to an amendment of this declaration or the bylaws.
- c. The right to expand the planned community under ORS 94.580(3).
- d. The right to convert lots into common property.

8. Each lot shall have one vote as set forth in ORS 94.658.

9. Each residential lot shall be liable for a prorated share of common expenses as determined by the board of directors of the Homeowners Association, for purposes including maintenance of common areas and landscapes and roads, taking into account the proportion of use of the roads (by distance, not frequency) and other equitable considerations. Each residential lot shall be entitled to a share of the common profits of the association in the same proportion. Because commercial lots, if any are developed, will be located close to May Street or 13th Street and will not receive the benefit of common areas and landscaping to the same extent as residential lots within the planned community, they shall only be liable for a share of road maintenance costs, calculated based upon the length of road (if any) used by the commercial lot compared to the length of road used by each other lot, and shall not be liable for any other common expenses.

10. Each lot shall become subject to assessment when it has been transferred or conveyed to someone other than declarant.

11. Each lot shall be subject to a right of first refusal in favor of declarant, for a two-year period following the initial conveyance of each lot from declarant, the terms of which shall be separately recorded in a declaration of right of first refusal.

12. Each lot is intended for residential use, although Declarant may choose to develop certain lots for commercial use, subject to the requirements of the City of Hood River.

13. The Homeowners Association may sell, convey, or subject to security interest any portion of the common property, upon unanimous vote of the members of the association.

14. The use, maintenance or occupancy of the residential lots and of the common property, as designated on the plat, is restricted as follows:

- a. Fences are limited to three feet in height, or four feet if green wire fencing.

Page 2 - DECLARATION OF PLANNED COMMUNITY

20044230

- b. No sheds or additions may be added to the homes or yards. This includes a restriction on carports unless designed into the original home.
- c. Standard house pets are allowed per City regulations.
- d. The association shall protect the stream and work to improve its quality.
- e. Students and staff of the May Street Middle School shall have access to the stream for educational purposes.
- f. Homes may not be used as rentals

Additional restrictions on the use, maintenance or occupancy of the residential lots may be described in a Declaration of Covenants, Conditions and Restrictions (CCRs) adopted by the unanimous vote of the members of the Homeowners Association and amended from time to time, to be recorded in Hood River County Deed Records. Additional restrictions on the use, maintenance or occupancy of the common property may be adopted by the board of directors of the association.

15. This declaration may be amended with approval of the owners representing at least 75% of the total votes in the Homeowners Association pursuant to ORS 94.590. Notwithstanding the foregoing, however, provisions (d) and (e) of paragraph 14 above may not be amended or deleted under any circumstances.

16. Declarant does not agree to build additional improvements. Declarant does not choose to limit declarant's rights to add improvements not described in the declaration, including but not limited to additional roads which may provide ingress and egress to properties outside of the planned community.

17. Declarant shall deliver to the Homeowners Association a deed to the common property in Phase I at the turnover meeting required by ORS 94.616.

18. The Homeowners Association may choose to impose architectural controls, including but not limited to fencing, landscaping or choice of exterior colors and materials of structures to be placed on the common property or on a lot, and may choose to impose the requirement of review of any plans of any structure to be placed on the common property or on a lot.

19. Declarant reserves the right to expand the planned community by creating additional lots or common property by developing existing property in the planned community. Declarant may plat additional lots on existing property therein. There is no limitation on the right of declarant to create common property from the existing property. Each additional residential lot shall have one vote in the Homeowners Association from the time that it is transferred from

declarant. Each new lot shall be equally liable for common expenses as determined by the board of directors of the Homeowners Association, in conjunction with the existing lots. The board shall reallocate common expenses as each new lot is transferred from declarant, and shall have the discretion to prorate each new lot's share of common expenses for the current fiscal year.

Dated this 9 day of September, 2004.

COTTAGE HOUSING, LLC,
an Oregon limited liability company

By: Greg Crafts
Greg Crafts, Member of Affordable Housing
of the Columbia Gorge LLC, Member

STATE OF OREGON)
) ss.
County of Hood River)

The foregoing instrument was acknowledged before me this 9th day of SEPTEMBER, 2004, by Greg Crafts, member of Affordable Housing of the Columbia Gorge LLC, an Oregon limited liability company, which is a member of Cottage Housing, LLC, an Oregon limited liability company, on behalf of and with proper authority of said companies.

(SEAL) Karen A. Seavert
Notary Public for Oregon
My Commission Expires: 10-13-06



20044230

EXHIBIT "A"

**PERIMETER DESCRIPTION
KATIE'S LANE PLANNED UNIT DEVELOPMENT**

A parcel in a portion of Lot 2A of ADAMS PARADISE ACREAGE, in the Northeast quarter of Section 35, Township 3 North, Range 10 East of the Willamette Meridian, in the City of Hood River, County of Hood River, State of Oregon described as follows:

Commencing at the Southeast Corner of Lot 2A of ADAMS PARADISE ACREAGE in the City of Hood River, County of Hood River, State of Oregon, as per duly recorded Plat thereof; thence North 01°01'16" West along the East line of said Lot 2A a distance of 10.00 feet; thence South 87°52'36" West 10.00 feet North of and parallel to the South line of Said Lot 2A, a distance of 75.00 feet to the TRUE PLACE OF BEGINNING; thence North 00°04'59" East a distance of 40.00 feet; thence North 87°48'36" East a distance of 50.00 feet to a point 25 feet West of that certain 10 Alley and said Alley extended South as plated in Adams Addition, in said City of Hood River; thence North 00°08'48" East, parallel to and 25 feet West of said Alley and said Alley extended South, a distance of 127.43 feet; thence North 89°15'30" West a distance of 35.00 feet; North 89°08'48" East, parallel to and 60 feet West of said Alley, a distance of 95.77 feet; thence South 89°15'30" East a distance of 60.00 feet to the West line of said Alley; thence North 00°08'09" East, along the West line of said Alley, a distance of 94.35 feet; thence North 89°08'54" West a distance of 90.00 feet; thence North 00°08'09" East a distance of 50.00 feet; thence South 89°08'54" East a distance of 10.00 feet; thence North 00°08'09" East a distance of 50.00 feet; thence South 89°08'54" East a distance of 80.00 feet to the West line of said Alley; thence North 00°07'01" East, along the West line of said Alley, a distance of 191.00 feet to a point on the East line of said Lot 2A and 657.00 feet North of the Southeast corner of said Lot 2A; thence North 89°08'56" West, parallel with the North line of said Lot 2A, a distance of 238.42 feet to the West line of said Lot 2A; thence South 00°01'49" West, along the West line of Lot 2A and the East line of that parcel belonging to School District No. 3, a distance of 390.08 feet to a 5/8" iron rod; thence South 00°20'27" West, continuing along the West line of Lot 2A and the East line of that parcel belonging to School District No. 3, a distance of 134.34 feet; thence North 87°40'15" East a distance of 75.00 feet; thence South 00°24'09" West a distance of 135.08 feet to a point 10 North of the South line of said Lot 2A; thence North 87°52'36" East a distance of 88.92 feet to the TRUE PLACE OF BEGINNING.

20044230

HOOD RIVER COUNTY, OR 2007-04514
D-CCR
Cnt=1 Stn=2 COUNTER 10/05/2007 11:17 AM
\$10.00 \$11.00 \$10.00 \$31.00

File 04-9101-JFS

After Recording, Return To:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031



I certify that this instrument was received and recorded in the records of said county.
Sandra E. Berry, Director of Records and Assessment and Ex-Officio Recorder.

Tax Account Nos. 3N-10E-35AA-6410, 6417, 6418

AMENDMENT TO
DECLARATION OF PLANNED COMMUNITY
"KATIE'S LANE"

The members of the Katie's Lane Homeowners Association ("HOA") have duly adopted an amendment to the Declaration of Planned Community recorded September 10, 2004, as Microfilm No. 20044230, Deed Records of Hood River County. The undersigned President and Secretary of the HOA hereby certify that the amendment was adopted in full compliance with the Declaration and with ORS 94.590.

Now, therefore, the Declaration is hereby amended to delete the following-described real property from the legal description of the real property included in the planned community as set forth on Exhibit "A" attached to the Declaration:

Parcels 1, 2, and 3 of Partition Plat No. 200724P, filed June 19, 2007, being a portion of the Northeast quarter of the Northeast quarter of Section 35, Township 3 North, Range 10 East of the Willamette Meridian, in the City of Hood River, County of Hood River, and State of Oregon.

Other than the removal of the above-described property from the planned community, all of the provisions of the Declaration shall remain in full force and effect.

Dated this 4 day of October, 2007.

KATIE'S LANE HOMEOWNERS ASSOCIATION

By: [Signature]
Sean O'Shea, President

By: _____
Kari Boss, Secretary

STATE OF Michigan)
) ss.
County of Kent)

The foregoing instrument was acknowledged before me this 4 day of October, 2007, by Sean O'Shea, as President of the Katie's Lane Homeowners Association.

(SEAL)

Glenda K. Baer
Notary Public for SO Gallop
My Commission Expires: 9/11/12

GLEND K. BAER
NOTARY PUBLIC, STATE OF MI
COUNTY OF KENT
MY COMMISSION EXPIRES Sep 11, 2012
ACTING IN COUNTY OF Kent

STATE OF _____)
) ss.
County of _____)

The foregoing instrument was acknowledged before me this ___ day of _____, 2007, by Kari Boss, as Secretary of the Katie's Lane Homeowners Association.

(SEAL)

Notary Public for _____
My Commission Expires: _____

HOOD RIVER COUNTY, OR 2007-04515
D-CCR 10/05/2007 11:17 AM
Cnt=1 Stn=2 COUNTER
\$10.00 \$11.00 \$10.00 \$31.00



00007936200700045150020027

I certify that this instrument was received and recorded in the records of said county.
Sandra E. Berry, Director of Records and Assessment and Ex-Officio Recorder.

File 04-9101-JFS

After Recording, Return To:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031

Tax Account Nos. 3N-10E-35AA-6410, 6417, 6418

AMENDMENT TO
DECLARATION OF PLANNED COMMUNITY

“KATIE’S LANE”

The members of the Katie’s Lane Homeowners Association (“HOA”) have duly adopted an amendment to the Declaration of Planned Community recorded September 10, 2004, as Microfilm No. 20044230, Deed Records of Hood River County. The undersigned President and Secretary of the HOA hereby certify that the amendment was adopted in full compliance with the Declaration and with ORS 94.590.

Now, therefore, the Declaration is hereby amended to delete the following-described real property from the legal description of the real property included in the planned community as set forth on Exhibit “A” attached to the Declaration:

Parcels 1, 2, and 3 of Partition Plat No. 200724P, filed June 19, 2007, being a portion of the Northeast quarter of the Northeast quarter of Section 35, Township 3 North, Range 10 East of the Willamette Meridian, in the City of Hood River, County of Hood River, and State of Oregon.

Other than the removal of the above-described property from the planned community, all of the provisions of the Declaration shall remain in full force and effect.

Dated this 4 day of October, 2007.

KATIE’S LANE HOMEOWNERS ASSOCIATION

By: _____
Sean O’Shea, President

By: K-T. Boss
Kari Boss, Secretary

STATE OF O)
) ss.
County of _____)

The foregoing instrument was acknowledged before me this ____ day of _____, 2007, by Sean O'Shea, as President of the Katie's Lane Homeowners Association.

(SEAL)

Notary Public for _____
My Commission Expires: _____

STATE OF Oregon)
) ss.
County of Hood River)

The foregoing instrument was acknowledged before me this 4th day of October, 2007, by Kari Boss, as Secretary of the Katie's Lane Homeowners Association.



Lucero Silva
Notary Public for Oregon
My Commission Expires: 4-4-2011



I certify that this instrument was received and recorded in the records of said county.
Brian D. Beebe, Director of Records and Assessment and Ex-Officio Recorder.

After recording, return to:
Ms. Heidi Venture
713 Katie's Lane
Hood River, OR 97031

AMENDMENT TO
DECLARATION OF PLANNED COMMUNITY

The members of the Katie's Lane Homeowner's Association (the "HOA") have duly adopted an amendment to the Declaration of Planned Community (the "Declaration") recorded September 10, 2004, as amended by the amendment to the Declaration recorded on October 5, 2007. The Board of Directors of the HOA, by and through its undersigned representative, hereby certifies that the amendment was adopted in full compliance with the Declaration and ORS 94.590.

Now therefore, the Declaration is hereby amended as follows: (i) subparagraph (f) to paragraph 14 of the Declaration is deleted in its entirety and replaced with the new subparagraph (f) set forth below, and (ii) the new subparagraphs (g) and (h) set forth below are added to paragraph 14 of the Declaration.

- f. No owner may lease or rent his or her home for a period of less than twelve (12) consecutive months. All leases or rentals shall be by written lease agreement, that shall provide that the terms of the lease shall be subject in all respects to the provisions of this Declaration and the Bylaws of the Homeowners Association, and that any failure by the lessee or tenant to comply with the terms of such documents shall be a default under the lease. A lessee or tenant who is leasing or renting a home from an owner may not sublease or sublet the home or any part of the home to any other person. As a precondition to renting or leasing a home pursuant to this Declaration, an owner desiring to rent his or her home must provide the board of directors with a copy of the written lease agreement containing the required language not less than seven (7) days prior to the commencement of the lease term. Any violation of this Declaration or the Bylaws by a tenant will deemed to be a violation of this Declaration and the Bylaws by the owner. If the board of directors finds that an owner, lessee or tenant has violated any provision of this Declaration or the Bylaws, including the requirement that the owner provide a copy of the written lease agreement to the board of directors prior to the commencement of the lease term, the board of directors may require the owner to terminate such lease or rental agreement, or exercise any other remedies available to it under Oregon law.
- g. (1) Except for the purpose of temporary loading or unloading or with the consent of the board of directors, the parking of all motor vehicles (automobiles, trucks or motorcycles), commercial trucks or trailers, recreational vehicles or trailers, campers and watercraft shall be limited to each home's two, designated parking spaces. No parking by an owner, tenant, or visitor may occur on any portion of the common property or in the streets or roadways of the community except that designated guest parking spaces may be utilized on a periodic basis (not to exceed seven (7) consecutive days or fourteen (14) total days per month) by an owner, a tenant or the guest of an owner or tenant. Vehicles parked in

violation of this Declaration or the Bylaws may be towed and stored at the direction of the board of directors, with the expense charged to the owner.

(2) Except with the consent of the board of directors, no owner shall permit any vehicle that is in an extreme state of disrepair to be abandoned or to remain parked on any home's designated parking space (unless kept within a garage), on any designated guest parking space, on any portion of the common property or any adjoining street for a period in excess of forty-eight (48) hours. A vehicle shall be deemed to be in an "extreme state of disrepair" when, in the opinion of the board of directors, due to its appearance or continued inoperability its presence reasonably offends the occupants of the neighborhood. Should any owner fail to remove such vehicle within five (5) days following the date on which notice is mailed to him or her by the Homeowners Association, the board of directors may have the vehicle removed and charge the expense of such removal to the owner in addition to the assessments made upon him or her in accordance with this declaration.

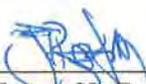
h. (1) All lawns and landscaping that are part of an owner's property shall be well maintained and kept in first class, good, safe, clean, neat and attractive condition consistent with the other homes in the community. Each owner is specifically responsible for maintaining all grass, landscaping and improvements that are part of the owner's property. No weeds, underbrush, or other unsightly growth shall be permitted to be grown or remain upon an owner's property. No refuse, yard debris or unsightly objects shall be allowed to be placed or suffered to remain upon any owner's property. No part of any home or any part of the common property shall be used or maintained as a dumping ground for rubbish, trash, garbage or other waste.

(2) Except days upon which trash collection occurs or the evening immediately prior to such days, no garbage cans, garbage bags, supplies or other similar articles shall be maintained on the street or curb in front of any home. Each owner shall be responsible for properly depositing his, her or its garbage and trash in garbage cans and trash containers sufficient for pick-up by the appropriate collection agencies in accordance with the requirements of any such agency. All such trash receptacles shall be maintained in a sanitary condition and, except days upon which trash collection occurs or the evening immediately prior to such days, shall be discretely stored and, if possible, shielded from the view of adjacent properties and streets.

Other than the foregoing deletions and additions to paragraph 14 of the Declaration, the Declaration is unmodified and remains in full force and effect.

Dated this 29th day of November, 2012.

KATIE'S LANE HOMEOWNERS ASSOCIATION

By: 
Jason H. Barker, Director

STATE OF OREGON)

COUNTY OF Wood River) ss.
)

The foregoing instrument was acknowledged before me this 29th day of November 2012, by Jason H. Barker, as a Director of the Katie's Lane Homeowners Association.

WITNESS my hand and official seal.

Randi K Condon

Notary Public for the State of Oregon

My commission expires: 2/25/15



Exhibit A-2

HOA Bylaws

20044231 (10)

STATE OF OREGON

COUNTY OF HOOD RIVER

SS

After Recording, Return to:
Jaques, Sharp, Sherrerd & FitzSimons
205 Third Street
Hood River, OR 97031

I certify that this instrument was received
and recorded in the records of said county.

Sandra E. Berry, Director of records and
Assessment and Ex-Officio Recorder.

by: *[Signature]* Deputy.

DOC#: 20044231
RCPT: 37243... 11.00
9/10/2004 9:21 AM

Tax Account Nos. 3N-10-35AA-5400, 5500, 5700, 5800, 6100, 6400

**BYLAWS OF
KATIE'S LANE HOMEOWNERS ASSOCIATION
an Oregon Nonprofit Corporation**

The undersigned incorporator of Katie's Lane Homeowners Association, an Oregon nonprofit corporation, hereby adopts the following Bylaws, which, together with the Declaration of Planned Community recorded with Hood River County Deed Records, the Articles of Incorporation, and the laws and regulations of the State of Oregon shall govern its corporate proceedings.

ARTICLE I: PURPOSE

The Katie's Lane Homeowners Association (hereinafter referred to as the "Association") is an Oregon nonprofit corporation formed to exercise administrative responsibility over the individual lots and common areas of the Katie's Lane planned community in Hood River, Oregon, including maintenance of common areas and landscapes and roads, adoption of rules and regulations regarding private areas for the benefit of the community, imposition and collection of assessments to carry out the purposes of the Association, and such other actions as will benefit the members and enhance the community.

ARTICLE II: POWERS

The Association may exercise all of the powers set forth in ORS 94.630, including but not limited to the following:

- (a) Adopt and amend bylaws, rules and regulations for the planned community;
- (b) Adopt and amend budgets for revenues, expenditures and reserves, and collect assessments from owners for common expenses;
- (c) Hire and terminate managing agents and other employees, agents and independent contractors;
- (d) Make contracts and incur liabilities;
- (e) Regulate the use, maintenance, repair, replacement and modification of common property;
- (f) Cause additional improvements to be made as a part of the common property;
- (g) Acquire, hold, encumber and convey in its own name any right, title or interest to real or personal property, except that common property may be conveyed or subjected to a security interest only pursuant to ORS 94.665;
- (h) Grant easements, leases, licenses and concessions through or over the common property;

- (i) Modify, close, remove, eliminate or discontinue the use of common property, including any improvement or landscaping;
- (j) Impose charges for late payment of assessments and attorney fees related to the collection of assessments and, after giving written notice and an opportunity to be heard, levy reasonable fines for violations of the declaration, bylaws, rules and regulations of the Association if the charge imposed or the fine levied is based on a schedule contained in the declaration or bylaws, or an amendment to either that is delivered to each residential lot, mailed to the mailing address of each residential lot or mailed to the mailing addresses designated in writing by the owners, or based on a resolution of the Association or its board of directors that is delivered to each residential lot, mailed to the mailing address of each residential lot or mailed to the mailing addresses designated in writing by the owners;
- (k) Provide for the indemnification of its officers and the board of directors and maintain liability insurance for directors and officers;
- (L) Exercise any other powers necessary and proper for the administration and operation of the Association.

ARTICLE III: TURNOVER MEETING

Section 1. Notice of Meeting.

Within 90 days after conveying all of the residential lots in the planned community, the developer shall call a meeting for the purpose of turning over administrative responsibility for the planned community to the Association. Notice shall be given to all owners as provided in these bylaws. If the developer does not call the meeting within the required time, any owner may call a meeting.

Section 2. Purpose of Meeting.

At the turnover meeting, the developer shall turn over to the Association the responsibility for the administration of the planned community, and the Association shall accept the administrative responsibility.

Section 3. Order of Business.

At the turnover meeting, the owners shall elect a board of directors in accordance with these bylaws. The developer shall deliver to the Association the documents set forth in ORS 94.616(3).

Section 4. Transition Period.

In order to facilitate an orderly transition, during the three-month period following the turnover meeting, the developer or an informed representative shall be available to meet with the board of directors on at least three mutually acceptable dates to review the documents delivered under Section 3 of this Article.

ARTICLE IV: MEMBERS, MEETINGS, VOTING

Section 1. Members.

The members of the Association shall consist of the owners of each residential lot of the planned community.

Section 2. Meetings.

- a. The Association shall hold at least one meeting of the members each calendar year.
- b. Special meetings of the Association may be called by the president of the board of directors, a majority of the board of directors or the owners of six of the residential lots.
- c. Business transacted at a special meeting shall be confined to the purposes stated in the notice.
- d. Not less than 10 or more than 50 days before any meeting called under this section, the secretary shall cause notice to be hand delivered or mailed to the mailing address of each residential lot or to the mailing address designated in writing by the owner, and to all mortgagees that have requested such notice. Mortgagees may designate a representative to attend a meeting called under this section.
- e. The notice of a meeting shall state the time and place of the meeting and the items on the agenda, including the general nature of any proposed amendment to the declaration or bylaws, any budget changes or any proposal to remove a director or officer.

Section 3. Quorum.

A quorum for any meeting of the membership of the Association shall consist of the number of persons who are entitled to cast 50% of the votes and who are present in person or by proxy at the beginning of the meeting.

Section 4. Voting.

- a. Each residential lot shall be entitled to one vote.
- b. An executor, administrator, guardian or trustee may vote, in person or by proxy, at a meeting of the Association with respect to a residential lot owned or held in a fiduciary capacity if the fiduciary satisfies the secretary of the board of directors that the person is the executor, administrator, guardian or trustee holding the residential lot.
- c. When a residential lot is owned by two or more persons jointly, according to the records of the Association, the vote or proxy of the lot may be exercised by a co-owner in the absence of protest by another co-owner. If the co-owners cannot agree upon the vote, the vote of the lot shall be disregarded completely in determining the proportion of votes given with respect to such matter. A valid court order may establish the right of co-owners' authority to vote.

Section 5. Action Without a Meeting.

Any action that may be taken at any meeting of the homeowners Association may be taken without a meeting if the Association delivers a written ballot to every Association member that is entitled to vote on the matter and the Association and the members follow the process set forth in ORS 94.647.

Section 6. Rules of Order.

Unless other rules of order are required by a resolution of the Association or its board of directors:

a. Meetings of the Association and the board of directors shall be conducted according to the latest edition of Robert's Rules of Order published by the Robert's Rules Association.

b. A decision of the Association or the board of directors may not be challenged because the appropriate rules of order were not used unless a person entitled to be heard was denied the right to be heard and raised an objection at the meeting in which the right to be heard was denied.

c. A decision of the Association and the board of directors is deemed valid without regard to procedural errors related to the rules of order one year after the decision is made unless the error appears on the face of a written instrument memorializing the decision.

ARTICLE V: BOARD OF DIRECTORS

Section 1. Composition of the Board.

a. Composition of the Board. The number of Directors shall be at least three. All of the directors must be members of the Association after the turnover meeting describe in these bylaws.

b. The incorporator shall choose the initial Board of directors. Thereafter, the Association members shall elect board members at the annual meeting, to serve three-year terms unless terminated by death, resignation or removal. Directors shall serve staggered terms, with approximately one-third of the Directors elected in a given year.

c. The board of directors may fill vacancies in its membership for the unexpired portion of any term.

d. A Director may resign at any time by giving written notice to the President.

e. The members may remove any member of the board of directors, with or without cause, by a majority vote of all owners present and entitled to vote at any meeting of the owners at which a quorum is present. No removal of a director is effective unless the matter of removal is an item on the agenda and stated in the notice for the meeting required under ORS 94.650.

Section 2. Voting.

a. Each Director shall have one vote.

b. A quorum shall consist of a majority of Directors then in office.

c. Decisions shall be by a majority vote. An attempt shall be made in each case to reach consensus before taking a vote.

d. A Director may vote by a proxy that is executed in writing by the Director, appointing another Director to vote for the absent Director.

Section 3. Meetings.

a. The annual meeting of the board shall be held immediately following the annual members' meeting, for the purpose of electing directors and for the transaction of such other business as may come before the meeting.

b. Meetings shall be called as follows:

- (i) For other than emergency meetings, notice of board of directors' meetings shall be posted at a place or places on the property at least three days prior to the meeting or notice shall be provided by a method otherwise reasonably calculated to inform members of such meetings;
- (ii) Emergency meetings may be held without notice, if the reason for the emergency is stated in the minutes of the meeting; and
- (iii) Only emergency meetings of the board of directors may be conducted by telephonic communication.

c. All meetings of the board of directors shall be open to members, except that at the discretion of the board the following matters may be considered in executive session:

- (i) Consultation with legal counsel concerning the rights and duties of the Association regarding existing or potential litigation, or criminal matters;
- (ii) Personnel matters, including salary negotiations and employee discipline; and
- (iii) The negotiation of contracts with third parties.

d. Except in the case of an emergency, the board of directors shall vote in an open meeting whether to meet in executive session. If the board of directors votes to meet in executive session, the presiding officer of the board of directors shall state the general nature of the action to be considered and, as precisely as possible, when and under what circumstances the deliberations can be disclosed to owners.

e. The meeting and notice requirements in this section may not be circumvented by chance or social meetings or by any other means.

Section 4. Powers and Duties.

a. The board of directors may act on behalf of the Association except as limited by the declaration and these bylaws. In the performance of their duties, officers and members of the board of directors shall exercise the care required of fiduciaries.

b. At least annually, the board of directors shall adopt a budget for the planned community, and provide a summary thereof to all members within 30 days after adoption.

c. At least annually, the board of directors of an Association shall review the insurance coverage of the Association.

d. The board of directors annually shall cause to be filed the necessary income tax returns for the Association.

e. The board of directors may establish rules and policies regulating the use, maintenance and repair of the common areas, including the making of additional improvements to those areas:

f. The board of directors, in the name of the Association, shall maintain a current mailing address of the Association.

ARTICLE VI: OFFICERS

Section 1. Officers and Election.

The officers of the Association shall be President, Secretary and Treasurer. Such other officers and agents as may be deemed necessary, including vice-president, may be elected or appointed by the Board of directors. The officers shall be elected for a term designated by the Board of directors to perform the duties and exercise the powers of the office. Any two or more offices may be held by the same person. The officers shall hold office until their successors are chosen and qualified. The officers must be Directors of the Association.

Section 2. Removal and Vacancies.

Any officer may be removed at any time by a two-thirds majority vote of the Directors. In case of any vacancy for any reason, the Board of directors shall have the power to fill the position for the remainder of the term of office.

Section 3. Duties and Powers.

The officers may be authorized by the Board of directors to enter into and execute on behalf of the Association contracts, leases, debt obligations, and all other forms of agreements or instruments permitted by law, the articles of incorporation or these Bylaws; except where such documents are required by law to be otherwise signed and executed, or where the signing and execution thereof shall be exclusively delegated to some other agent of the Association.

Section 4. President.

The President shall be the chief operating officer of the Association, shall perform such duties as are assigned by the Board of directors, shall preside over Board meetings, and shall supervise and control all of the affairs of the Association in accordance with any policies and directives approved by the Board of directors.

Section 5. Vice President.

The Vice President, subject to the control of the President and the Board of directors, shall perform such duties as are assigned. The Vice President shall preside at meetings in the absence of the President.

Section 6. Secretary.

The secretary shall be responsible for making or causing to be made an accurate record of the proceedings of all meetings of the Board of directors and all actions of the Association as the Board of directors shall determine. The Secretary shall be responsible for distribution of these records or minutes to the Board of directors. The Secretary shall have custody of all books, papers, and records of the Association except those which shall be in the custody of some other authorized person, and shall give or cause to be given all notices as in accordance with these Bylaws or as required by law. The Secretary shall perform such other duties as are assigned by the Board of directors.

Section 7. Treasurer

The Treasurer shall lead the Board of directors in the performance of their financial management responsibilities. The Treasurer shall have custody of the Association's funds and securities and shall keep, or cause to be kept, full and accurate accounts of all receipts and disbursements except such as shall be in the possession of some other authorized person. The Treasurer shall account for or cause to be accounted for all of the Association transactions and the financial situation of the Association at all meetings. The Treasurer shall have such other duties as may be assigned by the Board of directors.

ARTICLE VII: MAINTENANCE PROGRAM, ASSESSMENT PROCEDURE

Section 1. Maintenance, Upkeep and Repair.

The Board of directors shall make provisions for maintenance, improvement and repair of the roadway, landscaping and other aspects of the common property.

Section 2. Payment for Maintenance, Upkeep and Repair.

Maintenance, upkeep and repair expenses will be included in the Association's annual budget and assessed against each residential lot in the community. Actual vouchers will be approved according to procedures established by the Board of directors which may include a dollar maximum expenditure over which Board approval is required.

Section 3. Personnel.

The Board of directors may hire employees or contract for reasonably necessary maintenance, upkeep and repair services. This work may also be performed on a voluntary basis by Association members subject to oversight by the Board.

Section 4. Assessments and Collections.

The Association shall impose an annual assessment against each homeowner. Written notice of the assessment for each calendar year shall be sent to each owner on or before December 1st of the preceding year. The annual assessment may be paid in 12 monthly installments due on the first day of each month. If the entire assessment is paid in full prior to January 10th, the owner shall be entitled to a 6% discount. Each assessment shall be the personal debt of the owner against whom the assessment was levied as well as of any subsequent owner of that residential lot. Interest shall accrue at 12% per annum on all assessments from the payment due date. Any amounts not paid within thirty days of the due date shall be in default. Upon default the assessment, together with interest thereon, costs, and reasonable attorney fees incurred in collection, shall become a lien upon the private area owned by the owner. A notice of lien will be filed in the mortgage records of Hood River County, Oregon, setting forth the amount due and a legal description of the property against which the lien is assessed. Enforcement of the liens shall be in accordance with the provisions of ORS 94.709 as it exists on the date of the adoption of these bylaws.

ARTICLE VIII: INSURANCE

Section 1. Common Property.

a. The board of directors of an Association shall obtain:

- (i) Insurance for all insurable improvements in the common property against loss or damage by fire or other hazards, including extended coverage, vandalism and malicious mischief. The insurance shall cover the full replacement costs of any repair or reconstruction in the event of damage or destruction from any such hazard if the insurance is available at reasonable cost; and
- (ii) A public liability policy covering all common property and all damage or injury caused by the negligence of the Association.

b. Premiums for insurance obtained under this section shall be a common expense of the Association. The policy may contain a reasonable deductible and the amount thereof shall be added to the face amount of the policy in determining whether the insurance equals at least the full replacement cost.

Section 2. Individual Lots.

The owners of each residential lot shall procure and maintain policies of fire insurance with standard extended coverage endorsements on a replacement cost basis covering all improvements on the Lot. The policies shall be primary with respect to all covered risks, and shall be written in such form with such terms and by such insurance companies reasonably acceptable to the Association.

ARTICLE IX: BOOKS AND RECORDS

a. The Association shall retain within this state the documents, information and records delivered to the Association at the turnover meeting under ORS 94.616.

b. All assessments shall be deposited in a separate bank account, located within this state, in the name of the Association. All expenses of the Association shall be paid from the Association bank account.

c. The Association shall keep financial records sufficiently detailed for proper accounting purposes. Within 90 days after the end of the fiscal year, the board of directors shall distribute to each owner and, upon written request, any mortgagee of a lot, a copy of the annual financial statement consisting of a balance sheet and income and expenses statement for the preceding fiscal year.

d. The Association shall provide, within 10 business days of receipt of a written request from an owner, a written statement that provides:

- (i). The amount of assessments due from the owner and unpaid at the time the request was received, including regular and special assessments, fines and other charges, accrued interest, and late payment charges.
- (ii) The percentage rate at which interest accrues on assessments that are not paid when due.
- (iii) The percentage rate used to calculate the charges for late payment or the amount of a fixed charge for late payment.

The Association is not required to comply with this provision if the Association has commenced litigation by filing a complaint against the owner and the litigation is pending when the statement would otherwise be due.

e. The Association shall make the documents, information and records described in subsections (a) and (c) of this Article and all other records of the Association reasonably available for examination by an owner and any mortgagee of a lot. Upon the written request of an owner or mortgagee of a lot, the Association shall make available during reasonable hours all such records for duplication. The documents, information and records described in subsections (a) and (c) of this Article and all other records of the Association shall be located within this state.

f. The Association shall maintain a copy, suitable for the purpose of duplication, of the following:

- (i) The declaration, bylaws, Association rules and regulations and any amendments or supplements to them.
- (ii) The most recent financial statement prepared pursuant to subsection (c) of this Article.
- (iii) The current operating budget of the Association.

g. Upon written request of a prospective purchaser, the Association shall make available for examination and duplication during reasonable hours the documents and information specified in subsection (e) of this Article.

h. The Association may charge a reasonable fee for furnishing copies of any documents, information or records described in this section. The fee may include reasonable personnel costs for furnishing the documents, information or records.

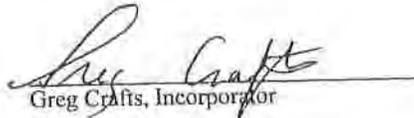
ARTICLE X. AMENDMENTS

These Bylaws may be altered, amended or repealed or new Bylaws may be adopted by a majority the members present at any properly constituted meeting following circulation of the proposed change to the members at least two weeks in advance of the meeting at which the change will be voted on.

ARTICLE XI. DISSOLUTION

Upon dissolution or liquidation of the Corporation, the assets, after payment of debts and liabilities, shall be distributed pro rata to the lot owners in the community.

Dated this 9 day of September, 2004.


Greg Crafts, Incorporator

STATE OF OREGON)
) ss.
County of Hood River)

The foregoing instrument was acknowledged before me this 9th day of SEPTEMBER, 2004, by Greg Crafts.

(SEAL)

Karen A. Seavert
Notary Public for Oregon
My Commission Expires: 10-13-06



20044231

Exhibit B

Plat Map

FILED
RECORDS AND ASSESSMENT
HOOD RIVER CO.
Feb 10 10 37 AM '05

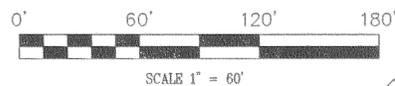
20050654

KATIE LANE SUBDIVISION PHASE II

NORTHEAST 1/4, SECTION 35 OF T 3 N, R 10 E, W.M.

CITY OF HOOD RIVER, OREGON

TAX LOT 5400, 5500, 5700, 5800, 6100 AND 6400
3N 10 35 AA



CITY MON. A-10
FD. 1/2" IRON PIPE
IN WATER CASE
VISITED IN 2000

APPROVALS
The Director of Record and Assessments and the Director of Budget and Finance and Tax Collector respectively of Hood River County, Oregon, hereby certify that we have examined the Annexed Plat of the KATIE LANE SUBDIVISION PHASE II in the City of Hood River and the name adopted for said plat is a proper name and not included in any other subdivision in Hood River County, and further certify that all assessments due hereon have been fully paid as required by law and we hereby approve said plat.

[Signature]
HOOD RIVER COUNTY DIRECTOR OF BUDGET AND FINANCE AND TAX COLLECTOR

[Signature]
HOOD RIVER COUNTY DIRECTOR OF RECORDS AND ASSESSMENTS

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of February, 2005

[Signature]
HOOD RIVER COUNTY SURVEYOR

The annexed map of the KATIE SUBDIVISION PHASE II was examined and approved by me. this 14th day of Feb. 2005

[Signature]
CHAIRPERSON, HOOD RIVER COUNTY COMMISSION

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of Feb. 2005

[Signature]
HOOD RIVER COUNTY COMMISSION

The annexed map of the KITTS SUBDIVISION PHASE II was examined and approved by me. this 11th day of Feb. 2005

[Signature]
HOOD RIVER COUNTY COMMISSION

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 26th day of February, 2005

[Signature] *[Signature]*
MAYOR CITY RECORDER

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of Feb. 2005

[Signature]
HOOD RIVER CITY PLANNING DIRECTOR

The annexed map of the KATIE LANE SUBDIVISION PHASE II was examined and approved by me. this 7th day of Feb. 2005

[Signature]
CITY ENGINEER

SURVEYORS CERTIFICATE

I, Anthony C. Klein, being first duly sworn, depose and say that I have correctly surveyed and marked with proper monuments the lands represented on the annexed map of KATIE LANE SUBDIVISION PHASE II, and that for the INITIAL POINT of the Survey, I set a 5/8" by 30" Iron Rod with cap stamped PLS. OR 932, said iron rod is at the Northeast corner of Lot 6 of KATIE LANE SUBDIVISION PHASE II, which point is 657.00 feet North and 174.26 feet West of the Southeast corner of lot 2A of ADAMS PARADISE ACREAGE. Thence North 89°08'56" West parallel with the North line of Lot 2A of ADAMS PARADISE ACREAGE a distance of 64.17 feet; thence South 00°05'38" West a distance of 42.49 feet; thence South 89°48'12" East a distance of 32.07 feet; thence South 00°03'31" West a distance of 59.99 feet; thence North 89°56'29" East a distance of 67.19 feet; thence North 04°23'50" East a distance of 101.23 feet; thence North 89°08'56" West a distance of 42.86 feet to the INITIAL POINT.

I further say that the boundaries on this property are fully and accurately shown and complete.

[Signature]
Anthony C. Klein PLS 932
This 7th day of Feb. 2005

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 17, 1970
ANTHONY C. KLEIN
932
Expires 6-30-05

DECLARATION

Know all men by these present that COTTAGE HOUSING, LLC does hereby make, establish and declare the annexed map to be true and correct map of the land owned and laid out by them as the KATIE LANE SUBDIVISION PHASE II. Said land being more particularly described in the Surveyor's Certificate here to annexed and they do hereby commit said property and improvement described and depicted on the plat are subject to the provisions of chapter 92 of the Oregon Revised Statutes.

[Signature]
Cottage Housing, LLC

ACKNOWLEDGMENTS

BE IT REMEMBERED That on this 10th day of February, 2005, before me a Notary Public in and for said State of Oregon personally appeared, Columbia Gorge, LLC who being first duly sworn, under oath, did say that they did acknowledgment this instrument of their free consent and in accordance with their desires.

[Signature]
NOTARY PUBLIC FOR STATE OF OREGON
County of Hood River
My Commission Number 357239
My Commission Expires June 1, 2006

EASEMENT OF RECORD

- BOOK 7, PAGE 45 PIPE LINE EASEMENT 5 YEAR TERM (EASEMENT ENDS MARCH 1 1917)
- BOOK 23, PAGE 588 PIPE LINE EASEMENT (BLANKET EASEMENT)
- BOOK 23, PAGE 615-616 PIPE LINE EASEMENT (BLANKET EASEMENT ACROSS TAX LOT 5400)
- BOOK 24, PAGE 87 PIPE LINE EASEMENT (BLANKET EASEMENT ACROSS TAX LOT 6400)
- BOOK 26, PAGE 157-158 PIPE LINE EASEMENT (BLANKET EASEMENT)
- BOOK 29, PAGE 47 PIPE LINE EASEMENT (BLANKET EASEMENT ACROSS TAX LOT 5700)
- INSTRUMENT NUMBER 861202 12' SEWER LINE EASEMENT NON-EXCLUSIVE (AS SHOWN ON PLAT)
- INSTRUMENT NUMBER 870709 12' SEWER LINE EASEMENT NON-EXCLUSIVE AMENDED TO SHOW LOCATION OF EXISTING SANITARY LINE OF INSTRUMENT NUMBER 861202 (AS SHOWN ON PLAT)
- INSTRUMENT NUMBER 912500-912501 REASSIGNS OF 12' SEWER EASEMENT
- INSTRUMENT NUMBER 2000-3838 10' UTILITY EASEMENT (AS SHOWN ON PLAT)

NARRATIVE OF SURVEY

THE OUT BOUNDARY OF KATIE LANE SUBDIVISION WAS PERFORM BY OUR FIRM IN MARCH 2004 SEE CS # 2004-021 FOR DETAILS. DURING THE COURSE OF THIS SURVEY PREVIOUSLY SET MONUMENTS WERE RECOVERED AND USED TO SET PHASE II OF SAID KATIE LANE SUBDIVISION SEE THE FACE OF THIS PLAT FOR DETAILS.

FILED FOR RECORD

this 10th day of Feb. 2005

[Signature]
HOOD RIVER COUNTY DIRECTOR OF RECORDS AND ASSESSMENTS

FILED

FEB 15 2005

[Signature]
CLERK



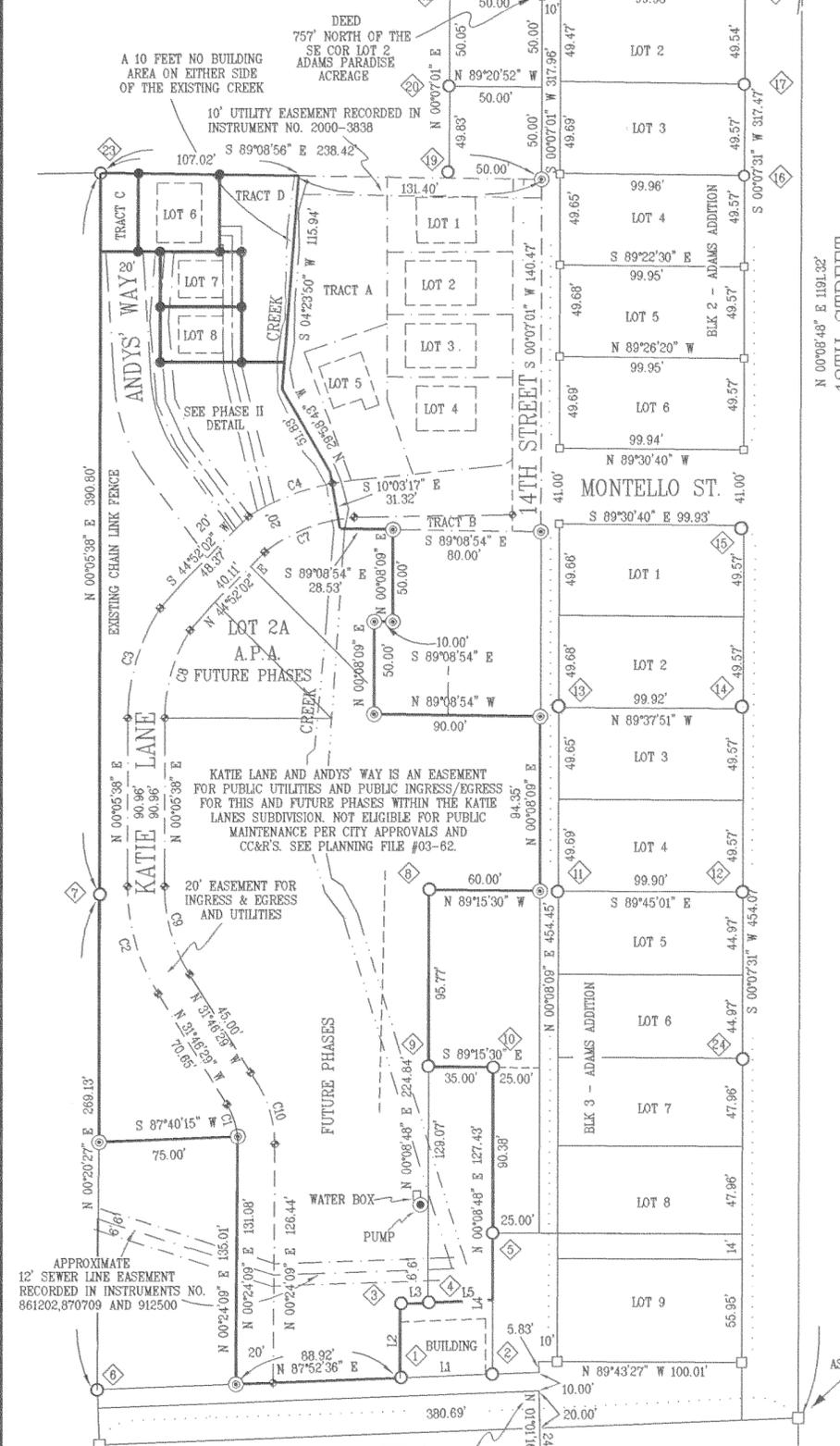
Klein & Assoc.

LAND SURVEYING
1412 13th Street
Hood River, Oregon 97031
Tel: (541)386-3322
DATE SURVEYED: Jan. 2005
JOB NO.: 05005

SHEET 1 OF 2

RA: 2-11-05 1400

CS 2005 014-1



LEGEND

- = SET 5/8" IR. WITH PLASTIC CAP MARKED OR #932 & WA #22098 EXCEPT AS NOTED
- ⊙ = FOUND KLEIN & ASSOC. 5/8" X 30" IRON ROD WITH PLASTIC CAP AS RECORDED IN COUNTY SURVEY 2004-021
- = FOUND MONUMENT AS NOTED
- = CALCULATED CORNER
- ◆ = CALCULATED POINT ALONG ROAD AND CENTER OF EASEMENTS
- ⊠ = EXTERIOR OF EXISTING HOUSE
- = CENTERLINE OF EASEMENT AS NOTED
- - - = BOUNDARY PHASE I LOTS

CITY MON. E-6
AS PER CITY COORDINATES

SOUTHEAST CORNER
ADAMS ADDITION

FILED
REGGERS LAND SURVEY CO.
HOOD RIVER, OREGON
FEB 10 10 37 AM '05

KATIE LANE SUBDIVISION PHASE II

NORTHEAST 1/4, SECTION 35 OF
T 3 N, R 10 E, W.M.
CITY OF HOOD RIVER, OREGON

20050654

FILED

FEB 15 2005

Paul Klein
JULY 17, 1970
HOOD RIVER, OREGON
SURVEYOR

BASIS OF BEARING
SURVEY BY KLEIN & ASSOC. CS #2004-021

LINE	BEARING	DISTANCE
L1	N 87°34'47" E	49.99'
L2	N 00°04'59" E	40.00'
L3	N 87°48'36" E	14.99'
L4	N 00°08'47" E	76.77'
L5	N 87°48'36" E	35.03'
L6	N 24°44'16" W	24.37'
L7	N 04°48'36" W	43.46'
L8	N 04°31'47" E	37.87'
L9	N 00°03'31" W	71.72'
L10	N 90°00'00" W	6.79'
L11	N 44°52'02" E	4.29'

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	40.00'	22.46'	22.17'	S 15°41'10" E	32°10'39"
C2	110.00'	61.18'	60.40'	N 15°50'26" W	31°52'07"
C3	110.00'	62.72'	61.88'	N 16°25'45" E	32°40'15"
C4	130.06'	59.52'	59.00'	N 70°48'44" E	26°13'06"
C5	15.00'	10.39'	10.18'	S 70°39'05" W	39°40'29"
C6	90.00'	8.45'	8.44'	N 82°46'38" E	05°22'37"
C7	90.00'	44.37'	43.92'	N 65°58'00" E	28°14'39"
C8	90.00'	49.94'	49.30'	N 15°59'28" E	31°47'41"
C9	90.00'	50.06'	49.42'	N 15°50'26" W	31°52'07"
C10	98.06'	49.06'	48.55'	S 17°55'41" E	28°39'55"
C11	78.06'	38.46'	38.07'	S 17°42'28" E	28°13'29"
C12	130.06'	10.82'	10.82'	N 60°05'12" E	04°46'03"

OWNERSHIP NOTE

THE DECLARATION OF COVENANTS AND RESTRICTIONS HAVE TWO CATEGORIES OF OWNERSHIP. THEY ARE THE COMMON AREA AND RESIDENTIAL UNIT LOTS. THE SUBDIVISION PLAT OF "KATIE LANE SUBDIVISION" HEREIN DESIGNATES THESE TWO CATEGORIES OF OWNERSHIP AS FOLLOWS:

COMMON AREA

COMMON AREA ARE ASSIGNED AS FOLLOWS
COMMON AREA CONSIST OF ALL OF PHASE II, EXCEPTING THEREFROM LOTS 6 THROUGH 8.

RESIDENTIAL UNITS LOTS

LOTS DESIGNATED FOR FEE SIMPLE OWNERSHIP AS RESIDENTIAL UNITS ARE LOTS 6 THROUGH 8. EACH FEE SIMPLE RESIDENTIAL LOT BOUNDARY IS MARK ON THE FACE OF THIS PLAT WITH A 5/8" X 30" IRON ROD WITH PLASTIC CAPS.

TRACT C & D

TRACT C IS DESIGNATED AS COMMON AREA FOR ROAD PURPOSES AND UTILITIES FOR LOTS WITHIN THIS SUBDIVISION
TRACT D IS DESIGNATED AS COMMON AREA FOR THE PURPOSE OF OPEN GREEN SPACE.

COVENANTS, CONDITIONS AND RESTRICTIONS:

ALL LOTS WITHIN THE PLAT OF KATIE LANE SUBDIVISION ARE SUBJECT TO A DOCUMENT TITLED "DECLARATION OF COVENANTS, CONDITIONS AND RESTRICTIONS" SAID DOCUMENT IS RECORDED ON A SEPARATE DOCUMENT BEING RECORDED IN INSTRUMENT NUMBER, HOOD RIVER DEED RECORDS. SAID DOCUMENTS SHALL BE CONSIDERED AS A PART OF THIS PLAT. IT IS THE RESPONSIBILITY OF ALL PARTIES TO BE AWARE OF AND TO CONFORM TO SAID DOCUMENT.

LEGEND

- = SET 5/8" IR. WITH PLASTIC CAP MARKED OR #932 & WA #22098 EXCEPT AS NOTED
- ⊙ = FOUND KLEIN & ASSOC. 5/8" X 30" IRON ROD WITH PLASTIC CAP AS RECORDED IN COUNTY SURVEY 2004-021
- = FOUND MONUMENT AS NOTED
- = CALCULATED CORNER
- ⊕ = CALCULATED POINT ALONG ROAD AND CENTER OF EASEMENTS EXCEPT AS NOTED
- ⊞ = EXTERIOR OF EXISTING HOUSE
- = CENTERLINE OF EASEMENT AS NOTED
- - - = BOUNDARY PHASE I LOTS

REFERENCE SURVEYS

KATIE LANE SUBDIVISION PHASE I
BISHOP SURVEYING CS #79019
KLEIN & ASSOC. CS #2004-021
KLEIN & ASSOC. CS #84027
KLEIN & ASSOC. CS #91084
KLEIN & ASSOC. CS #99085
KLEIN & ASSOC. CS #00105
KLEIN & ASSOC. CS #2001-065
KLEIN & ASSOC. CS #2003663
WYEAST SURVEYS CS #93045
WYEAST SURVEYS CS #00093
SPINNAKER SURVEYS CS #95038

NOTE TRACT C & D

TRACT C AND D ARE DESIGNATED AS COMMON AREA FOR THE PURPOSE OF OPEN SPACE.

EASEMENT NOTES

- 10 FEET WIDE UTILITY EASEMENT BEING 5 FEET ON EITHER SIDE OF THE CENTERLINE SHOWN ON THE FACE OF THE PLAT
- 10 FEET SANITARY SEWER LINE EASEMENT BEING 5 FEET ON EITHER SIDE OF THE CENTERLINE SHOWN ON THE FACE OF THIS PLAT.

REGISTERED
PROFESSIONAL
LAND SURVEYOR

OREGON
JULY 17, 1970
ANTHONY C. KLEIN
932

Expires 6-30-05

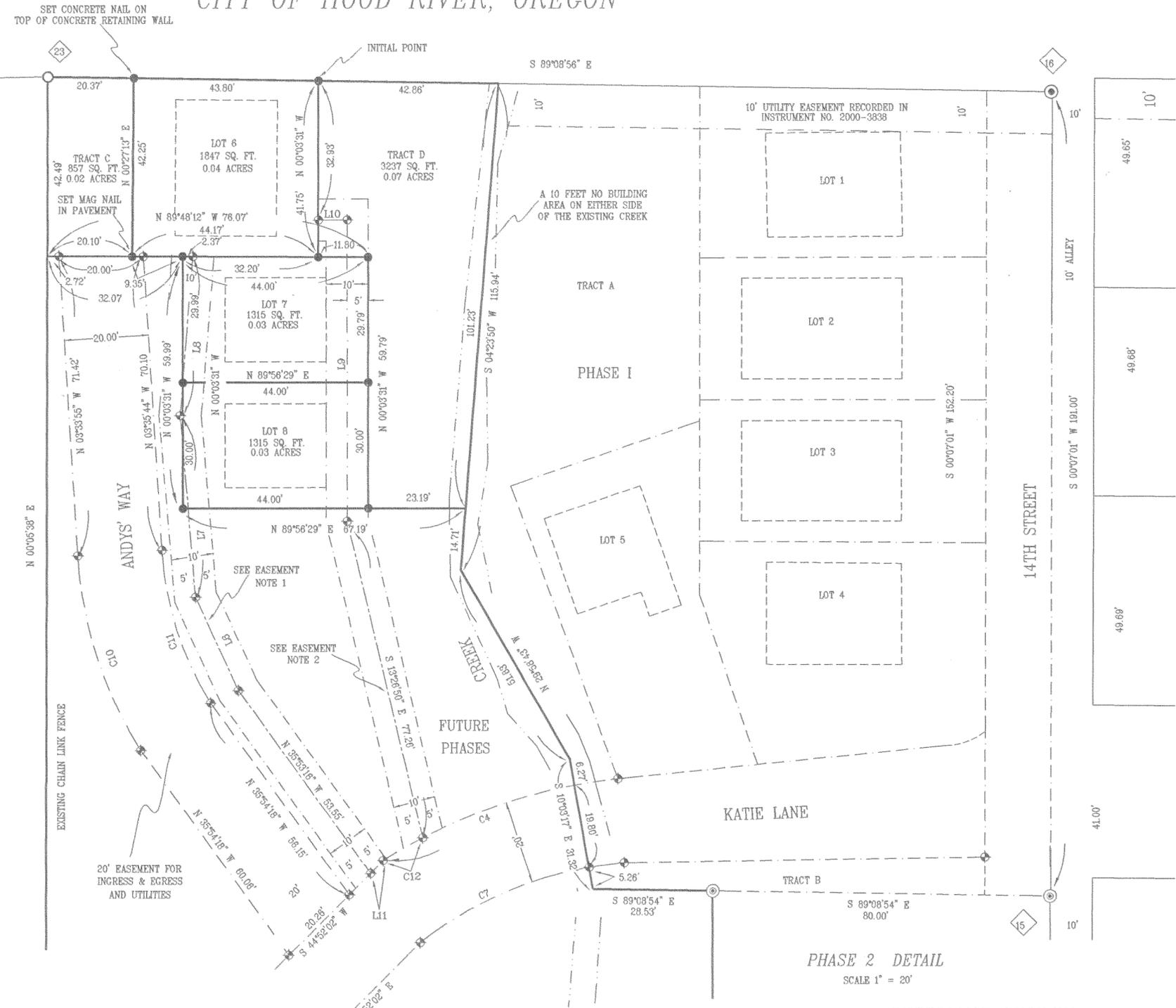


Klein & Assoc.

LAND SURVEYING
1412 13th Street
Hood River, Oregon 97031
Tel: (541)386-3322
DATE SURVEYED: Jan. 2005
JOB NO.: 05005

SHEET 2 OF 2

CS 2005 014.2



PHASE 2 DETAIL
SCALE 1" = 20'

MONUMENT DESCRIPTION

- | | | |
|--|--|--|
| ① FD. 1/2" IRON ROD NEXT TO SW COR. BLDG. HELD | ⑩ FD. 5/8" IRON ROD W/CAP HELD | ⑱ FD. 1-1/2" IRON PIPE ABOVE GROUND NORTH 3.45' WEST 0.57' |
| ② FD. 5/8" IRON ROD HELD | ⑪ FD. WYEAST 5/8" IRON ROD N 53°48'45" E 0.33 | ⑲ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD |
| ③ FD. 1/2" IRON ROD HELD | ⑫ FD. KLEIN & ASSOC. 5/8" IRON ROD UNDER ASPHALT IN CRACK S 70°33'03" E 0.50 | ⑳ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD |
| ④ FD. BISHOP 5/8" IRON ROD HELD | ⑬ FD. 1/2" IRON PIPE | ㉑ FD. KLEIN & ASSOC. 5/8" IRON ROD HELD |
| ⑤ FD. 5/8" IRON ROD | ⑭ FD. WYEAST 5/8" IRON ROD N 12°00'06" W 0.78 | ㉒ FD. WYEAST 1/2" IRON ROD W/CAP HELD |
| ⑥ FD. AXLE S 60°26'12" W 0.66 FROM PROP. COR. | ⑮ FD. 1/2" IRON PIPE S 35°14'12" W 0.88 | ㉓ FD. WYEAST 1/2" IRON ROD W/CAP |
| ⑦ FD. BISHOP 5/8" IRON ROD HELD | ⑯ FD. 5/8" IRON ROD W/CAP | ㉔ FD. IRON PIPE W/WELDED BAR ON TOP S 29°29'53" E 0.44 |
| | ⑰ FD. IRON ROD | |

Exhibit C

Email



Jason Barker <jhb.esq@gmail.com>

Meeting to discuss Eugene-Montello neighborway vision

Megan Ramey <megan@bikabout.com>

Sat, Mar 9, 2019 at 12:58 PM

To: Matthew Barman <mattygreen@hoodriverpedicab.com>, jhb.esq@gmail.com, Heather Staten <heather@hrvrc.org>, Kathy Fitzpatrick <kathy@mcedd.org>, Brent Emmons <brent.emmons@hoodriver.k12.or.us>

Happy Saturday, all!

[DOODLE Poll](#)

The intention of this email is to introduce one another and convene a group around the vision of an east-west corridor, the [Eugene-Montello neighborway](#) (shown in orange). What is a [neighborway](#)? Neighborways are low-volume streets that have been optimized for bicycle and walking travel through pavement markings, signage, traffic calming and intersection crossing treatments. Neighborways (also called bicycle boulevards or neighborhood greenways) are shared roadway facilities that will be comfortable and attractive to people with a wide range of abilities and ages but are inconvenient as through routes for automobiles. This one was chosen for the opportunity to provide a safe connection across 13th for the Middle School and secondarily, May Street School.

There are 2 separate, concurrent projects that pertain to the future creation of this corridor: 1) the Adams Creek Co-housing is currently in site design phase and there is excitement to allow an easement through their property for a trail that would connect Katie's / Andy's Lane to the Middle School and Eugene to the north, and 2) meetings with ODOT around demonstration projects on 12th/13th, one being Eugene and 13th.

Here are the stakeholders on this email:

- **Streets Project members** - organizers of [Streets Alive](#) who are growing our work to positively engage and advise the City and ODOT around livable streets that are safe and convenient for active mobility.
 - **Kathy Fitzpatrick**, Mobility Manager for MCEDD - hired by the city to work with ODOT on demonstration projects that can be installed for a duration less than 1 year.
 - **Heather Staten**, ED of Thrive - facilitator for Safe Routes to School action plans and grand applications
 - **Megan Ramey**, Planning Commissioner and founder of Bikabout.com - just a mom passionate about children walking and biking to school
- **Brent Emmons**, Principal of the Middle School
- **Matthew Barman**, member of Adams Creek Co-housing and lead on grounds-landscaping
- **Jason Barker**, member of Katie's Lane community

Please do the [DOODLE Poll](#) so we can meet one another, review the vision and proposed route on a map, and lastly do a quick walk of the site.

Have a great weekend!

Megan



Megan Ramey
Chief Traveler Bikabout
t. [541-436-0081](tel:541-436-0081)
[Website](#) [Email](#)

Dear Jennifer and Hood River City Planning Commission,

Regarding 2020-03 Adams Creek Cohousing Site Plan Review

My name is Patrick Rawson and I have lived in Hood River for 31 years. I am writing to request your approval for the Adams Creek Cohousing Project.

This project is aligned with the City's Housing Needs Analysis (2015) which documented a lack of a sufficient number of multi-family housing units in the City of Hood River. Further, multi-family housing is considered "necessary housing" under state law (ORS 19.303).

I am proud to call Oregon home with our robust land use laws which are designed to protect our incredible natural resources and rich agricultural land. It is precisely projects such as these which will create long-term lasting beneficial impact due to forward thinking alignment with already established goals.

Thank you for your consideration and thank you for your valuable service to our community,

Patrick Rawson

August 25, 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 24 households that will be impacted by this project. We have repeatedly expressed concerns, including letters outlining numerous errors, contradictions and missing application materials on March 2nd, May 27th and August 13th.

Since the Applicant elected to proceed with a completeness determination and Planning Commission decision under ORS 227.178 despite serious deficiencies and inconsistencies in its Site Permit Review application, we urge Commissioners to deny the Application at this time. **The application materials and record fail to satisfy the Applicant's burden of proof due to lack of adequate information to assess compliance with city code, evaluate anticipated impacts, and apply relevant Decision Criteria.**

Our letter of August 13th (Commission Packet Item K-26) outlines a number of very substantive concerns with the adequacy and completeness of the Site Permit Application, which will not be re-stated here. Those items include:

- Insufficient Justification and Narrative for Necessary Design Exceptions
- Significant Inconsistencies between Stormwater Management Plan and Construction Drawings
- Unreconciled Impact to Jurisdictional Wetlands
- Location and Description of Proposed Walls and Fences
- Proposed Exterior Lighting
- Proposed Exterior Signs
- Proposed Landscaping Plan
- Proposed Grading Plan and Grade Elevations

During the August 17th Planning Commission hearing, new materials shared by the Applicant, verbal testimony by Planning and Engineering Department staff, and Planning Commissioner questions highlighted further deficiencies and omissions about the application materials of record. These additional concerns include:

- Design Exceptions
 - No further information has been provided from the Applicant on the up to six Design Exceptions necessary for this project.
 - Recommended Conditions would require additional Design Exceptions that are not currently noted on the Civil Drawings or in the Narrative.
 - Connection to city manhole (Condition #40)
 - Curb-tight sidewalk on Sherman (Condition #51c)

- Stormwater Management
 - In written comments and verbal testimony, both the City Engineer and Planners expressed strong concerns with the feasibility of the proposed stormwater treatment and correctly acknowledged that the stormwater features in the written SWMP and Civil Drawings are inconsistent.
 - In their presentation, Applicant presented yet another stormwater plan (Slide 13) that omits a feature on the Civil Drawings (Stormwater pipe to Adams Creek on Sheet C-8). Without explanation, the Applicant also shows stormwater flowing uphill from Buildings 2 and 3 to some undefined conveyance structure that stretches between the Plaza and the Common House.
 - At the time of Site Plan Review, applicants are required to submit a “planning level concept” Stormwater Management Plan (HRES 8.2A). In a review of the application materials and testimony, it is impossible to understand the proposed stormwater treatment system concept or evaluate its impacts to water quality and adjacent neighbors. The Applicant is considerably deficient in meeting that standard and further confused the issue during their presentation.

- Wetland Impacts
 - Unbelievably, Applicant continues to state (including in their presentation) that there will be no impacts to the site’s jurisdictional wetlands.
 - Several Conditions of the Staff Report will require an increase in both the construction footprint and impervious surface on the site. Given the tremendous constraints of the site for a condominium development with 26 dwelling units, meeting these conditions may very well push the built features into the jurisdictional wetlands. We cannot know, because current drawings and other application materials do not reflect these features, which include:
 - Additional spaces in the parking lot for the guest house (one additional dwelling) and to meet ADA parking space requirements (#8, 49)
 - Addition of a pedestrian connection to Andy’s Way near the parking lot (#25)
 - Necessary revisions to stormwater treatment facilities (#38)
 - Extending the all-weather access road along the waterline easement by an additional 50’ further than currently drawn (#39)
 - ADA requirements on Sherman Avenue pedestrian access (#56)
 - Addition of a USPS mail distribution area (#69)

- Proposed Walls and Fences
 - Applicant has not provided any detailed information on planned walls and fences associated with the project. This information was requested by the Planning Department in its most recent “Incomplete” letter. In response, the Applicant cited retaining walls shown on the Grading Plan (sheet C-8). Unfortunately, no retaining walls are shown on that sheet.
 - During the Applicant’s presentation and referring to Slides 18 (Building Orientation) and 20 (Building Design), there were numerous references to planned retention walls throughout the property including around sunken patios, along the Sherman Avenue sidewalk, beside pedestrian bridges and near the Carport.
 - By not depicting planned walls in the application materials or drawings, Applicant has failed to meet the burden of proof that demonstrates these features meet the requirements of HRMC 17.04.060. Moreover they have not demonstrated that the planned walls will not cause negative impacts or flooding to surrounding neighbors, nor that they would not impact seeps and stormwater flow. The Applicant readily admits there are planned retaining walls but has chosen not to provide further information.

Conditions of Approval outlined in the Staff Report attempt to correct the many, many deficiencies in the application materials on record. Many of the Proposed Conditions of Approval require completion of elements that should have been addressed in the application prior to this hearing. This includes (but is not limited to):

- Existing grade and roof peak elevations (#7)*
- Site Plan that demonstrates conformance with ADA parking standards (#8)
- Site Plan that includes any new fences (#11)*
- Location, height and materials of proposed retaining walls (#12, 36)*
- Tree protection plan (#14)
- Development of Final Landscaping Plan (#16, 17, 22, 58, 59)*
- Screening measures for outdoor storage and garbage collection areas (#19)
- Screening measures for exterior mechanical equipment (#20)
- Drawings that show façade on Carport/Garage (#21)
- Final Grading Plan (#32)*
- Construction erosion control plan (#34)
- Geotechnical analysis (#35)
- Final Stormwater Management Plan and Treatment System Drawings (#38)*
- Written Requests for all Design Exceptions (#48)*
- Traffic Analysis that reflects all 26 dwelling units, actual driveway spacing (#49)
- Driveway and sidewalk construction plans to affected landowners along Eugene St. (#52)
- Vehicle barriers and traffic control signage (#55, 56)

It is impossible to reflect on this list and not come to the clear conclusion that the Applicant has failed to satisfy their burden of proof. Every bullet represents information that was not provided in the application materials- or is presented so inconsistently as to be confusing and unreliable.

All of the items marked with an asterisk were previously requested from the Applicant in Incomplete letters from the Planning Department. Rather than provide adequate information to enable an informed decision, Applicant chose not to provide the requested information and use the statutory “shortcut” provided by ORS 227.178 to push an incomplete application ahead to the Planning Commission for a decision. The Applicant wants the Planning Commission approval without putting in the necessary work.

Planning Department staff did a disservice by not individually addressing each of the proposed 72 conditions outlined in the Staff Report during the Public Hearing. If there are too many conditions to cover in the hearing, it is a good indication that there are too many unknowns to approve the Site Permit.

Were the Planning Commission to approve the Site Permit application in its current form, it would cut out the neighbors, the Planning Commission and the public out of any future involvement. As the design is refined, conversations will be held and decisions made behind closed doors- with no transparency- between the Applicant and city departments. Given the numerous concerns and questions, we know that these Design Plans will change. But neither the public nor the Planning Commission will have a chance to comment on the final design.

An Applicant with a three-year history of questionable neighborhood communication and disregarding neighbor concerns is not an Applicant that we trust to engage us once their permits are in-hand.

The application materials and record clearly demonstrate that the Applicant has failed to satisfy their burden of proof under HRMC 17.09.100 that the proposed use complies with applicable city codes and standards, and that they have adequately addressed the applicable Decision Criteria. Since the Applicant has failed to satisfy their burden of proof, it follows that the Planning Commission should deny the Site Permit Review application for the Adams Creek Condominium development as currently proposed. A decision to approve the Site Permit based on the current application and with more than 70 conditions almost certainly provides grounds for appeal, and we are committed to using every legal avenue available to us in the protection of our neighborhood, ensuring transparency, and upholding Hood River’s rules and standards.

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.

Jean Vercillo
611 Andys Way

Francine Emmons
801 Katie’s Lane

Cc: Dustin Nilsen, Planning Director

Jennifer Kaden

From: Matthew Barmann <mbarmann@me.com>
Sent: Tuesday, August 25, 2020 4:59 PM
To: Jennifer Kaden
Subject: additional Adams Creek Cohousing development comments

Hello Jennifer,

I would like to add a few additional concerns, preferences, and suggestions to the record:

- 1) Require traffic calming/slowing elements on Eugene Street.
- 2) Consider the installation of a mini roundabout traffic circle at 17th and Eugene Street as a further traffic calming device at the entrance to the neighborhood and school safety zone.
- 3) I am very much in support of a public throughway from Eugene Street into the Katie's Lane development, with multimodal access preferable, but at least pedestrian access.
- 4) I would not like a sidewalk installed adjacent to my property on Eugene Street. Our house is already within the setback of the street and a sidewalk would bring passerby within five feet of my side door. Alternatively, I would suggest a crosswalk connecting the proposed Eugene Street sidewalks to the sidewalk that will be installed around 505 17th Street.

Thank you very much for your assistance, Matthew

Matthew Barmann
417 17th Street
Hood River, OR 97031

(541) 829-9865
mbarmann@me.com

Received
8/25/20

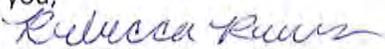
Dear Jennifer,

Re: 2020-03 Adams Creek Cohousing Site Plan Review

Please find attached 4 copies of letters we sent or delivered to neighbors.

I believe Dan Bell has submitted 3 of the 4, but I'm including the final one for completeness.

Thank you,


Rebecca Rawson

8/25/20

Dear Jennifer and City of Hood River Planning Commissioners

2020-03 ACC

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 several 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, while the City's comprehensive goals and Oregon state law indicate a solid need for multi-family housing in the City of Hood River. 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,



Rebecca Rawson

8/25/20

Gorge Cohousing
1419 Sherman Avenue
Hood River, OR 97031

September 14, 2018

Dear Mayor, City of Hood River Councilor, or City of Hood River Planning Commissioner,

We are part of a group of households that has recently purchased the former Akiyama home on a 2.4 acre property at 1419 Sherman Avenue, 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, following a concept that is called cohousing. You might already know of our efforts and some of us who are involved.

Our goal is to create a multigenerational, cooperative, inclusive, and vibrant community-oriented neighborhood in accordance with present zoning for this area. We, the future residents, will be involved in the design and development process so that the outcome represents our priorities. 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 elected officials and the city staff. 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 St. @ Eugene St.

We have already begun delivering introductory letters and speaking in person with many of the adjacent and nearby property owners. 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 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,

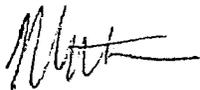
We hope you and your family are well in the new year. It's been four months since we reached out to introduce ourselves and felt it was time to reengage with you. We've made some significant progress in realizing our project, but there is still plenty that lies ahead.

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
1419 Sherman Avenue
Hood River, OR 97031

April 27, 2019

Dear Neighbor,

I hope you and your family are enjoying the welcome arrival of spring. Our group has been busy over the last few months, growing our membership and generating ideas about the physical design of our community-focused neighborhood. We now have seventeen households actively engaged in the project and are close to receiving the first draft architectural plans.

Having recently completed our land use permit pre-application conference at the city planning department and come to a decision on the future of the existing home, we felt it was a good time to provide an update of our progress. On Friday, the principals of our architect (schemataworkshop.com) and development (udplp.com) team, along with two members of Adams Creek Cohousing had a fruitful meeting with the planning director, city engineer, and fire chief. The primary subjects they addressed were related to public safety, utility upgrades, and infrastructure improvements. We were also informed that as part of our permitting process we are required to hold a neighborhood meeting prior to formal review by the city. It has been our intention to do that ourselves this spring, and we look forward to answering your questions and gathering your feedback in such a forum. Please be on the lookout for an invitation within the next month or so.

Finally, after months of internal consideration, expert analysis, and some serious soul searching our group came to a decision to demolish the existing home and in its place construct a purpose-built common house, which will serve as the nexus of many of our community and visitor activities. The primary drivers of our decision were to provide universal accessibility with a single level design and to build an energy efficient structure. We are all committed to an environmentally sensitive deconstruction, design and siting of a new building that is tasteful and considerate, and to honor the history and heritage of the existing home with elements of preservation and other memorials.

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

Sincerely,



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@uu.
urban devel.

www.udah.com
partners

Adams Creek Cohousing

friends@ acreekcohousing.com

To: City of Hood River Planning Department

Subject: 20-03 AdamsCreek Cohousing

Members of the Planning Commission,

We wish to provide input on the site plans by the Adams Creek Cohousing project and are extremely supportive of the opportunity to have this new and diverse community development within the City of Hood River. It will consist of both individuals at various stages of their lives, and families with children from toddlers to young adults. This project is in keeping with the City's Housing Needs Analysis (2015) which documented a lack of a sufficient number of multi-family housing units in the City of Hood River. Furthermore, multi-family housing is considered "needed housing" under Oregon state law (ORS 197.303). CoHousing is a well known global initiative and has a positive international influence. We believe 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 new housing development of any type, whether single or multi family. 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 landscaped vegetative screening and lower building profiles. The members have a strong desire to be inclusive of the surrounding neighbors and children, and to participate in neighborhood life outside of the Cohousing community itself. Adams Creek CoHousing members have also begun work on a community car-sharing plan featuring electric cars, charging stations and a variety of multipurpose vehicles to efficiently serve the travel and cargo needs of its 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 the City of Hood River.

Best Regards,

Margaret W. Tumas, DVM

margarettumas@yahoo.com

Marilyn Kakudo. Kretsinger

mkakudo@icloud.com



August 25, 2020

Jennifer Kaden, Associate Planner
City of Hood River

Subject: Applicant's additional written submission
Project: Adams Creek Cohousing, 1419 SE Sherman Ave, 03N10E35AA Tax Lot 4900

Dear Jennifer,

Please accept this letter and the referenced attachments as new evidence to be submitted into the open record.

- 1) **Stormwater facilities.** In the staff report and as discussed at the Hearing, the City Planner and City Engineer stated concerns about the level of detail represented in the conceptual stormwater design. Upon further clarification of those concerns by the City Engineer, the applicant acknowledges the feasibility threshold for the northernmost stormwater facility – conceptually shown in the submittal as a swale on the side of a steep slope – was not met. The applicant has revised the north facility location and strategy as follows: It will be moved to the existing driveway area where the slopes are manageable. As is standard for any development, all facilities will be designed to meet the *City of Hood River Engineering Standards*. However, for a conceptual visualization, the north facility can be described as a series of interconnected shallow basins. Stormwater will enter at one end, travel from one basin to the next, and be released to the City stormwater system at a rate equal to or less than the pre-development conditions. Please note that the existing driveway will be replaced with a new asphalt path to maintain the required pedestrian connection to Sherman Avenue. The strategy and calculations represented in the revised exhibits are intended to reflect the “worst case” footprint of an open-air stormwater detention facility.
 - a. **Attachment 1a.** Plan exhibit labeled “C1” clarifies the pre-development conditions. Note that there are separate drainage basins labeled *North Basin* and *South Basin*.
 - b. **Attachment 1b.** Plan exhibit labeled “C2” clarifies the post-development conditions. This exhibit identifies the general location of the two stormwater facilities – *North* and *South* – and their respective capacities.
 - c. **Attachment 1c.** Letter titled “Stormwater Management Plan” that describes the stormwater strategies exhibited in the referenced attachments.
 - d. **Attachment 1d & 1e.** Stormwater calculations labeled “Hydrology North” and “Hydrology South.”
 - e. **Attachment 1f.** The primary audience for exhibits a. through e. is the City Engineer. Plan exhibit labeled “PR A1.2 rev1” graphically illustrates the design intent for the revision to the north facility. This exhibit – along with the narrative in this letter – is intended to describe the stormwater strategy for the Commission and community members who are less familiar with engineering terminology.

Attachment N
File No. 2020-03

- 2) **Covered parking structure.** For the covered parking structure (carports and garages), the applicant submitted elevations and a section diagram. In the staff report, the Planner identified that the wall facing the property line might not meet the criteria for breaking façade lengths into segments shorter than 100 feet. The applicant takes no objection to the condition of approval to clarify compliance with HRMC 17.16.050.G. In response, the applicant has revised the elevation and submits it as a revision to the record. The wall will be broken into two discrete segments as follows: change in wall height, change in wall cladding material, and change in wall plane. See the revised elevation “PR A1.7 Detail 6 Rev1” – **Attachment 2a**. Additionally, some Hearing participants appeared to be confused by the section diagram – which was intended to illustrate several conditions in one sketch. In the interest of clarity, the applicant has split the section into two drawings to reflect the changing conditions along the property line. See revised sections “PR A1.7 Detail 7 Rev1” - **Attachment 2b**.
- 3) **Neighborhood outreach.** In addition to the neighborhood meeting requirements of HRMC 17.09.130, the members of Adams Creek Cohousing have actively worked to connect with the neighborhood. Beginning at the time of property purchase, the cohousing community has repeatedly canvassed the neighborhood with informational flyers that gave updates and encouraged any neighbor who wanted to engage in conversation to do so. Adams Creek Cohousing has held regular and repeated public events as well as a publicly accessible website and email to share information about the vision and concept. Some of this outreach is already in the record. To counterbalance contrary claims, the applicant submits a consolidated catalogue of the outreach efforts in **Attachment 3**.
- 4) **Pedestrian connection to Andy’s Way.** The applicant acknowledges the City’s request for this connection as well as the participants who stated their approval – or objection – to the path during the Hearing. For consideration during deliberations, the applicant reminds the Commission of two statements of fact:
 - a. The connection would be between two private properties. While the applicant could provide the path infrastructure, there is no guarantee that the connection would be made on the opposite side.
 - b. There is an approximate 33% existing slope (4 feet over 12 feet) near the property line, plus an additional step up to the asphalt surface of Andy’s Way. This difference in elevation would be increased to achieve the goal of lowering the parking surface (to reduce its visual impact). In any configuration, the connection would require steps and retaining walls. A rideable bicycle route is not viable.

The members of Adams Creek Cohousing are willing to do their part to make the connection a possibility; however, they are worried – as are the members of Katie’s Lane HOA – of unintended consequences. The primary concern is liability created by a “public” connection between two private properties. Of additional concern is the possibility for loitering, vandalism, and other activities that do not represent the community’s values. The project team would like guidance from the City’s attorney as to indemnity offered by the City for similar public use of private property.

- 5) **Utilities, wetlands, and waterways.** Several statements of opposition included references to “pipes going into a wetland.” This narrative is intended to provide clarity around this concern.
 - a. There may be confusion about the lines labeled “P-PUE” – this is an easement boundary, not a pipe.
 - b. There may be confusion about stormwater lines that appear to touch the creek. These are allowed and necessary discharge outlets. To quote from the staff report, “Adams Creek, which traverses the subject property from south to north, conveys stormwater and is an open channel element of the city’s public storm drainage system.” Participants may not be aware the creek is part of the City storm drainage system and that many public and private properties already discharge stormwater directly to Adams Creek both above and below this property.
 - c. There may be confusion about the difference between wetlands (see drawing labels and legends) and the “waterways” that comprise Adams Creek and the two seeps. The submitted utility drawing (“C9”) did show a sewer line (“P-SAN”) crossing under the seep between buildings 1 and 3. Though technically this utility does not impact a wetland, the routing has been revised. See previously mentioned new Attachment 1b.

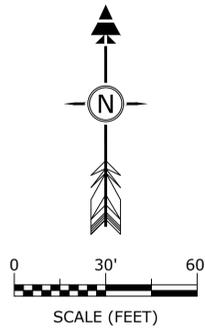
- 6) **Size of parking area.** In a statement of opposition at the Hearing, a claim was made that the proposed parking is 19,000 square feet in area. The actual area is 12,333 square feet. For clarity, this calculation includes all access drives, surface parking spaces, and covered parking spaces. Furthermore, the recreation building breaks the parking area into two discreet zones – the primary south parking area and the smaller entry area labeled “plaza.” To reiterate the previously submitted narrative, the proposed design includes several strategies to diminish the perceived presence of parking: tandem spaces, three types of paving materials, internal landscaping, perimeter landscaping, and two one-story buildings that largely block views into the primary parking area.

- 7) **Construction Management Plan.** At both the Neighborhood Meeting and Public Hearing, neighbors voiced concerns about potential disruptions created by construction activity. Though not required by Zoning or Building codes, the applicant acknowledges that open communication between the General Contractor, Project Ownership, and Neighbors is important for any well-coordinated construction site. As was noted at the Neighborhood Meeting, the applicant’s contractor will provide a “Construction Management Plan” that outlines strategies to minimize disruptions related to deliveries, crew parking, noise, and the like. With the significant amount of public work required, the project team will be coordinating closely with neighbors to provide adequate schedules and notifications. The project team will hold a pre-construction meeting with neighbors and distribute notes and project schedules. The neighbors will be provided with proper contacts for the construction and project management team to keep open channels of communication throughout the construction process.

Thank you for your continued assistance with this project.

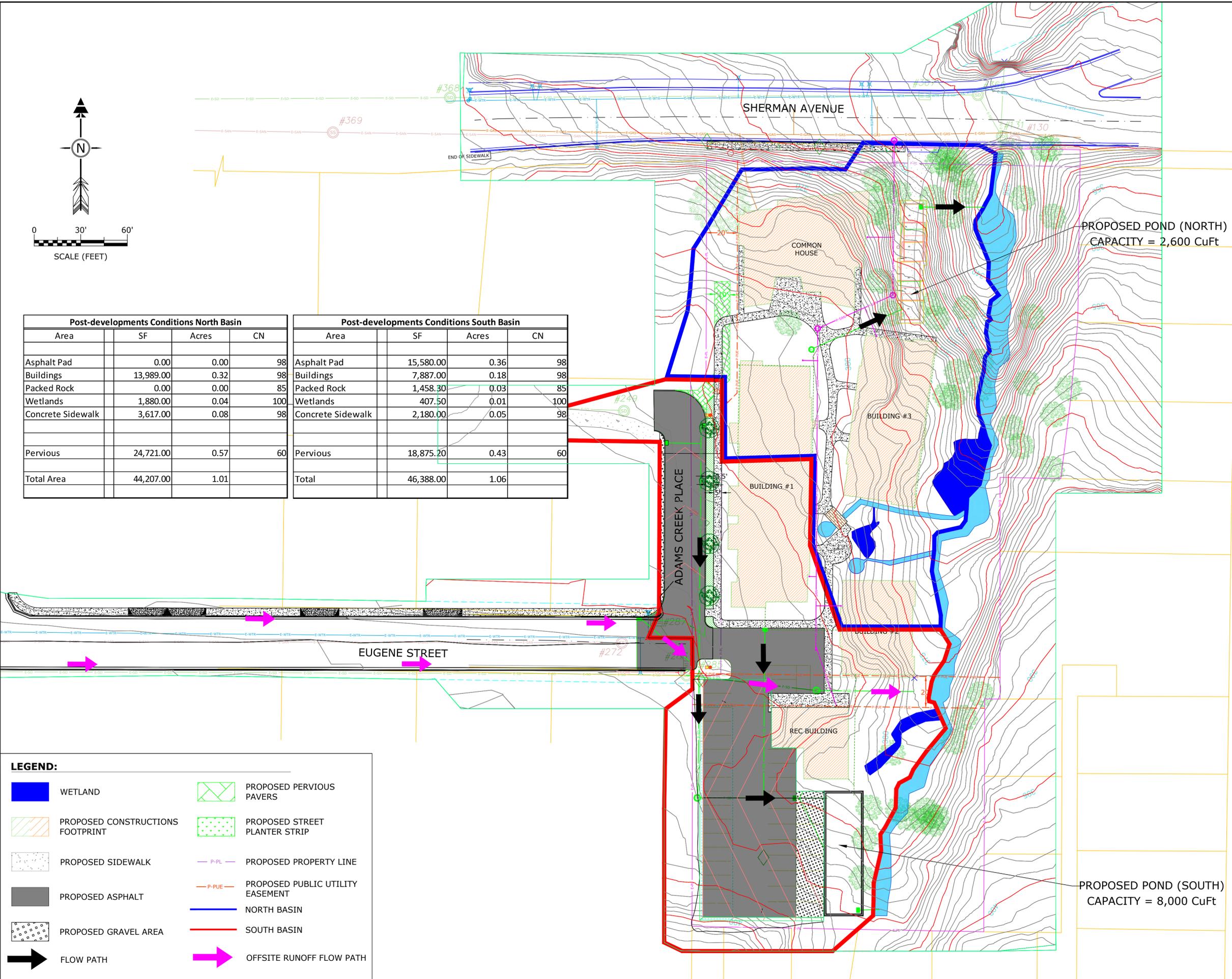
Sincerely,

The Adams Creek Cohousing community
Joren Bass, UD+P
Seth Moran & Michael Flowers, MFA
Carlos Garrido, HRK



Post-developments Conditions North Basin			
Area	SF	Acres	CN
Asphalt Pad	0.00	0.00	98
Buildings	13,989.00	0.32	98
Packed Rock	0.00	0.00	85
Wetlands	1,880.00	0.04	100
Concrete Sidewalk	3,617.00	0.08	98
Pervious	24,721.00	0.57	60
Total Area	44,207.00	1.01	

Post-developments Conditions South Basin			
Area	SF	Acres	CN
Asphalt Pad	15,580.00	0.36	98
Buildings	7,887.00	0.18	98
Packed Rock	1,458.30	0.03	85
Wetlands	407.50	0.01	100
Concrete Sidewalk	2,180.00	0.05	98
Pervious	18,875.20	0.43	60
Total	46,388.00	1.06	



PROPOSED POND (NORTH)
CAPACITY = 2,600 CuFt

PROPOSED POND (SOUTH)
CAPACITY = 8,000 CuFt

LEGEND:

- WETLAND
- PROPOSED PERVIOUS PAVERS
- PROPOSED CONSTRUCTIONS FOOTPRINT
- PROPOSED STREET PLANTER STRIP
- PROPOSED SIDEWALK
- PROPOSED PROPERTY LINE
- PROPOSED ASPHALT
- PROPOSED PUBLIC UTILITY EASEMENT
- NORTH BASIN
- SOUTH BASIN
- PROPOSED GRAVEL AREA
- OFFSITE RUNOFF FLOW PATH
- FLOW PATH



PRELIMINARY

REV	DATE	REVISION DESCRIPTION

August 21, 2020

Joren Bass
Urban Development Partners
116 NE 6th Avenue – Suite 400
Portland, Oregon

Subject: Stormwater Management Plan – Adams Creek Co-Housing

The purpose of this letter report is to demonstrate that the stormwater management system proposed for the development of the Adams Creek (Site) co-housing project is sufficient to mitigate the additional runoff generated as a result of the new building structures, parking lots, and other impervious areas that will be constructed at the Site.

The stormwater runoff for the existing conditions are shown on sheet C1 represented by the black arrows. The topography of the Site is such that stormwater runoff flows in different directions from west to east, corresponding to the changes in elevation of the property. The stormwater runoff discharges into Adams Creek, which flows from south to north along the eastern edge of the Site.

For the stormwater modeling, the Site was divided into two basins, the North and South Basin, which are depicted on sheets C1 and C2 for the pre and post-development conditions. Calculations were performed using AutoCAD Civil 3D Hydroflow software.

The additional stormwater runoff generated from the improvements to the Site will be detained by six ponds cascading for the North Basin and a sedimentation pond for the South Basin. The ponds for the North Basin will be located under the existing access driveway to the Site. The sedimentation pond for the management of stormwater runoff from the South Basin will be located on the southern end of the Site and east of the proposed parking lot.

Stormwater runoff from Eugene Street will be directly conveyed to the East edge of the site (for discharge into Adams Creek) by the relocation of the existing 15" Φ pipe 5 feet to the south of its actual location. Stormwater runoff from Adams Creek Place will be routed by a proposed 18" Φ pipe to the sedimentation pond at the South end of the Site. Stormwater runoff from building roofs, sidewalks, and interior roads will be collected and conveyed to the proposed 18" Φ pipe. The stormwater runoff

Adams Creek Cohousing Project

August 21, 2020

Page 2 of 2

generated from the South parking lot area will sheet flow into a ditch inlet, and then to the sedimentation pond.

Stormwater runoff from buildings, sidewalks, and other areas located within the North Basin will be routed to a proposed detention system comprised of six ponds using pipes, shallow concentrated ditches, and other types of conveyance systems.

The total combined storage volume combine for the stormwater detention system proposed for the Site is approximately 10,600 ft³. There is available space within the Site to increase the storage volume of the stormwater detention system if required.

Sincerely,

HRK Engineering and Field Services, LLC

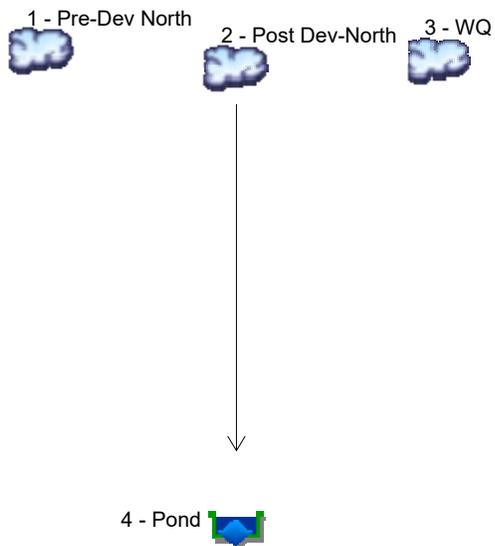
A handwritten signature in black ink, appearing to read 'Carlos A. Garrido', written in a cursive style.

Carlos A. Garrido
Principal

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Watershed Model Schematic

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020



Legend

<u>Hyd.</u>	<u>Origin</u>	<u>Description</u>
1	SCS Runoff	Pre-Dev North
2	SCS Runoff	Post Dev-North
3	SCS Runoff	WQ
4	Reservoir	Pond

Hydrograph Return Period Recap

Hydroflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Inflow hyd(s)	Peak Outflow (cfs)								Hydrograph Description
			1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr	
1	SCS Runoff	-----	-----	0.014	-----	-----	0.111	0.195	-----	0.340	Pre-Dev North
2	SCS Runoff	-----	-----	0.058	-----	-----	0.260	0.373	-----	0.556	Post Dev-North
3	SCS Runoff	-----	-----	0.035	-----	-----	0.059	0.070	-----	0.086	WQ
4	Reservoir	2	-----	0.008	-----	-----	0.069	0.115	-----	0.258	Pond

526

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.014	2	1098	668	----	----	----	Pre-Dev North
2	SCS Runoff	0.058	2	480	1,540	----	----	----	Post Dev-North
3	SCS Runoff	0.035	2	472	483	----	----	----	WQ
4	Reservoir	0.008	2	1444	55	2	351.77	1,528	Pond
									527
UDC 2020 North.gpw					Return Period: 2 Year			Friday, 08 / 21 / 2020	

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

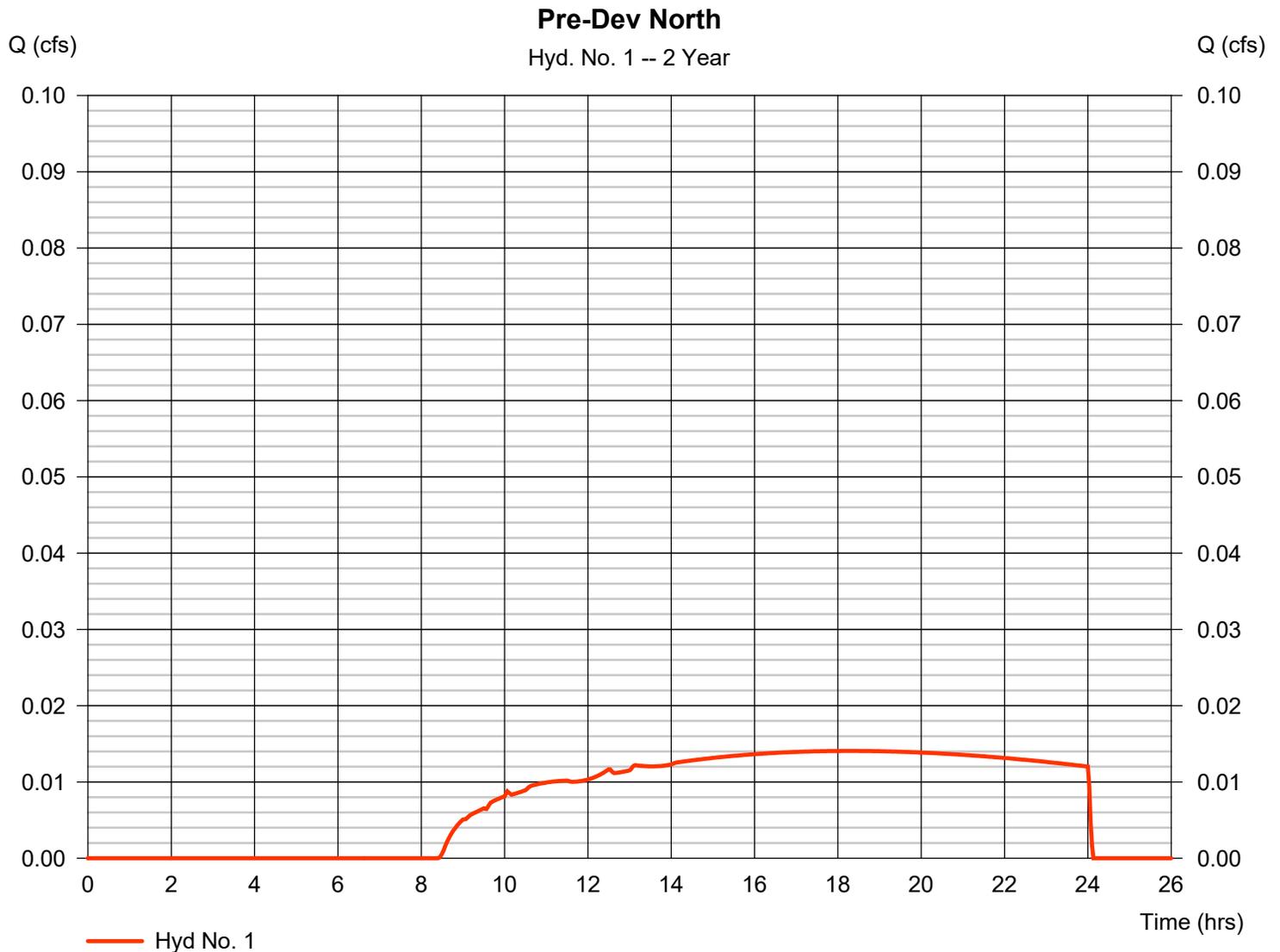
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.014 cfs
Storm frequency	= 2 yrs	Time to peak	= 18.30 hrs
Time interval	= 2 min	Hyd. volume	= 668 cuft
Drainage area	= 1.010 ac	Curve number	= 68*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.170 x 98) + (0.040 x 100) + (0.800 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

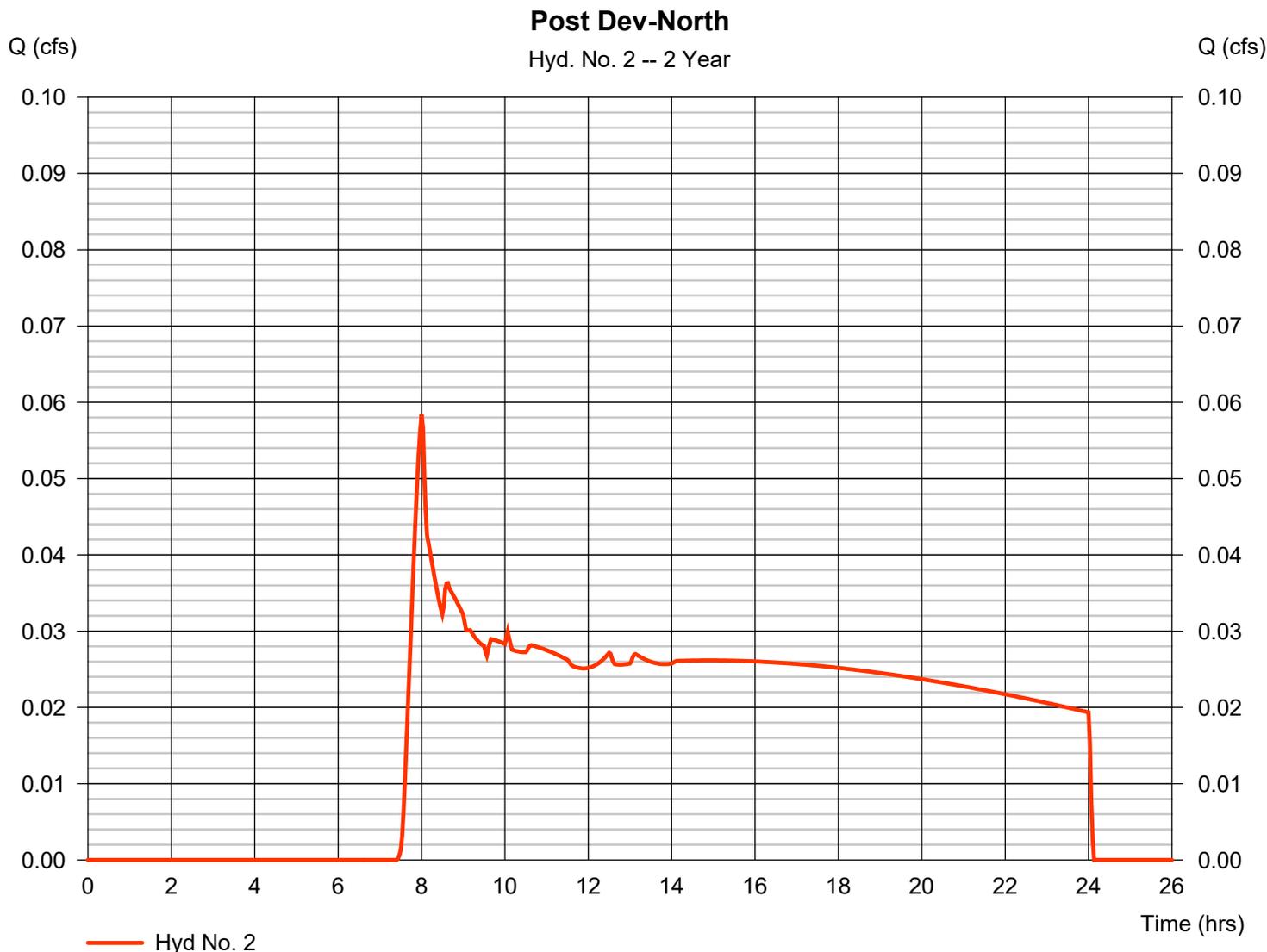
Friday, 08 / 21 / 2020

Hyd. No. 2

Post Dev-North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.058 cfs
Storm frequency	= 2 yrs	Time to peak	= 8.00 hrs
Time interval	= 2 min	Hyd. volume	= 1,540 cuft
Drainage area	= 1.010 ac	Curve number	= 77*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.400 x 98) + (0.040 x 100) + (0.570 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

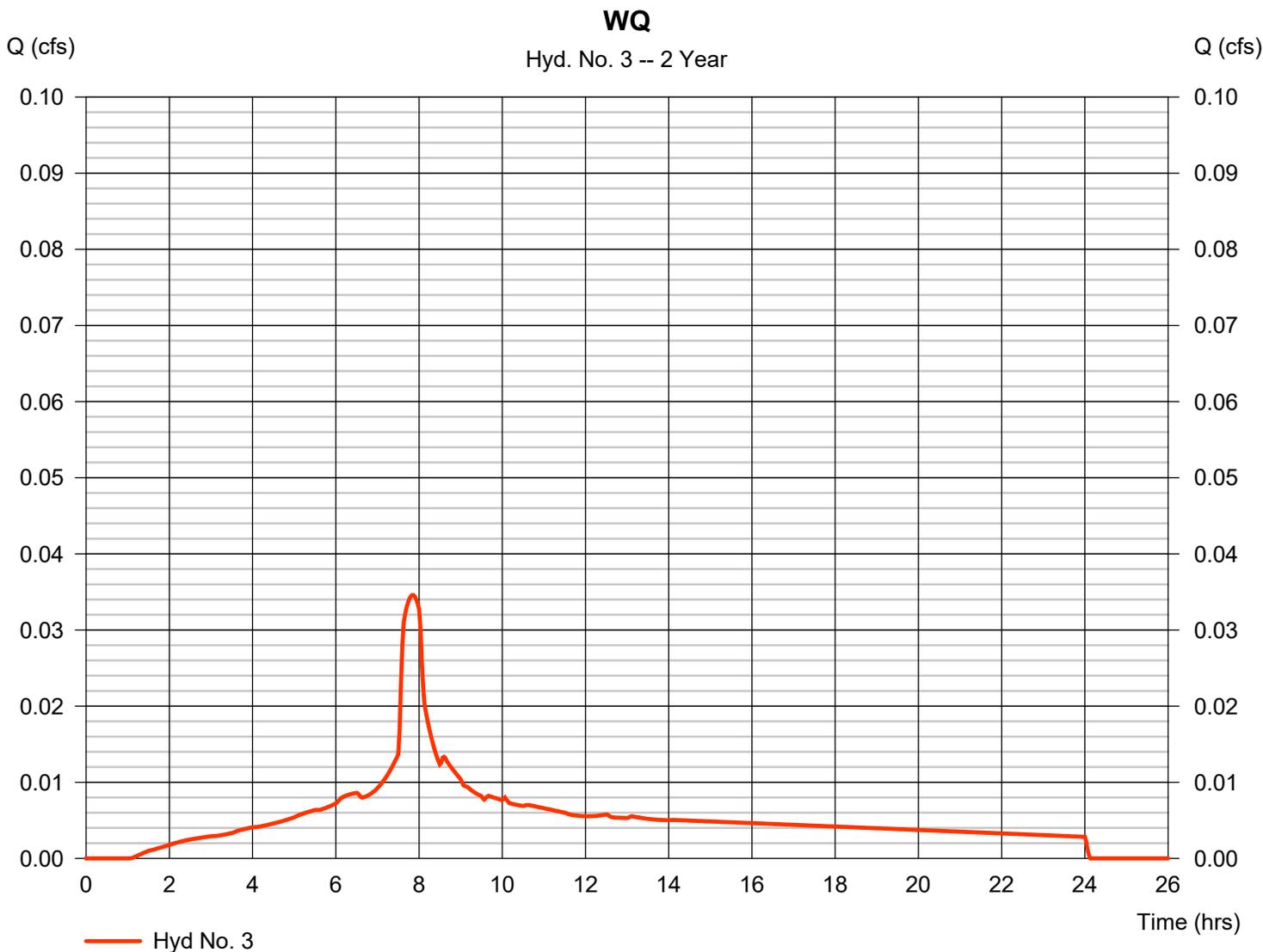
Friday, 08 / 21 / 2020

Hyd. No. 3

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.035 cfs
Storm frequency	= 2 yrs	Time to peak	= 7.87 hrs
Time interval	= 2 min	Hyd. volume	= 483 cuft
Drainage area	= 0.080 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.080 x 98)] / 0.080



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

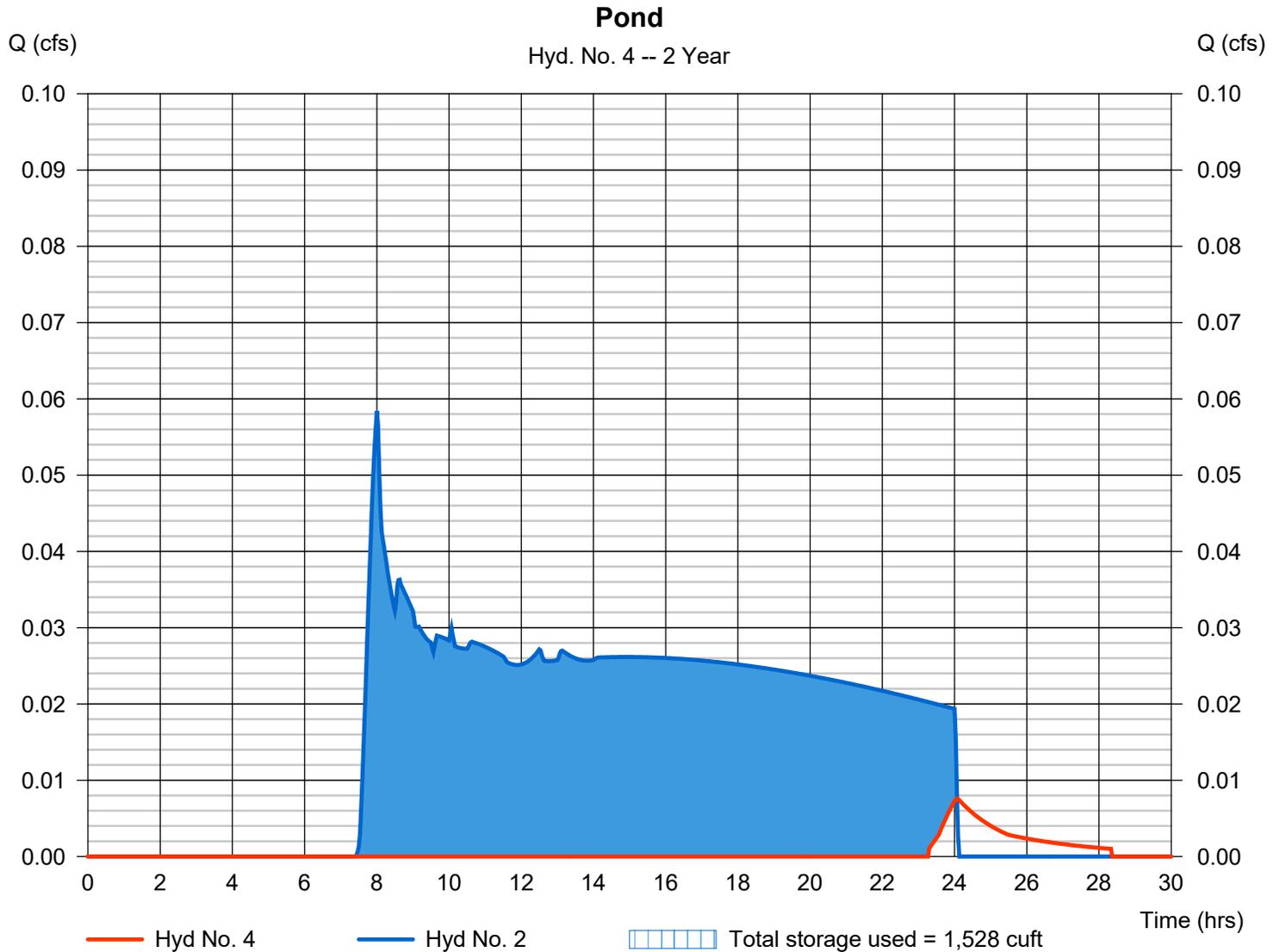
Friday, 08 / 21 / 2020

Hyd. No. 4

Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.008 cfs
Storm frequency	= 2 yrs	Time to peak	= 24.07 hrs
Time interval	= 2 min	Hyd. volume	= 55 cuft
Inflow hyd. No.	= 2 - Post Dev-North	Max. Elevation	= 351.77 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 1,528 cuft

Storage Indication method used.



Pond No. 1 - Pond Phase 1

Pond Data

Trapezoid -Bottom L x W = 72.0 x 12.0 ft, Side slope = 0.00:1, Bottom elev. = 350.00 ft, Depth = 3.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	350.00	864	0	0
0.30	350.30	864	259	259
0.60	350.60	864	259	518
0.90	350.90	864	259	778
1.20	351.20	864	259	1,037
1.50	351.50	864	259	1,296
1.80	351.80	864	259	1,555
2.10	352.10	864	259	1,814
2.40	352.40	864	259	2,074
2.70	352.70	864	259	2,333
3.00	353.00	864	259	2,592

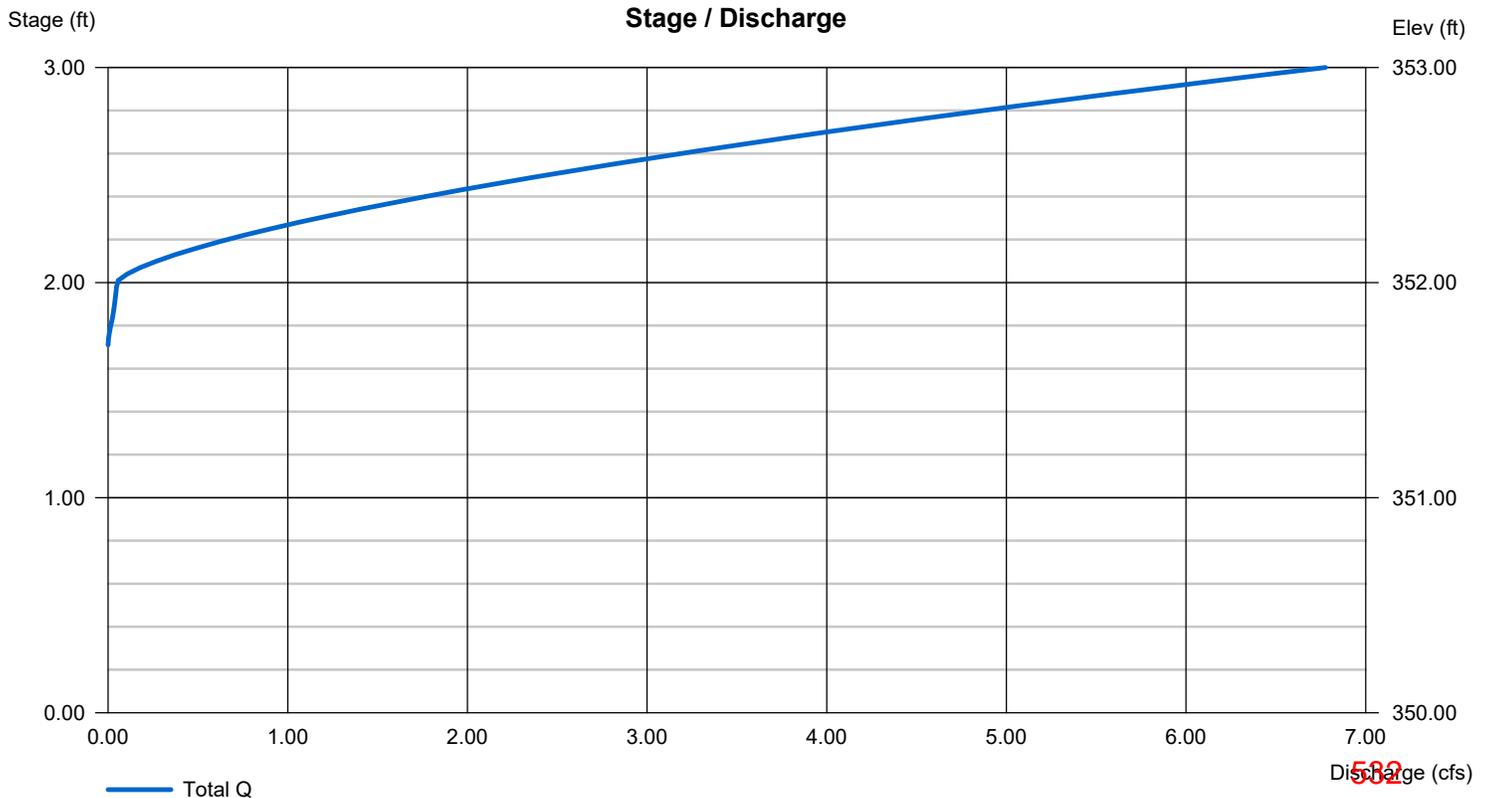
Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 18.00	2.00	Inactive	Inactive
Span (in)	= 18.00	2.00	0.00	0.00
No. Barrels	= 1	1	0	0
Invert El. (ft)	= 350.00	351.70	0.00	0.00
Length (ft)	= 25.00	0.00	0.00	0.00
Slope (%)	= 40.00	0.00	0.00	n/a
N-Value	= .010	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 2.00	0.00	0.00	0.00
Crest El. (ft)	= 352.00	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= Rect	---	---	---
Multi-Stage	= Yes	No	No	No
Exfil.(in/hr)	= 0.000 (by Wet area)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



502 Discharge (cfs)

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.111	2	480	2,707	-----	-----	-----	Pre-Dev North
2	SCS Runoff	0.260	2	480	4,412	-----	-----	-----	Post Dev-North
3	SCS Runoff	0.059	2	470	835	-----	-----	-----	WQ
4	Reservoir	0.069	2	794	2,927	2	352.02	1,743	Pond

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

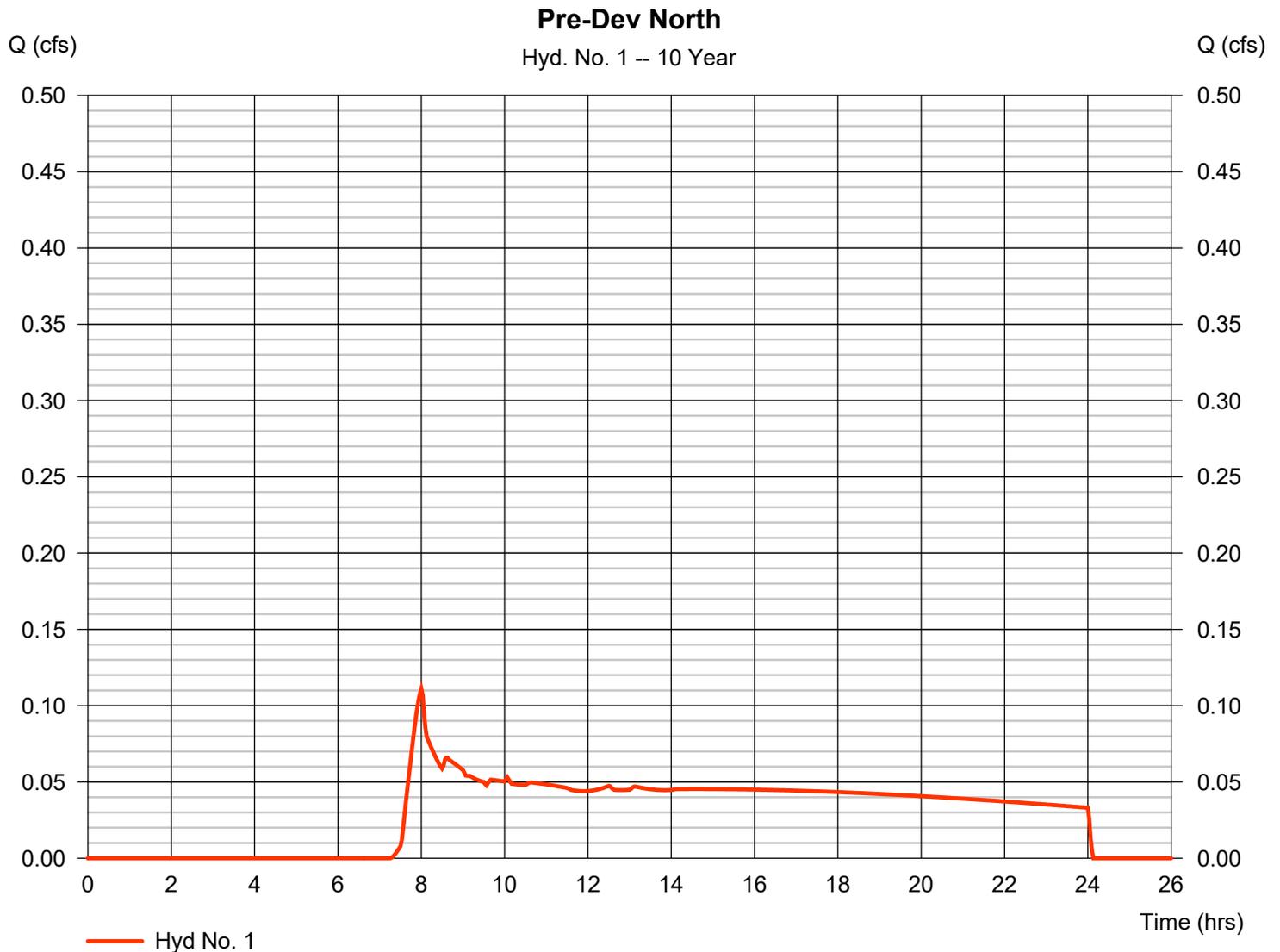
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.111 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.00 hrs
Time interval	= 2 min	Hyd. volume	= 2,707 cuft
Drainage area	= 1.010 ac	Curve number	= 68*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.170 x 98) + (0.040 x 100) + (0.800 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

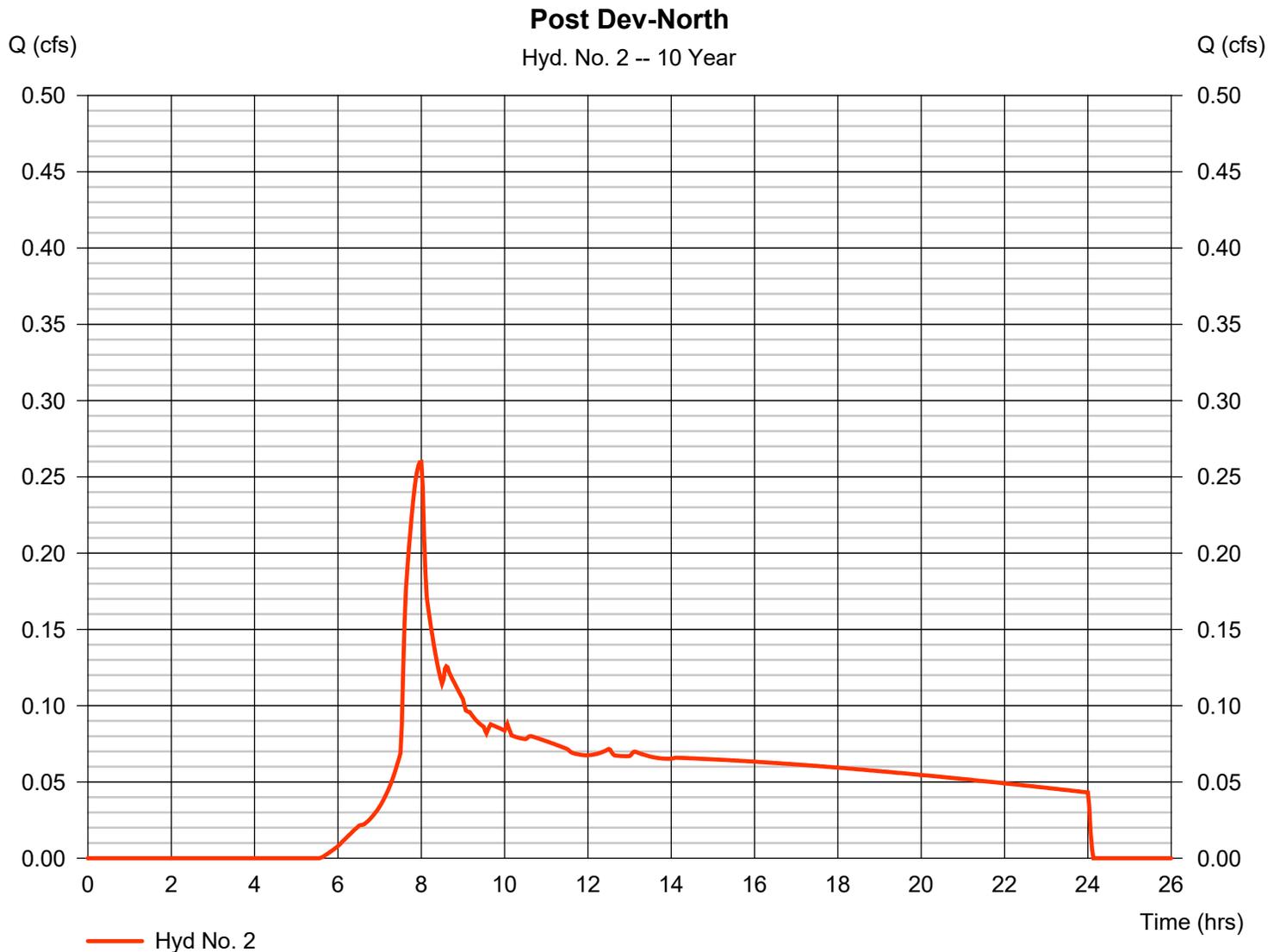
Friday, 08 / 21 / 2020

Hyd. No. 2

Post Dev-North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.260 cfs
Storm frequency	= 10 yrs	Time to peak	= 8.00 hrs
Time interval	= 2 min	Hyd. volume	= 4,412 cuft
Drainage area	= 1.010 ac	Curve number	= 77*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.400 x 98) + (0.040 x 100) + (0.570 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

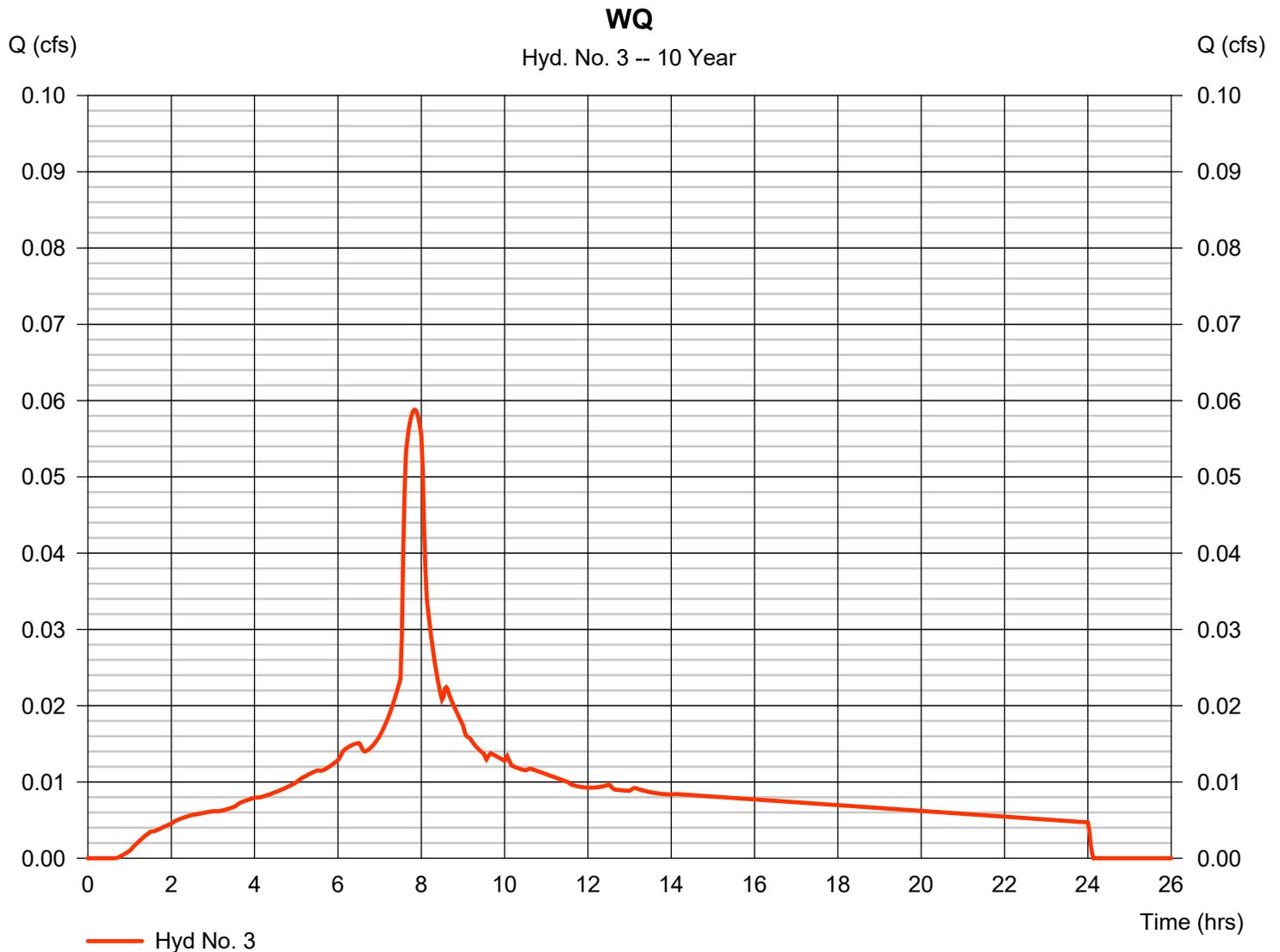
Friday, 08 / 21 / 2020

Hyd. No. 3

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.059 cfs
Storm frequency	= 10 yrs	Time to peak	= 7.83 hrs
Time interval	= 2 min	Hyd. volume	= 835 cuft
Drainage area	= 0.080 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.080 x 98)] / 0.080



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

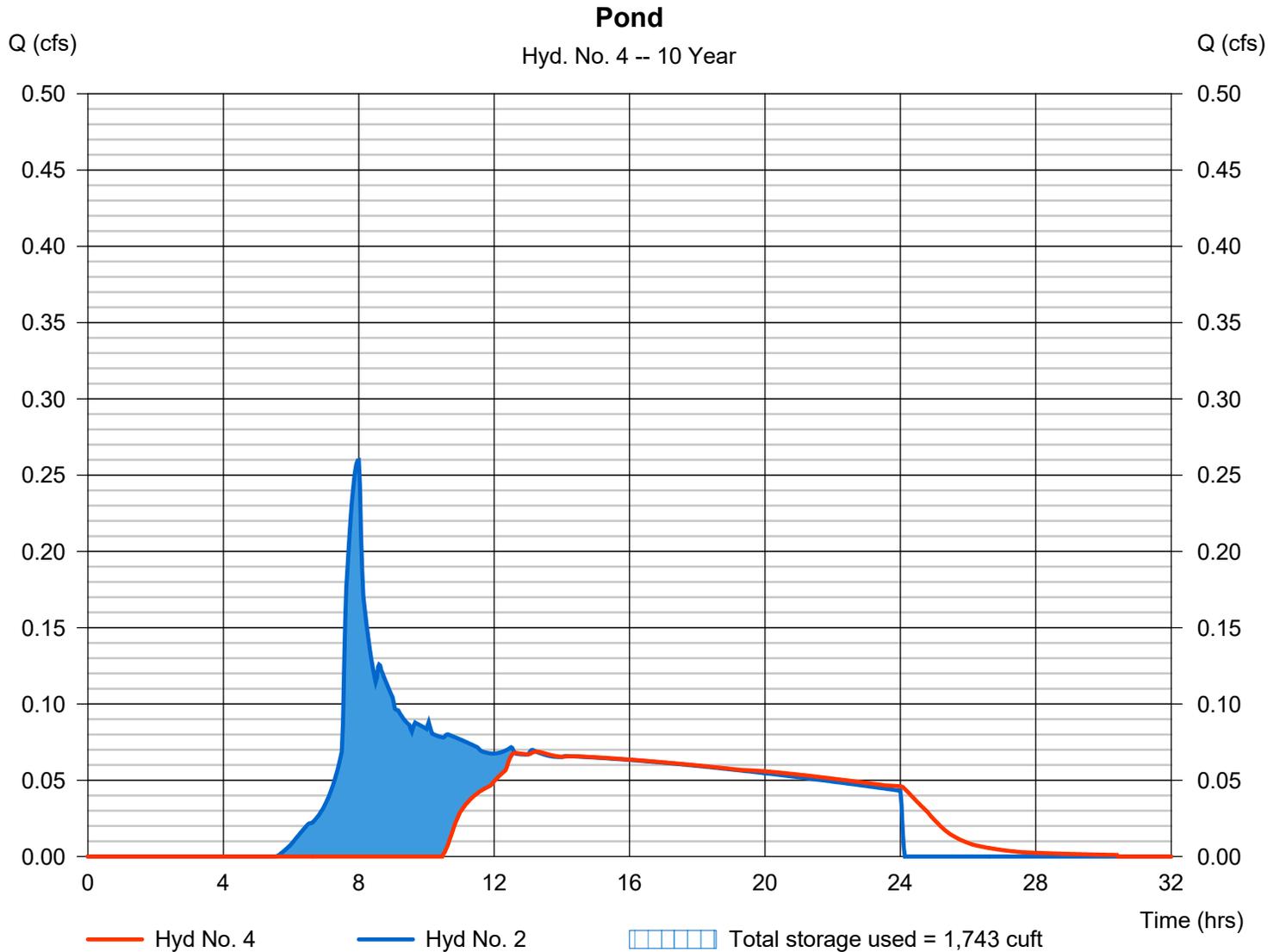
Friday, 08 / 21 / 2020

Hyd. No. 4

Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.069 cfs
Storm frequency	= 10 yrs	Time to peak	= 13.23 hrs
Time interval	= 2 min	Hyd. volume	= 2,927 cuft
Inflow hyd. No.	= 2 - Post Dev-North	Max. Elevation	= 352.02 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 1,743 cuft

Storage Indication method used.



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.195	2	480	3,926	----	----	----	Pre-Dev North
2	SCS Runoff	0.373	2	478	5,961	----	----	----	Post Dev-North
3	SCS Runoff	0.070	2	470	998	----	----	----	WQ
4	Reservoir	0.115	2	606	4,475	2	352.04	1,765	Pond

538

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

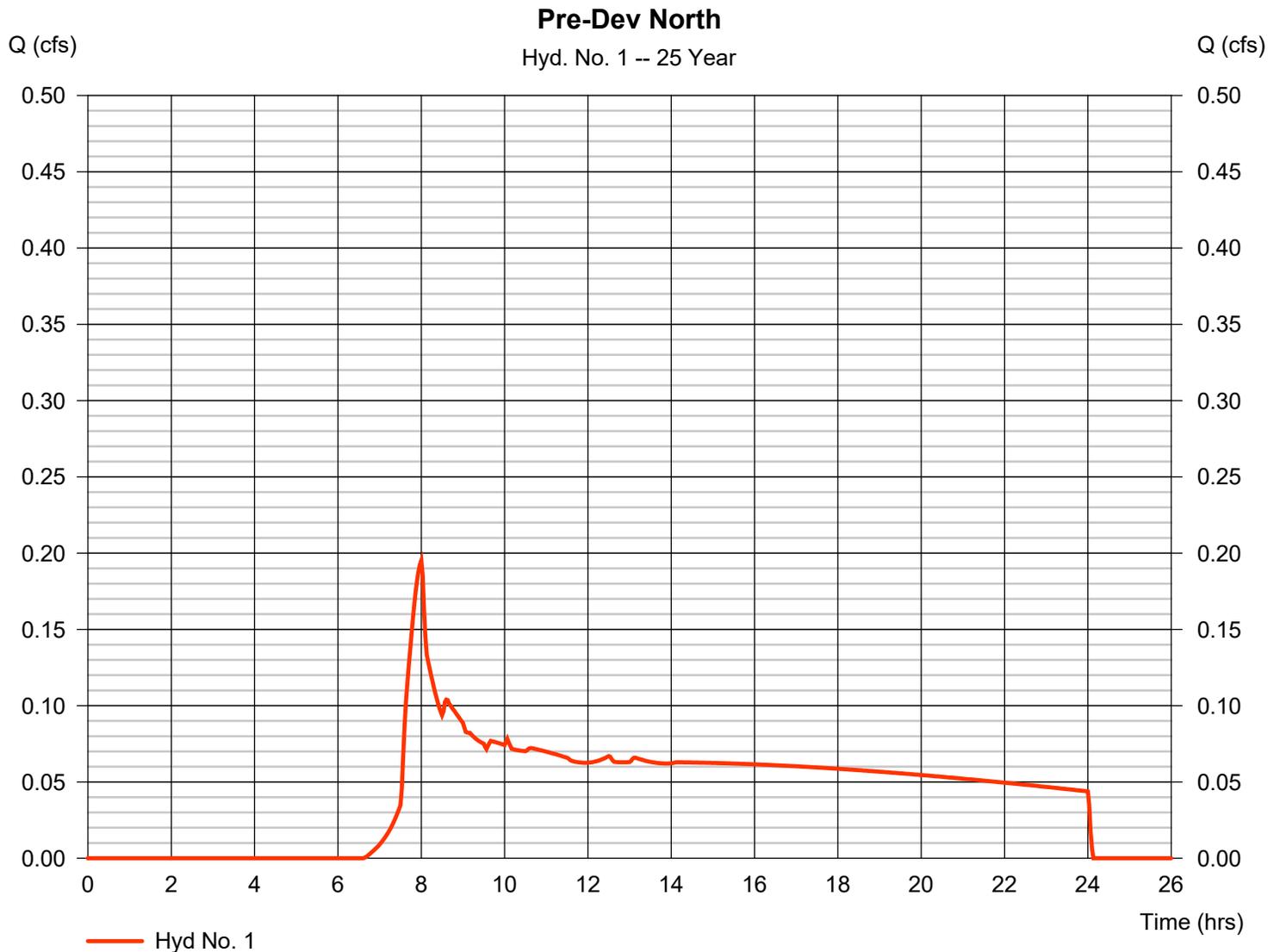
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.195 cfs
Storm frequency	= 25 yrs	Time to peak	= 8.00 hrs
Time interval	= 2 min	Hyd. volume	= 3,926 cuft
Drainage area	= 1.010 ac	Curve number	= 68*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.170 x 98) + (0.040 x 100) + (0.800 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

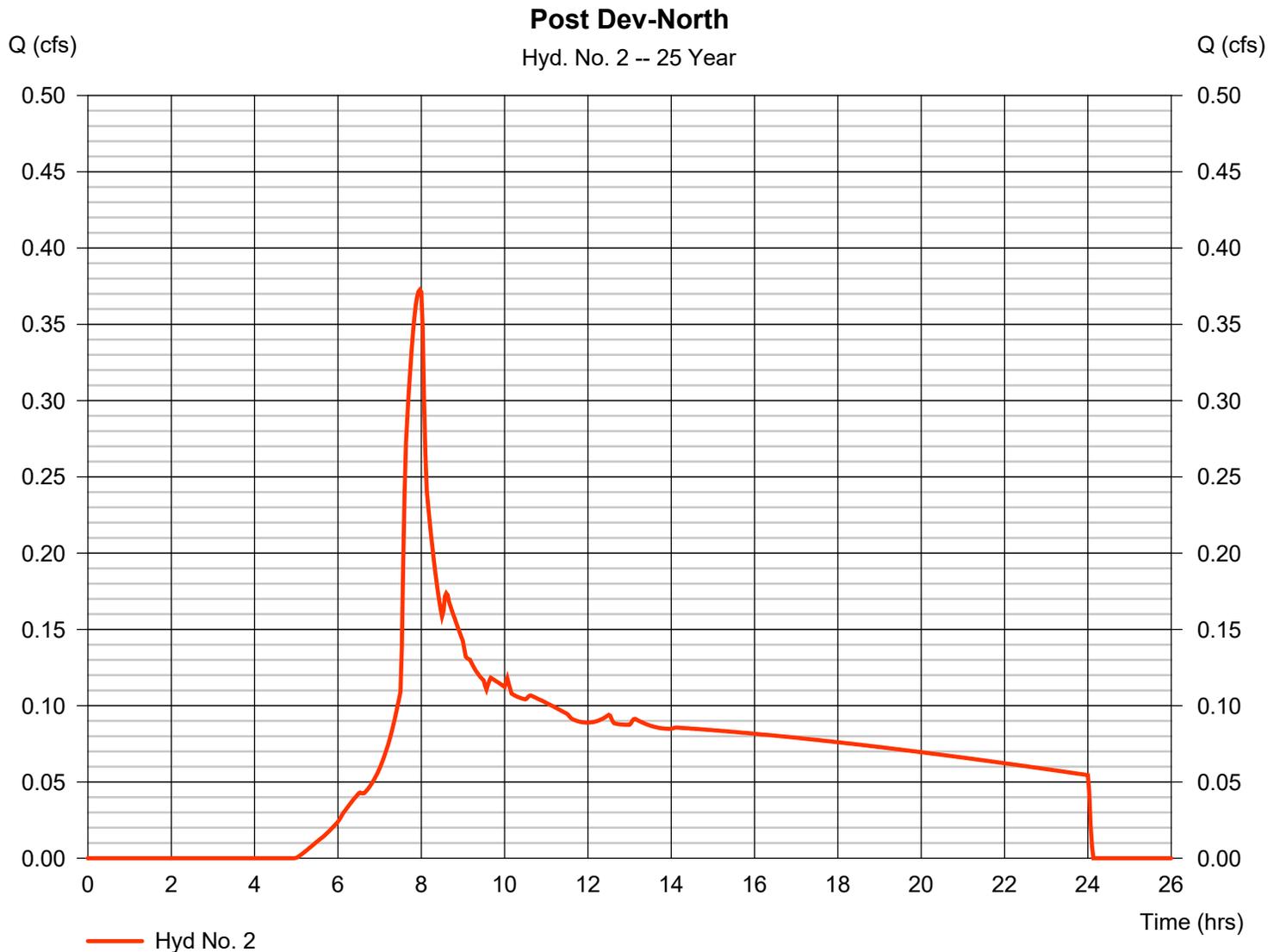
Friday, 08 / 21 / 2020

Hyd. No. 2

Post Dev-North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.373 cfs
Storm frequency	= 25 yrs	Time to peak	= 7.97 hrs
Time interval	= 2 min	Hyd. volume	= 5,961 cuft
Drainage area	= 1.010 ac	Curve number	= 77*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.400 x 98) + (0.040 x 100) + (0.570 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

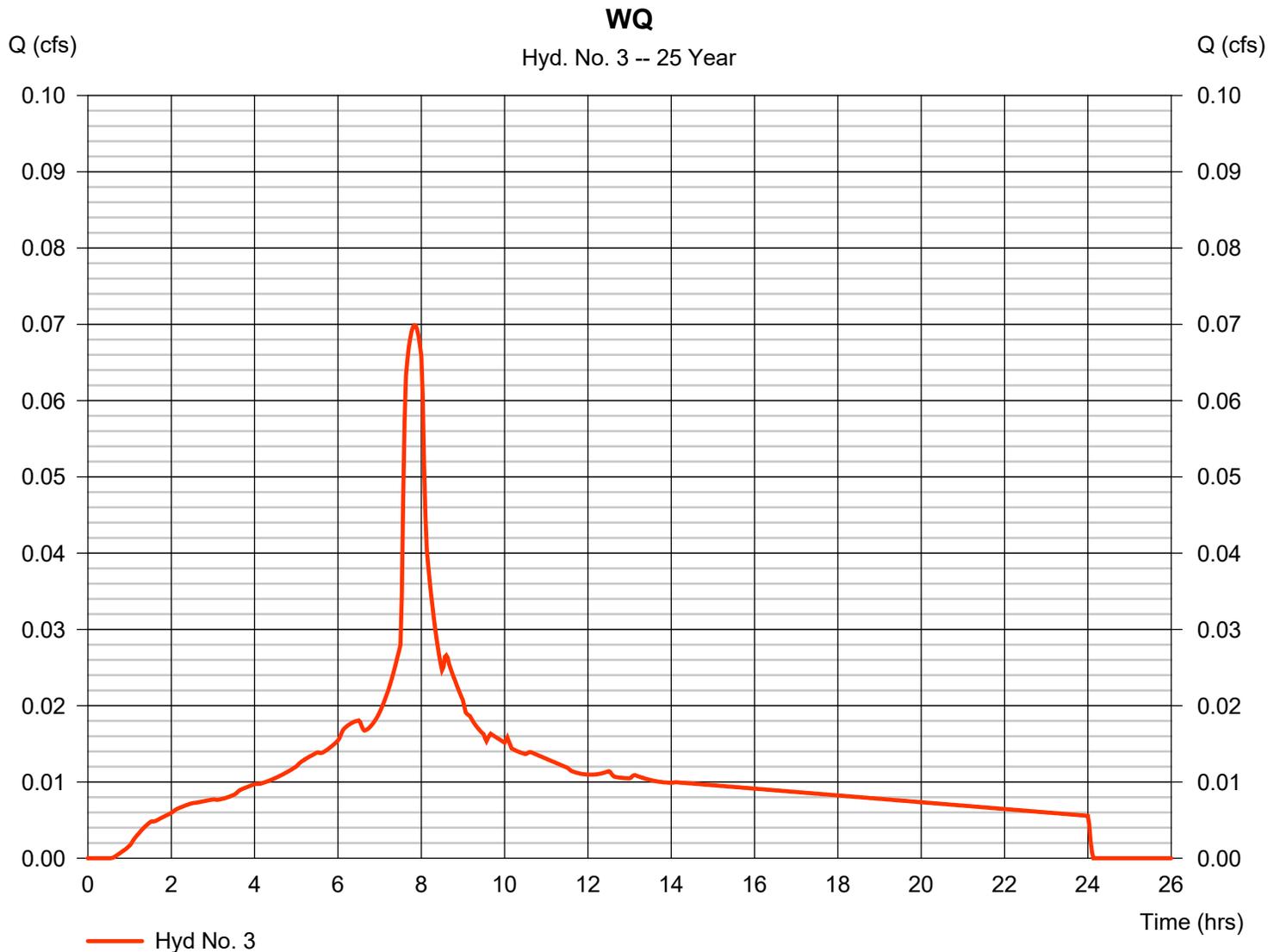
Friday, 08 / 21 / 2020

Hyd. No. 3

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.070 cfs
Storm frequency	= 25 yrs	Time to peak	= 7.83 hrs
Time interval	= 2 min	Hyd. volume	= 998 cuft
Drainage area	= 0.080 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.080 x 98)] / 0.080



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

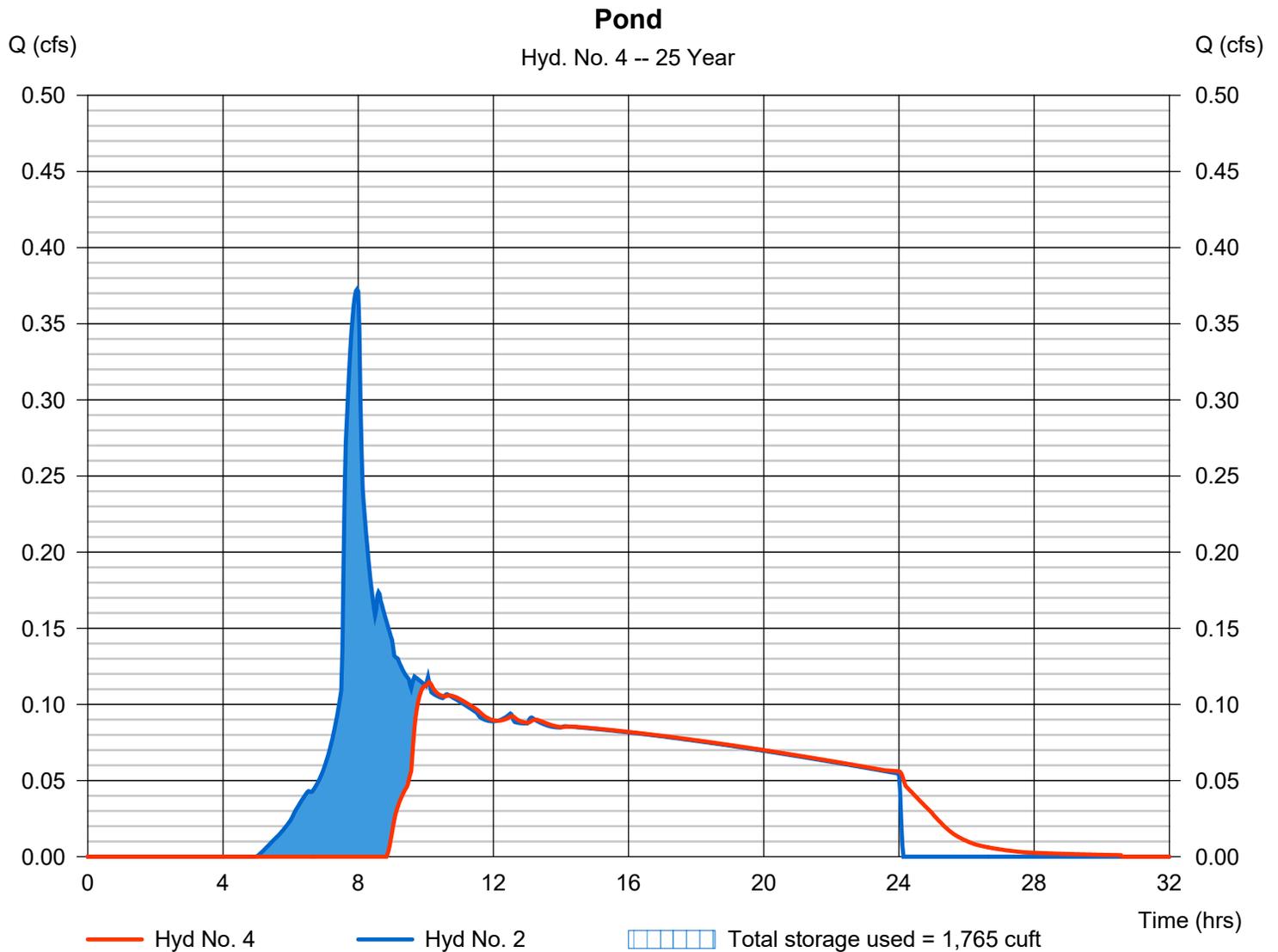
Friday, 08 / 21 / 2020

Hyd. No. 4

Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.115 cfs
Storm frequency	= 25 yrs	Time to peak	= 10.10 hrs
Time interval	= 2 min	Hyd. volume	= 4,475 cuft
Inflow hyd. No.	= 2 - Post Dev-North	Max. Elevation	= 352.04 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 1,765 cuft

Storage Indication method used.



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.340	2	480	5,976	-----	-----	-----	Pre-Dev North
2	SCS Runoff	0.556	2	476	8,444	-----	-----	-----	Post Dev-North
3	SCS Runoff	0.086	2	470	1,242	-----	-----	-----	WQ
4	Reservoir	0.258	2	502	6,958	2	352.10	1,811	Pond
					543				
UDC 2020 North.gpw					Return Period: 100 Year			Friday, 08 / 21 / 2020	

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

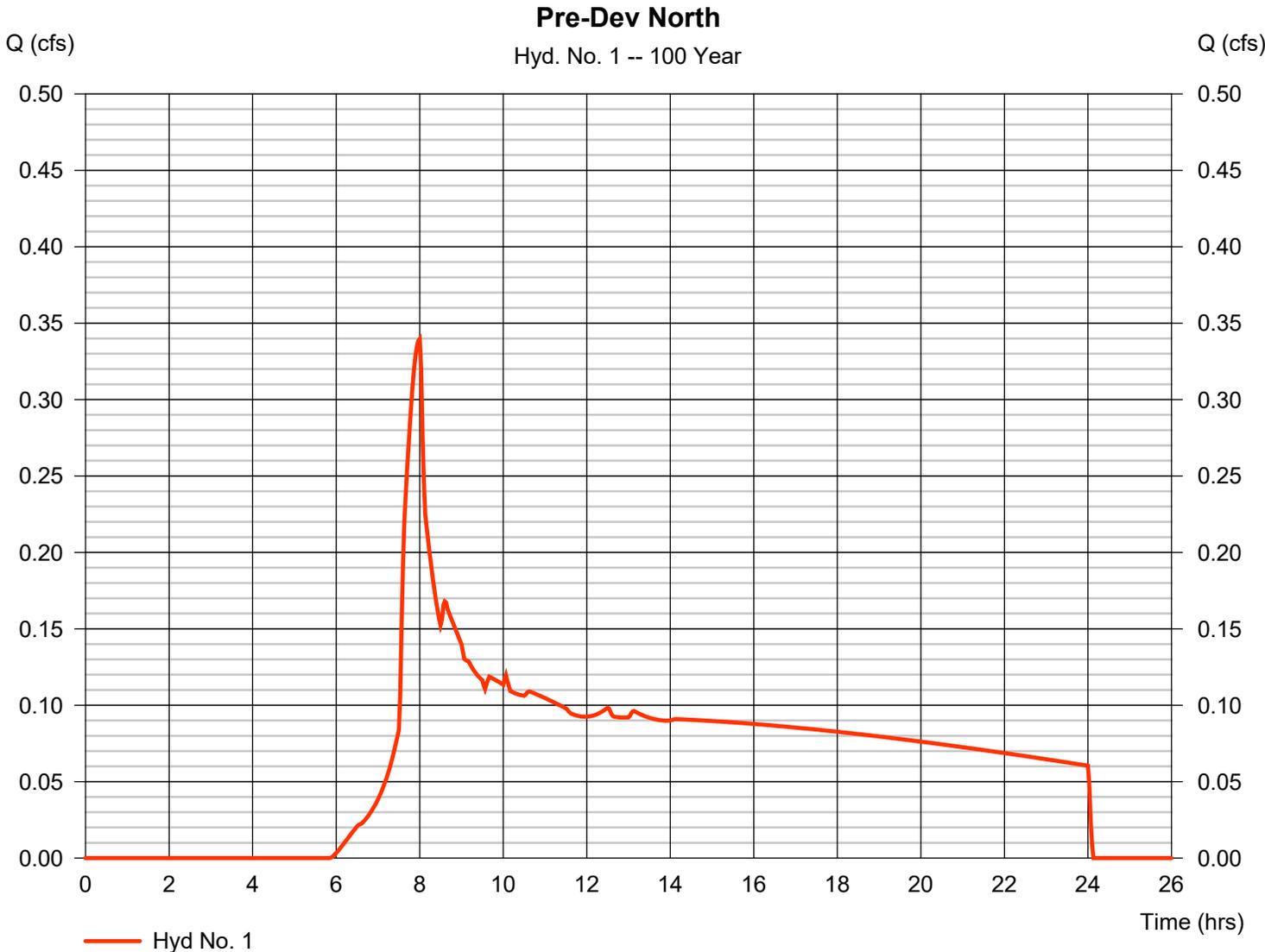
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.340 cfs
Storm frequency	= 100 yrs	Time to peak	= 8.00 hrs
Time interval	= 2 min	Hyd. volume	= 5,976 cuft
Drainage area	= 1.010 ac	Curve number	= 68*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.80 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.170 x 98) + (0.040 x 100) + (0.800 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

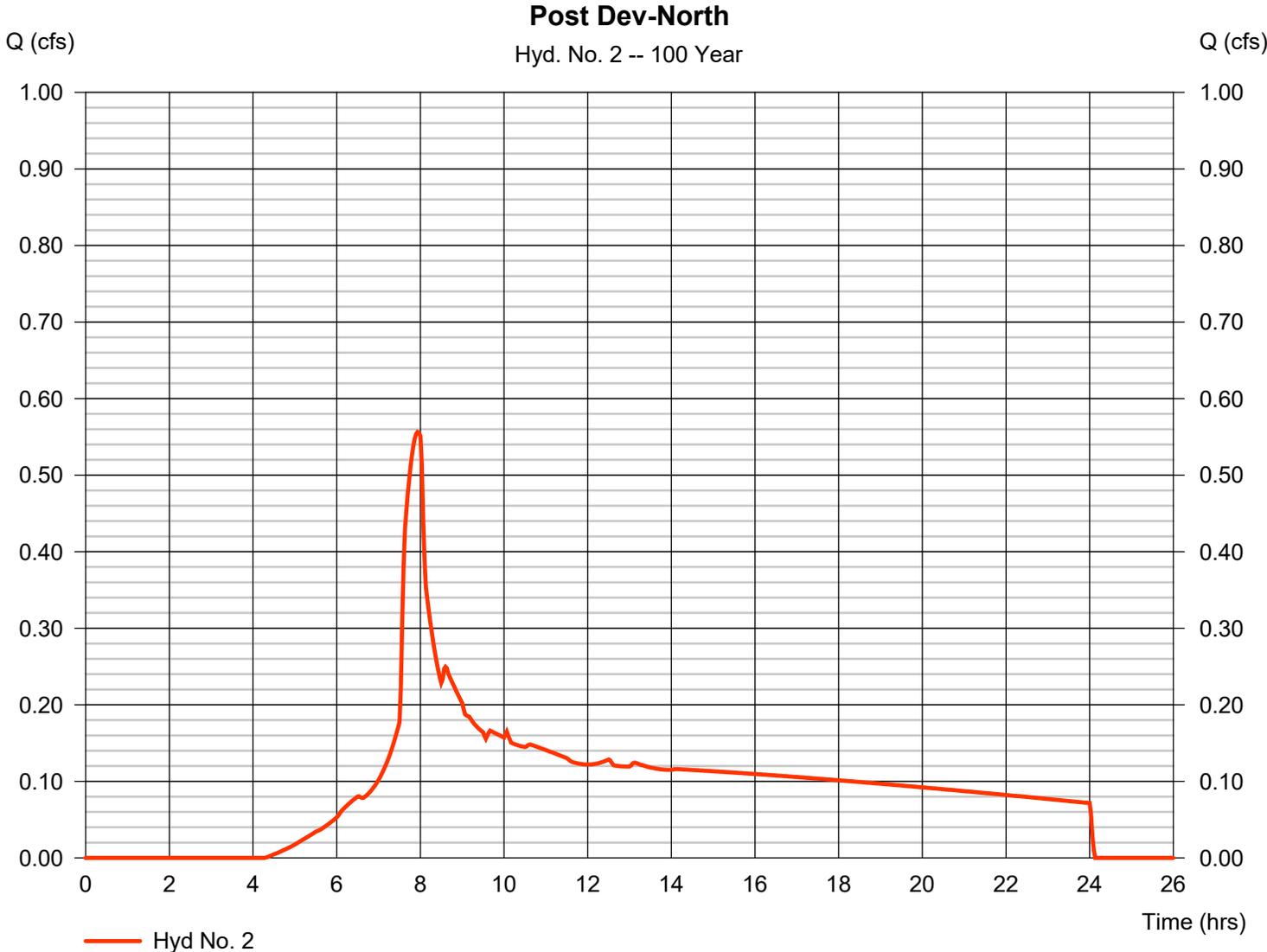
Friday, 08 / 21 / 2020

Hyd. No. 2

Post Dev-North

Hydrograph type	= SCS Runoff	Peak discharge	= 0.556 cfs
Storm frequency	= 100 yrs	Time to peak	= 7.93 hrs
Time interval	= 2 min	Hyd. volume	= 8,444 cuft
Drainage area	= 1.010 ac	Curve number	= 77*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.80 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.400 x 98) + (0.040 x 100) + (0.570 x 60)] / 1.010



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

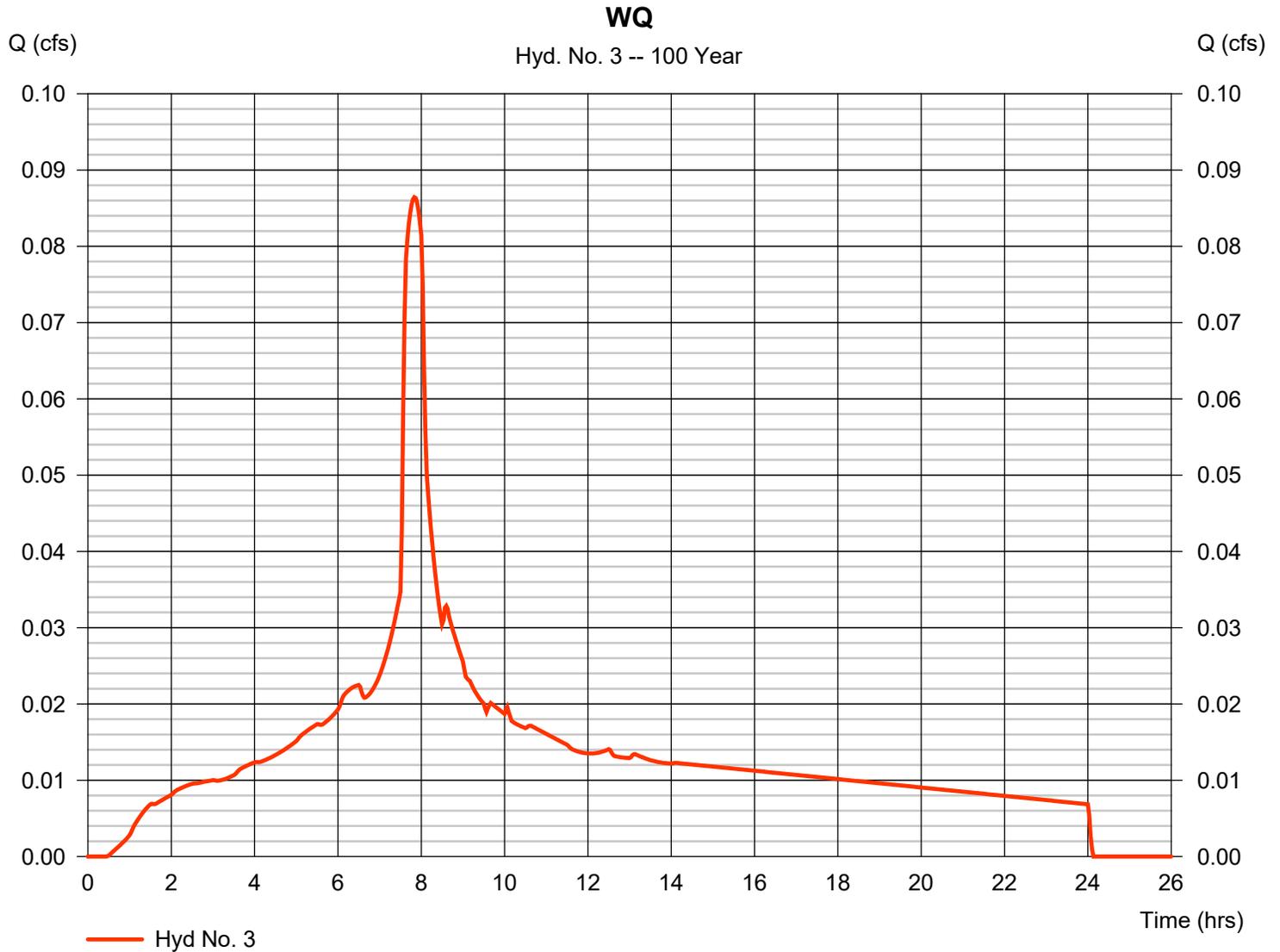
Friday, 08 / 21 / 2020

Hyd. No. 3

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.086 cfs
Storm frequency	= 100 yrs	Time to peak	= 7.83 hrs
Time interval	= 2 min	Hyd. volume	= 1,242 cuft
Drainage area	= 0.080 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.80 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.080 x 98)] / 0.080



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

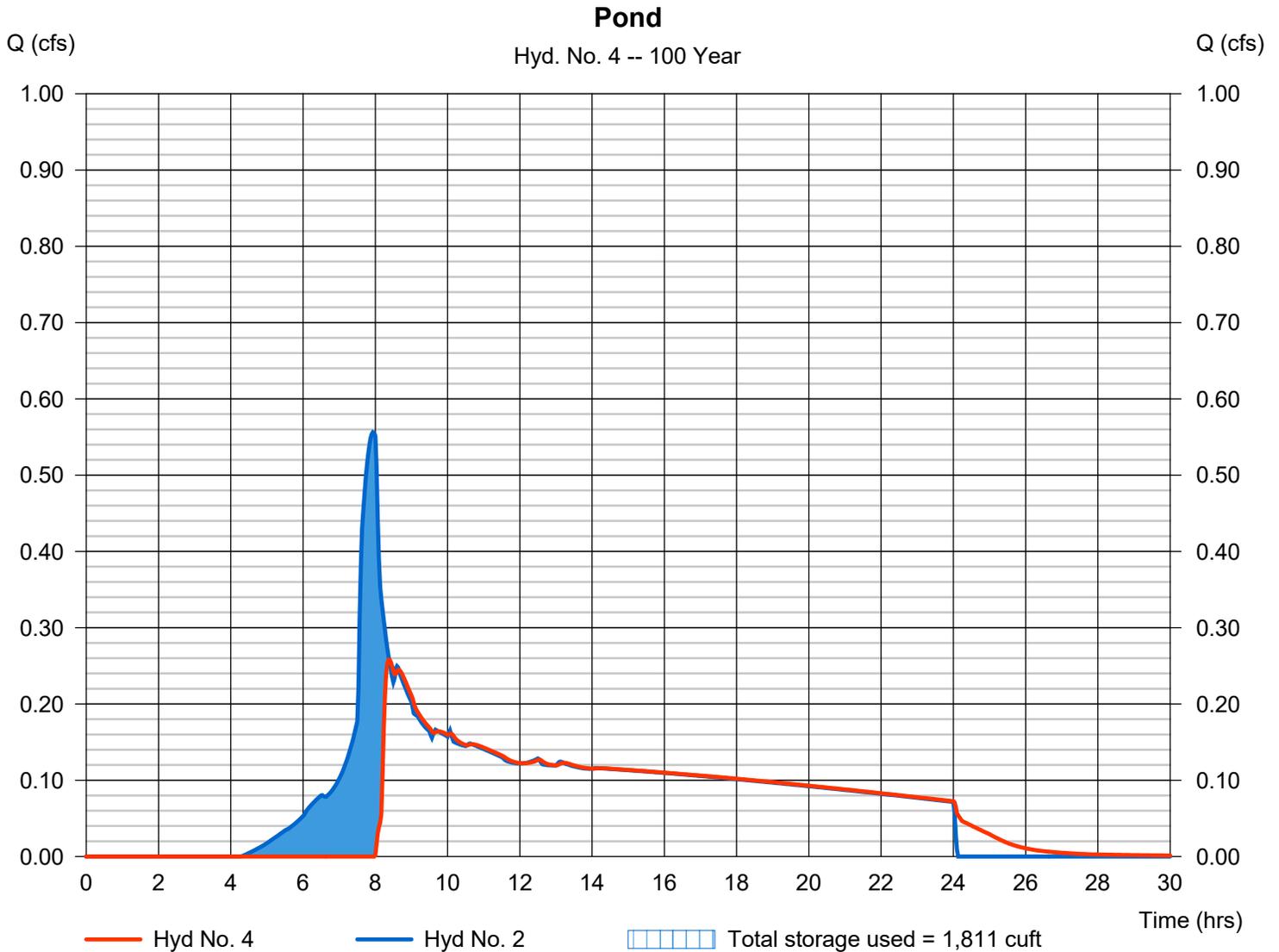
Friday, 08 / 21 / 2020

Hyd. No. 4

Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.258 cfs
Storm frequency	= 100 yrs	Time to peak	= 8.37 hrs
Time interval	= 2 min	Hyd. volume	= 6,958 cuft
Inflow hyd. No.	= 2 - Post Dev-North	Max. Elevation	= 352.10 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 1,811 cuft

Storage Indication method used.



Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Friday, 08 / 21 / 2020

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	0.0000	0.0000	0.0000	-----
2	0.0000	0.0000	0.0000	-----
3	0.0000	0.0000	0.0000	-----
5	0.0000	0.0000	0.0000	-----
10	0.0000	0.0000	0.0000	-----
25	50.2326	15.9000	0.9870	-----
50	0.0000	0.0000	0.0000	-----
100	0.0000	0.0000	0.0000	-----

File name: SampleFHA.idf

Intensity = B / (Tc + D)^E

Return Period (Yrs)	Intensity Values (in/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	2.50	2.02	1.70	1.47	1.29	1.15	1.04	0.95	0.87	0.80	0.75	0.70
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

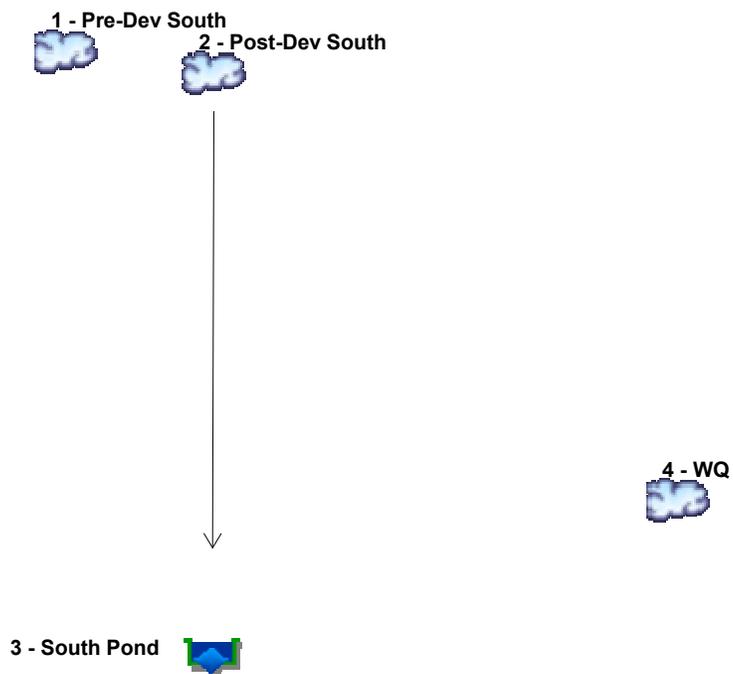
Tc = time in minutes. Values may exceed 60.

Precip. file name: Sample.pcp

Storm Distribution	Rainfall Precipitation Table (in)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	1.00	2.00	0.00	0.00	3.30	3.90	4.20	4.80
SCS 6-Hr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-1st	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-2nd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-3rd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-4th	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-Indy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Custom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Watershed Model Schematic

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020



Legend

<u>Hyd.</u>	<u>Origin</u>	<u>Description</u>
1	SCS Runoff	Pre-Dev South
2	SCS Runoff	Post-Dev South
3	Reservoir	South Pond
4	SCS Runoff	WQ

Hydrograph Return Period Recap

Hydroflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Inflow hyd(s)	Peak Outflow (cfs)								Hydrograph Description
			1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr	
1	SCS Runoff	-----	-----	0.009	-----	-----	0.035	0.101	-----	0.226	Pre-Dev South
2	SCS Runoff	-----	-----	0.125	-----	-----	0.379	0.513	-----	0.725	Post-Dev South
3	Reservoir	2	-----	0.000	-----	-----	0.029	0.071	-----	0.130	South Pond
4	SCS Runoff	-----	-----	0.190	-----	-----	0.323	0.384	-----	0.475	WQ

550

Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.009	2	1252	316	-----	-----	-----	Pre-Dev South
2	SCS Runoff	0.125	2	480	2,340	-----	-----	-----	Post-Dev South
3	Reservoir	0.000	2	n/a	0	2	381.17	2,340	South Pond
4	SCS Runoff	0.190	2	472	2,657	-----	-----	-----	WQ
					551				
UDC 2020 South.gpw					Return Period: 2 Year			Friday, 08 / 21 / 2020	

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

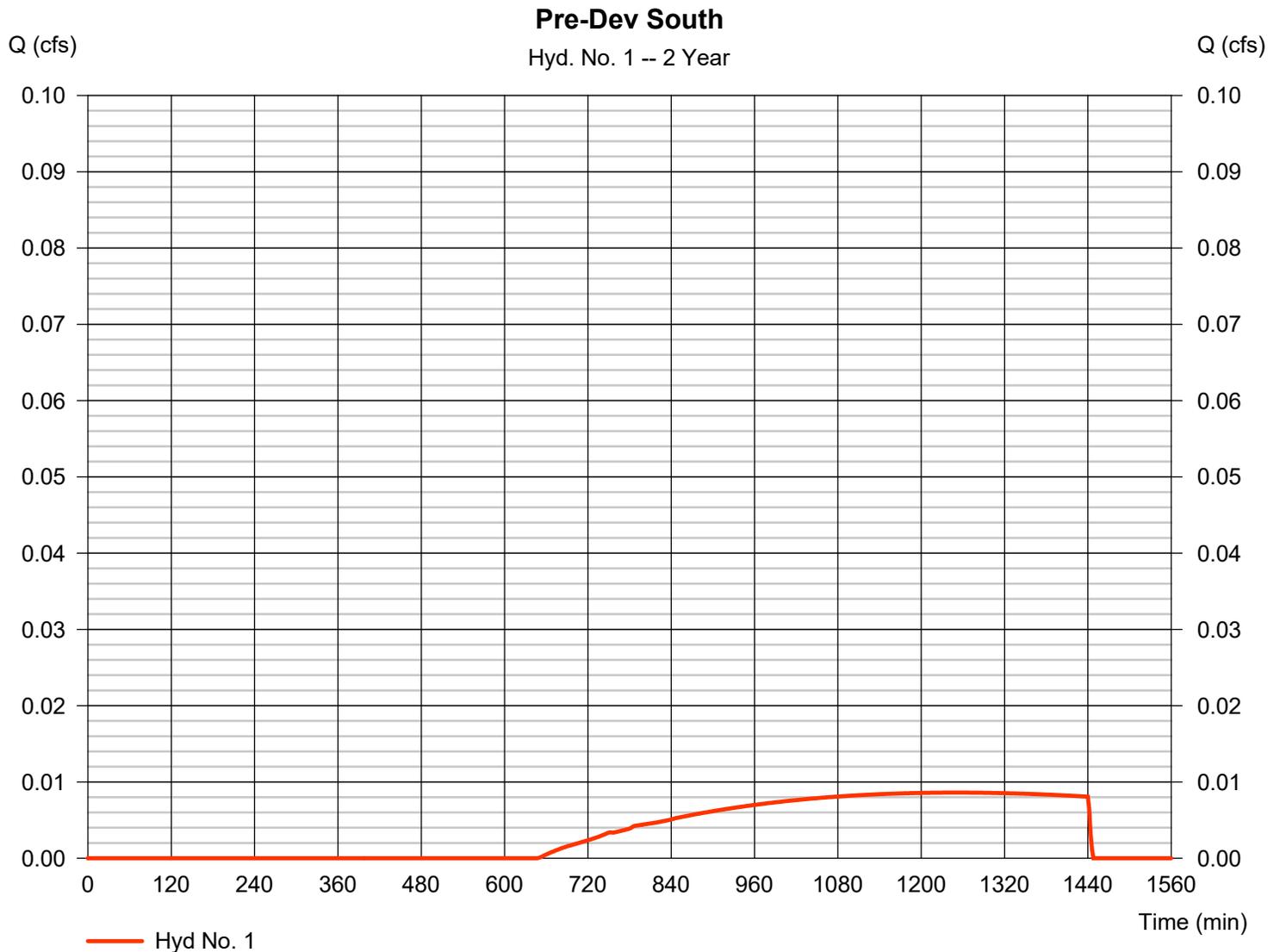
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.009 cfs
Storm frequency	= 2 yrs	Time to peak	= 1252 min
Time interval	= 2 min	Hyd. volume	= 316 cuft
Drainage area	= 1.070 ac	Curve number	= 62*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.010 x 98) + (0.050 x 85) + (0.010 x 100) + (1.000 x 60)] / 1.070



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

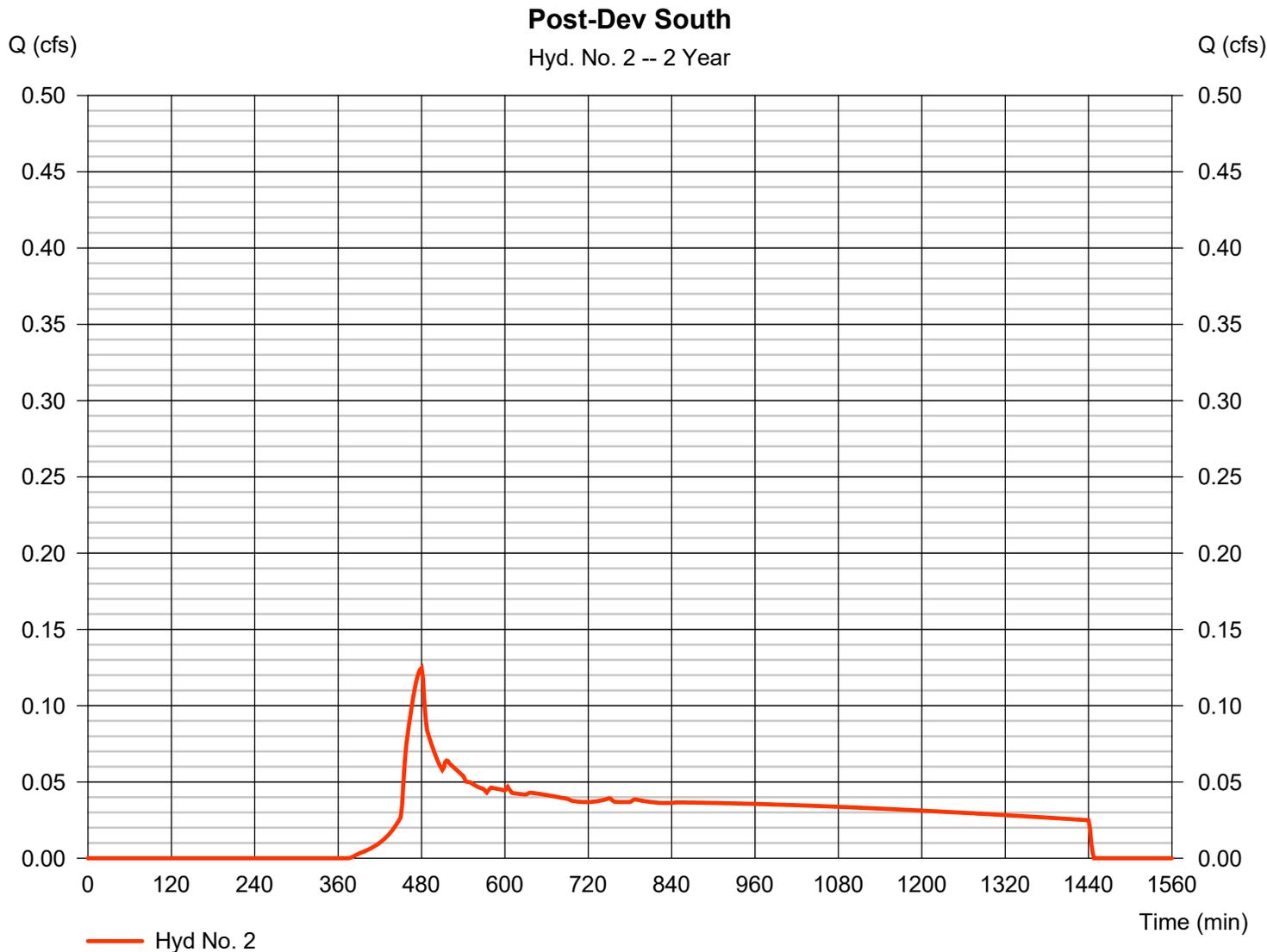
Friday, 08 / 21 / 2020

Hyd. No. 2

Post-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.125 cfs
Storm frequency	= 2 yrs	Time to peak	= 480 min
Time interval	= 2 min	Hyd. volume	= 2,340 cuft
Drainage area	= 1.060 ac	Curve number	= 82*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.590 x 98) + (0.030 x 85) + (0.010 x 100) + (0.430 x 60)] / 1.060



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

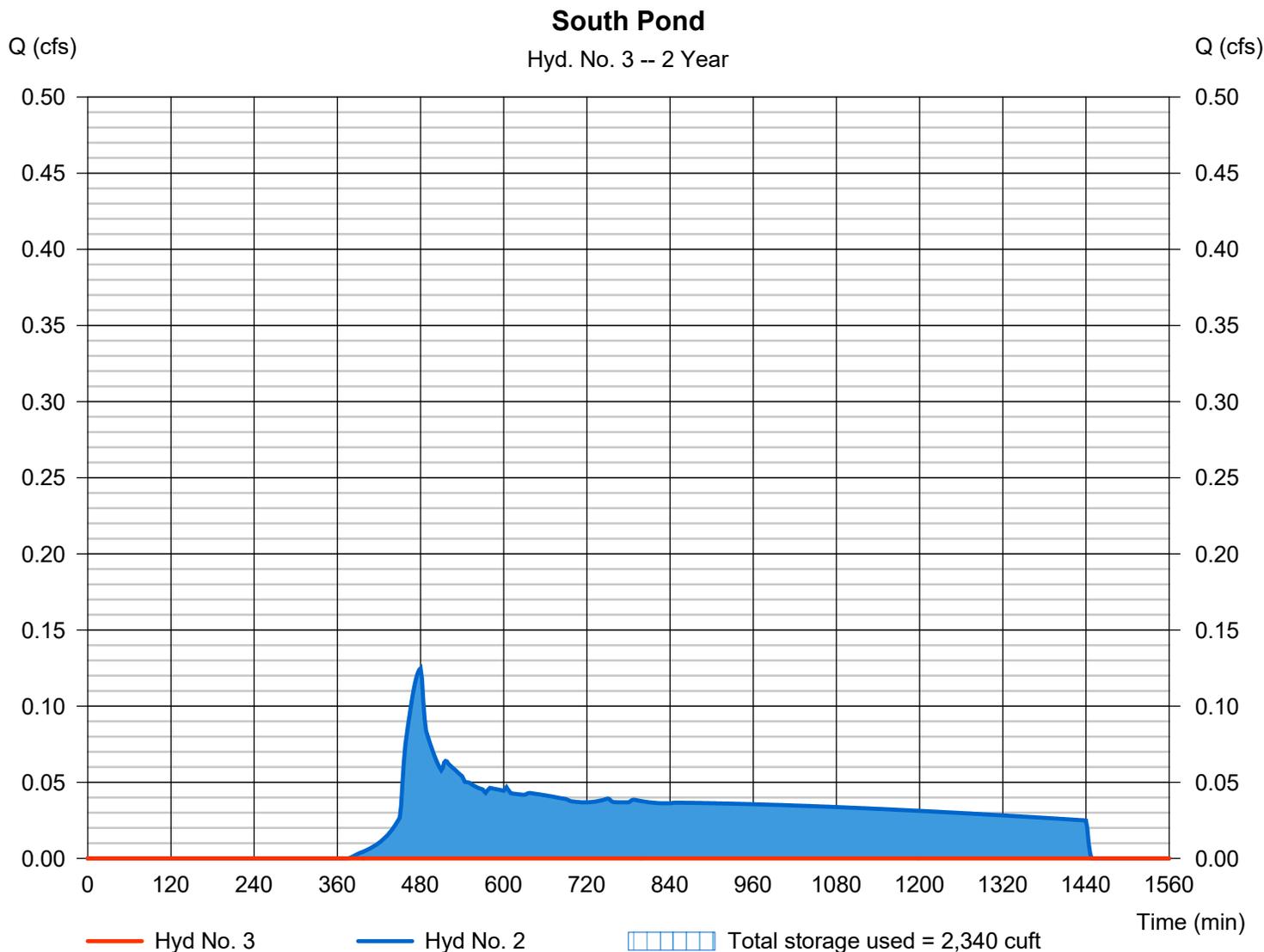
Friday, 08 / 21 / 2020

Hyd. No. 3

South Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.000 cfs
Storm frequency	= 2 yrs	Time to peak	= n/a
Time interval	= 2 min	Hyd. volume	= 0 cuft
Inflow hyd. No.	= 2 - Post-Dev South	Max. Elevation	= 381.17 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 2,340 cuft

Storage Indication method used.



Pond No. 1 - Pond Phase 1

Pond Data

Trapezoid -Bottom L x W = 80.0 x 25.0 ft, Side slope = 0.00:1, Bottom elev. = 380.00 ft, Depth = 4.00 ft

Stage / Storage Table

Stage (ft)	Elevation (ft)	Contour area (sqft)	Incr. Storage (cuft)	Total storage (cuft)
0.00	380.00	2,000	0	0
0.40	380.40	2,000	800	800
0.80	380.80	2,000	800	1,600
1.20	381.20	2,000	800	2,400
1.60	381.60	2,000	800	3,200
2.00	382.00	2,000	800	4,000
2.40	382.40	2,000	800	4,800
2.80	382.80	2,000	800	5,600
3.20	383.20	2,000	800	6,400
3.60	383.60	2,000	800	7,200
4.00	384.00	2,000	800	8,000

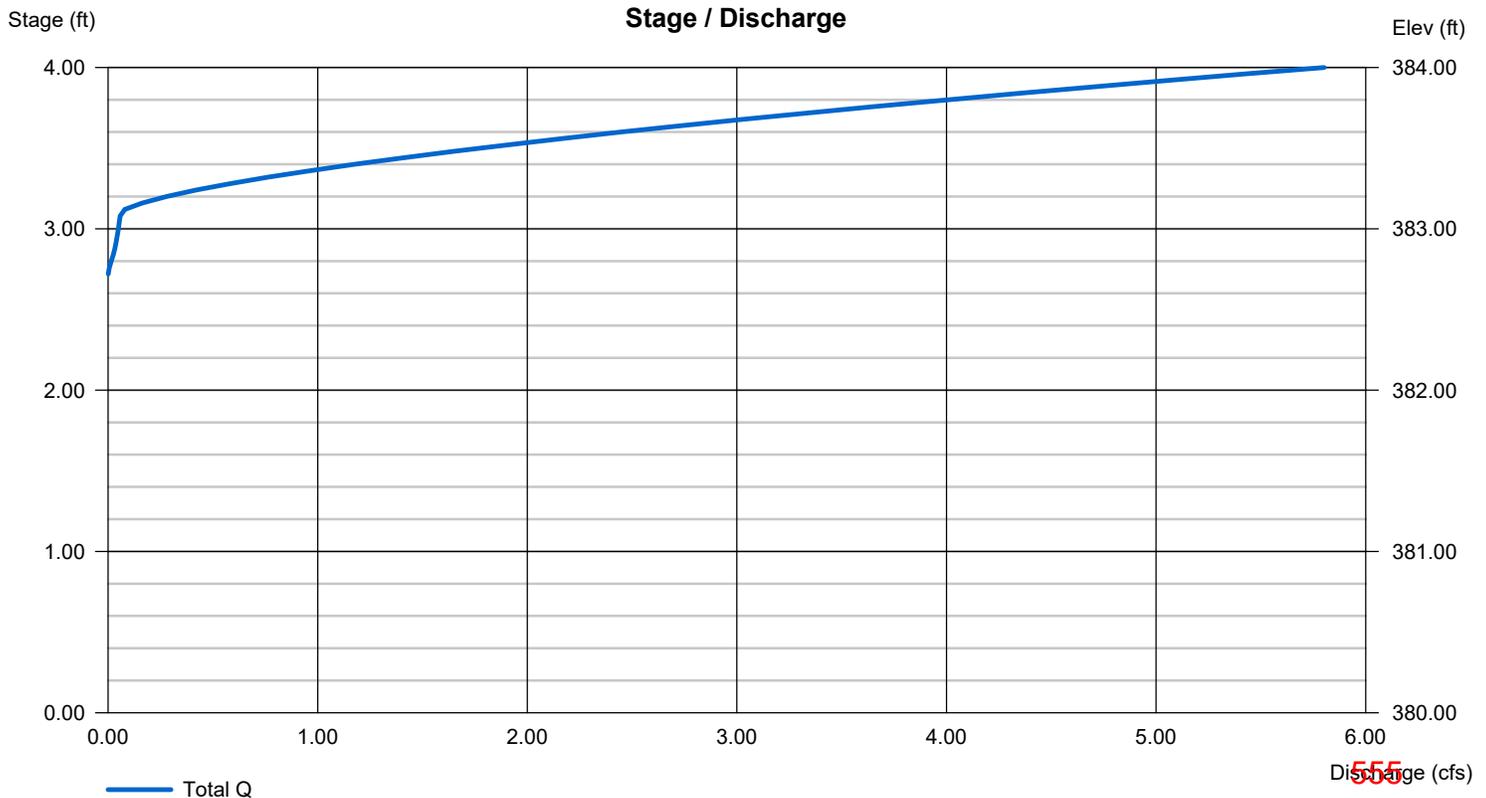
Culvert / Orifice Structures

	[A]	[B]	[C]	[PrfRsr]
Rise (in)	= 18.00	2.00	Inactive	Inactive
Span (in)	= 18.00	2.00	0.00	0.00
No. Barrels	= 1	1	0	0
Invert El. (ft)	= 380.00	382.70	0.00	0.00
Length (ft)	= 25.00	0.00	0.00	0.00
Slope (%)	= 40.00	0.00	0.00	n/a
N-Value	= .010	.013	.013	n/a
Orifice Coeff.	= 0.60	0.60	0.60	0.60
Multi-Stage	= n/a	Yes	No	No

Weir Structures

	[A]	[B]	[C]	[D]
Crest Len (ft)	= 2.00	0.00	0.00	0.00
Crest El. (ft)	= 383.10	0.00	0.00	0.00
Weir Coeff.	= 3.33	3.33	3.33	3.33
Weir Type	= Rect	---	---	---
Multi-Stage	= Yes	No	No	No
Exfil.(in/hr)	= 0.000 (by Wet area)			
TW Elev. (ft)	= 0.00			

Note: Culvert/Orifice outflows are analyzed under inlet (ic) and outlet (oc) control. Weir risers checked for orifice conditions (ic) and submergence (s).



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

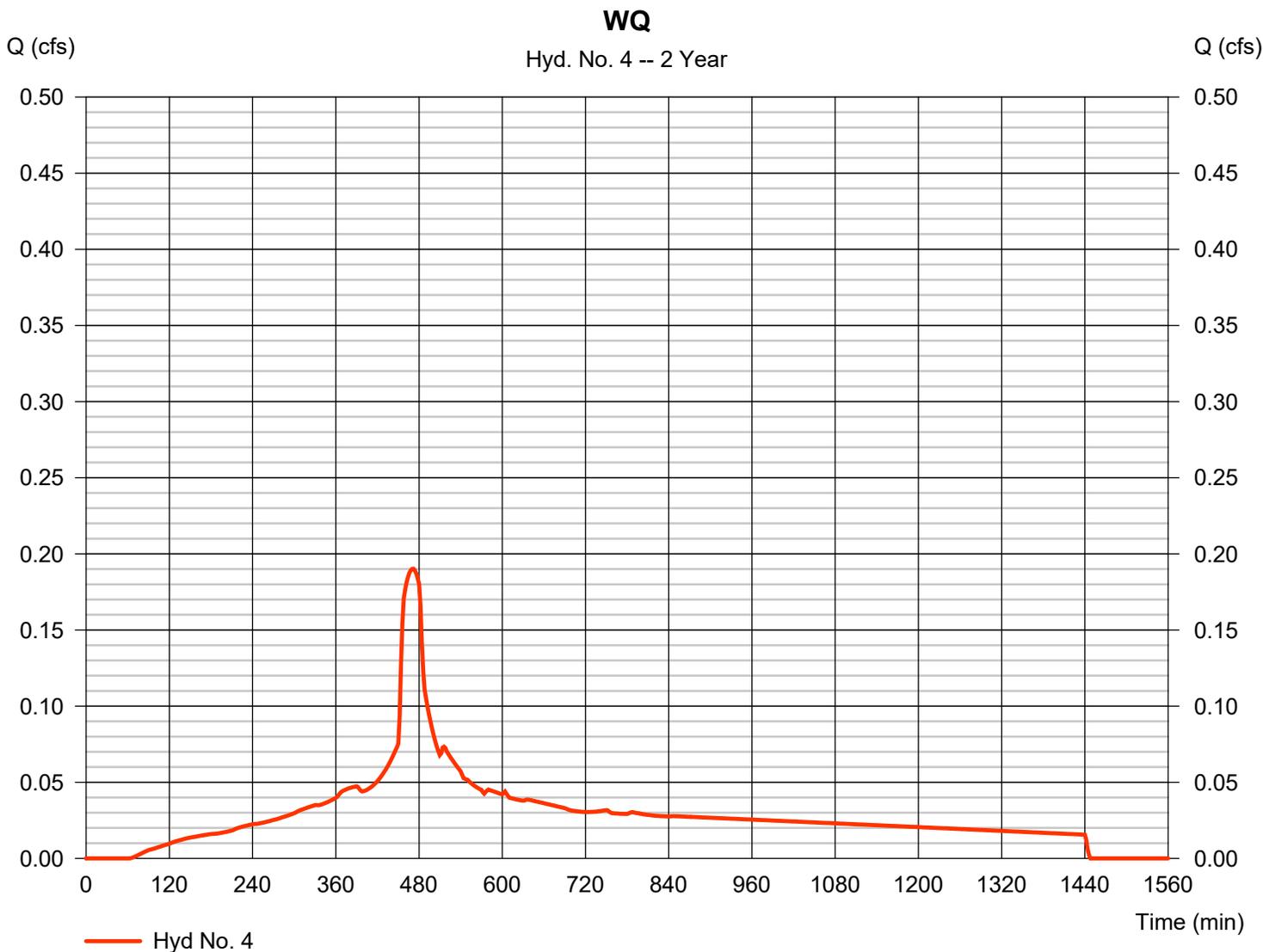
Friday, 08 / 21 / 2020

Hyd. No. 4

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.190 cfs
Storm frequency	= 2 yrs	Time to peak	= 472 min
Time interval	= 2 min	Hyd. volume	= 2,657 cuft
Drainage area	= 0.440 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 2.00 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.440 x 98)] / 0.440



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.035	2	982	1,910	-----	-----	-----	Pre-Dev South
2	SCS Runoff	0.379	2	476	5,840	-----	-----	-----	Post-Dev South
3	Reservoir	0.029	2	1444	396	2	382.86	5,719	South Pond
4	SCS Runoff	0.323	2	470	4,593	-----	-----	-----	WQ
									557
UDC 2020 South.gpw					Return Period: 10 Year		Friday, 08 / 21 / 2020		

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

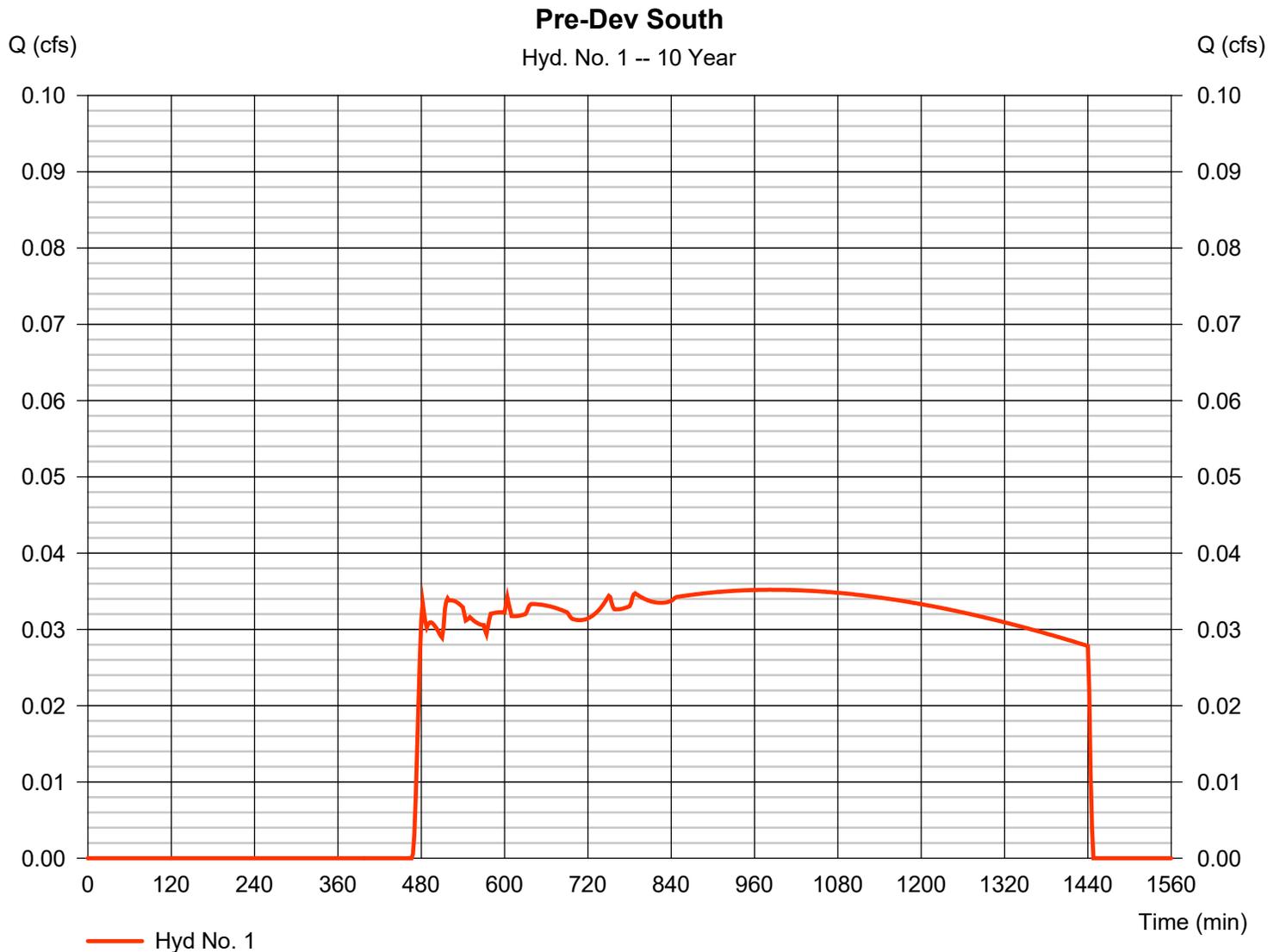
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.035 cfs
Storm frequency	= 10 yrs	Time to peak	= 982 min
Time interval	= 2 min	Hyd. volume	= 1,910 cuft
Drainage area	= 1.070 ac	Curve number	= 62*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.010 x 98) + (0.050 x 85) + (0.010 x 100) + (1.000 x 60)] / 1.070



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

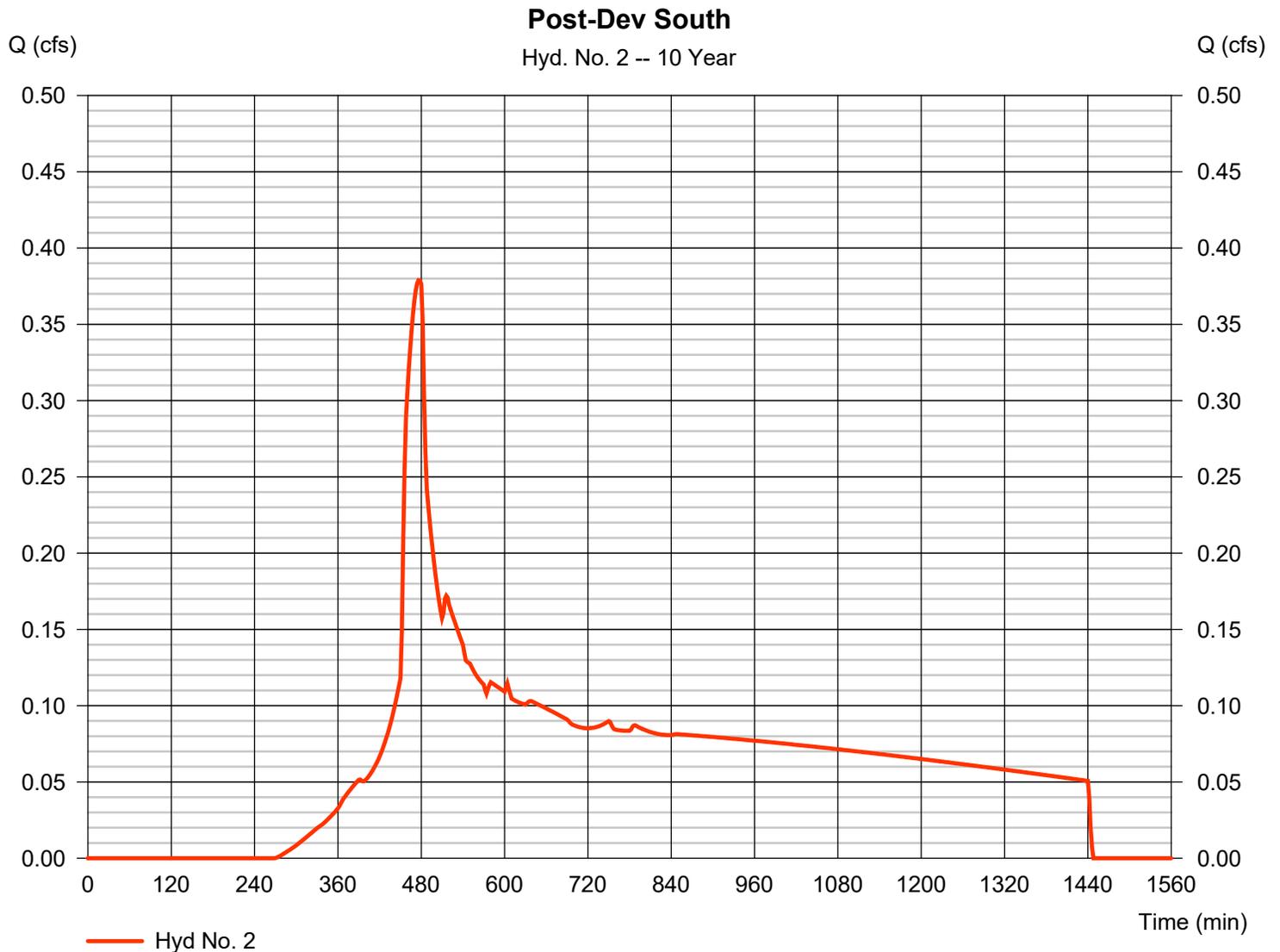
Friday, 08 / 21 / 2020

Hyd. No. 2

Post-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.379 cfs
Storm frequency	= 10 yrs	Time to peak	= 476 min
Time interval	= 2 min	Hyd. volume	= 5,840 cuft
Drainage area	= 1.060 ac	Curve number	= 82*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.590 x 98) + (0.030 x 85) + (0.010 x 100) + (0.430 x 60)] / 1.060



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

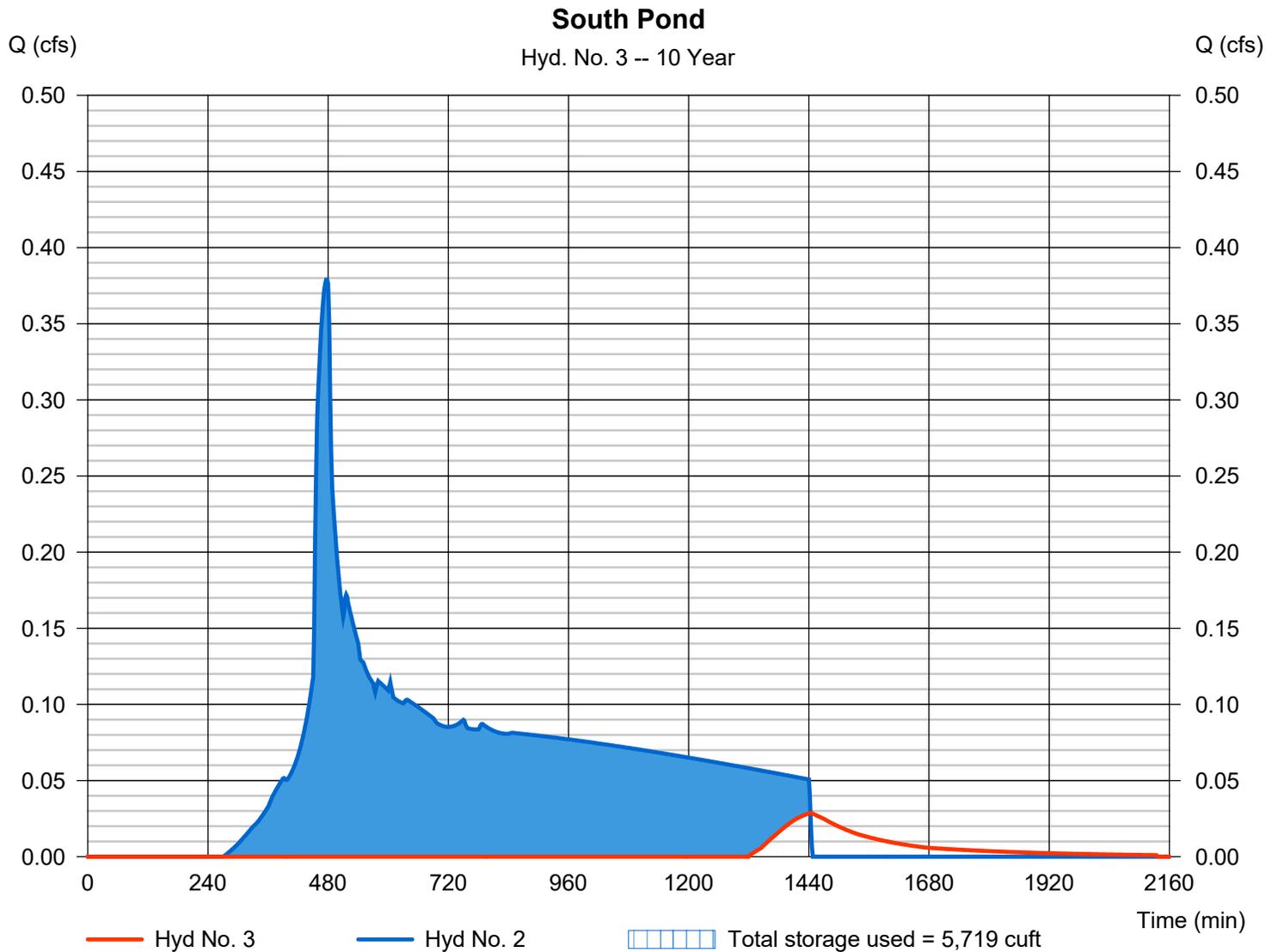
Friday, 08 / 21 / 2020

Hyd. No. 3

South Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.029 cfs
Storm frequency	= 10 yrs	Time to peak	= 1444 min
Time interval	= 2 min	Hyd. volume	= 396 cuft
Inflow hyd. No.	= 2 - Post-Dev South	Max. Elevation	= 382.86 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 5,719 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

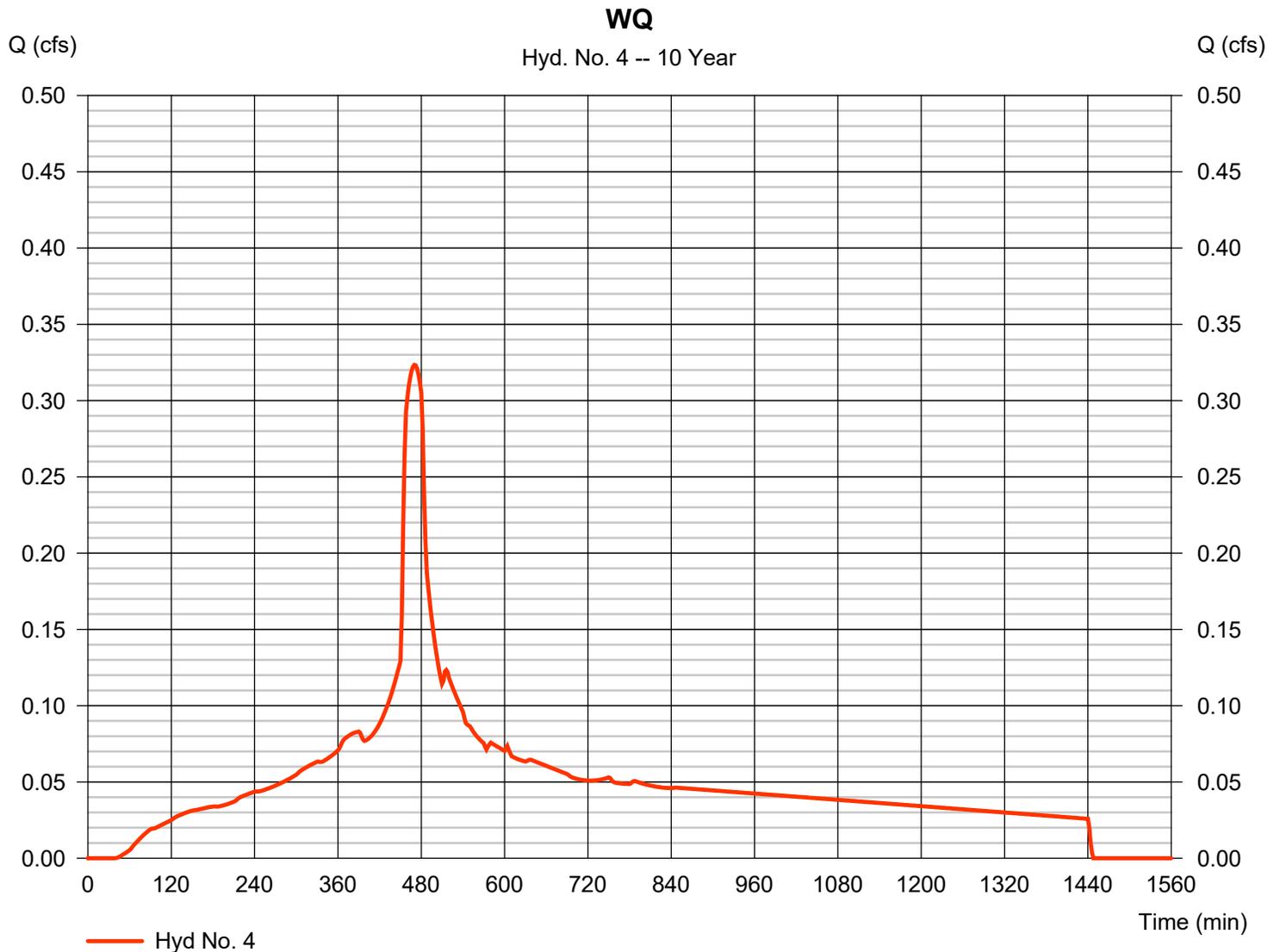
Friday, 08 / 21 / 2020

Hyd. No. 4

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.323 cfs
Storm frequency	= 10 yrs	Time to peak	= 470 min
Time interval	= 2 min	Hyd. volume	= 4,593 cuft
Drainage area	= 0.440 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.30 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.440 x 98)] / 0.440



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.101	2	480	2,958	-----	-----	-----	Pre-Dev South
2	SCS Runoff	0.513	2	476	7,639	-----	-----	-----	Post-Dev South
3	Reservoir	0.071	2	1338	2,196	2	383.10	6,208	South Pond
4	SCS Runoff	0.384	2	470	5,488	-----	-----	-----	WQ
									562
UDC 2020 South.gpw					Return Period: 25 Year		Friday, 08 / 21 / 2020		

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

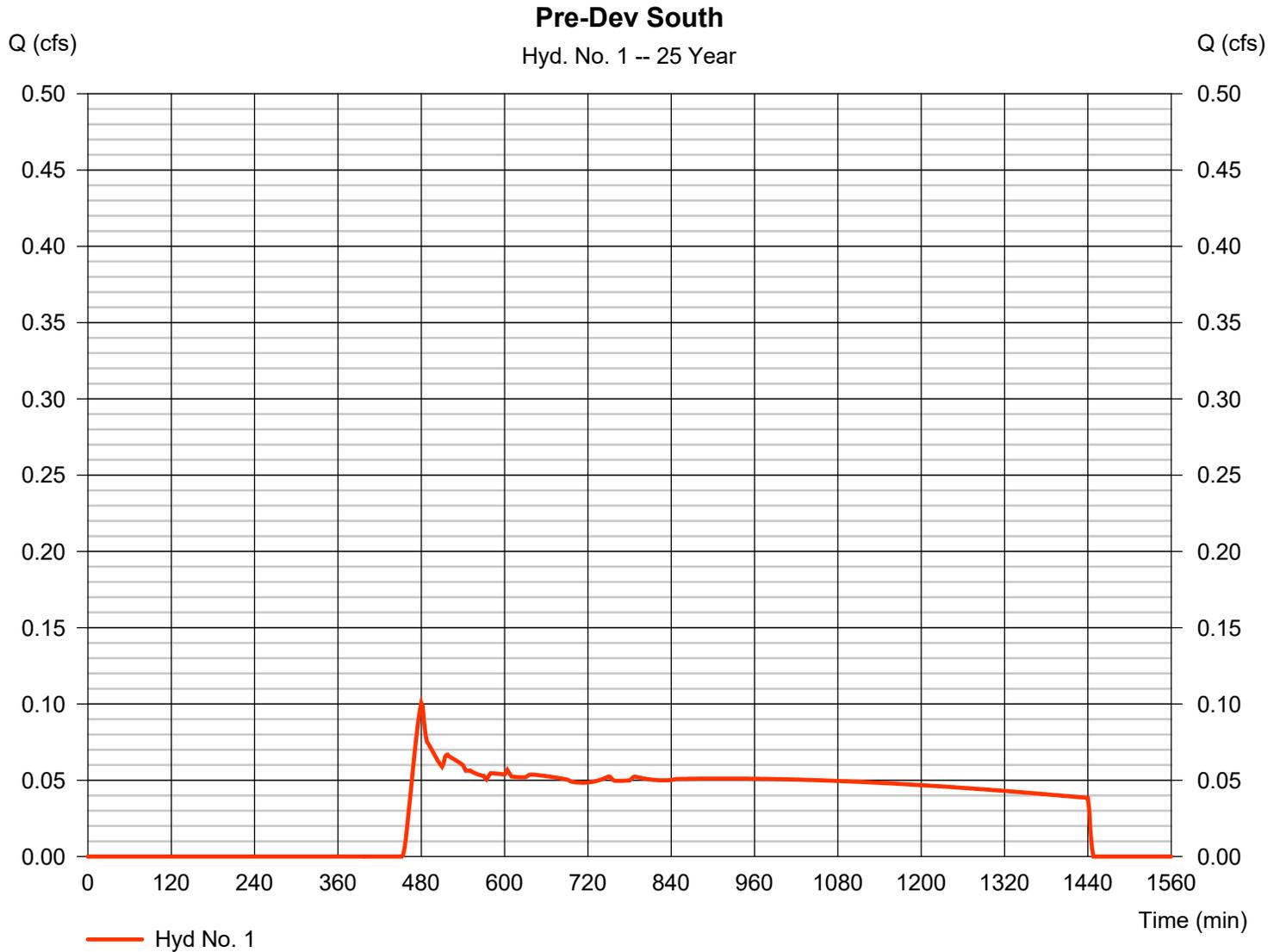
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.101 cfs
Storm frequency	= 25 yrs	Time to peak	= 480 min
Time interval	= 2 min	Hyd. volume	= 2,958 cuft
Drainage area	= 1.070 ac	Curve number	= 62*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.010 x 98) + (0.050 x 85) + (0.010 x 100) + (1.000 x 60)] / 1.070



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

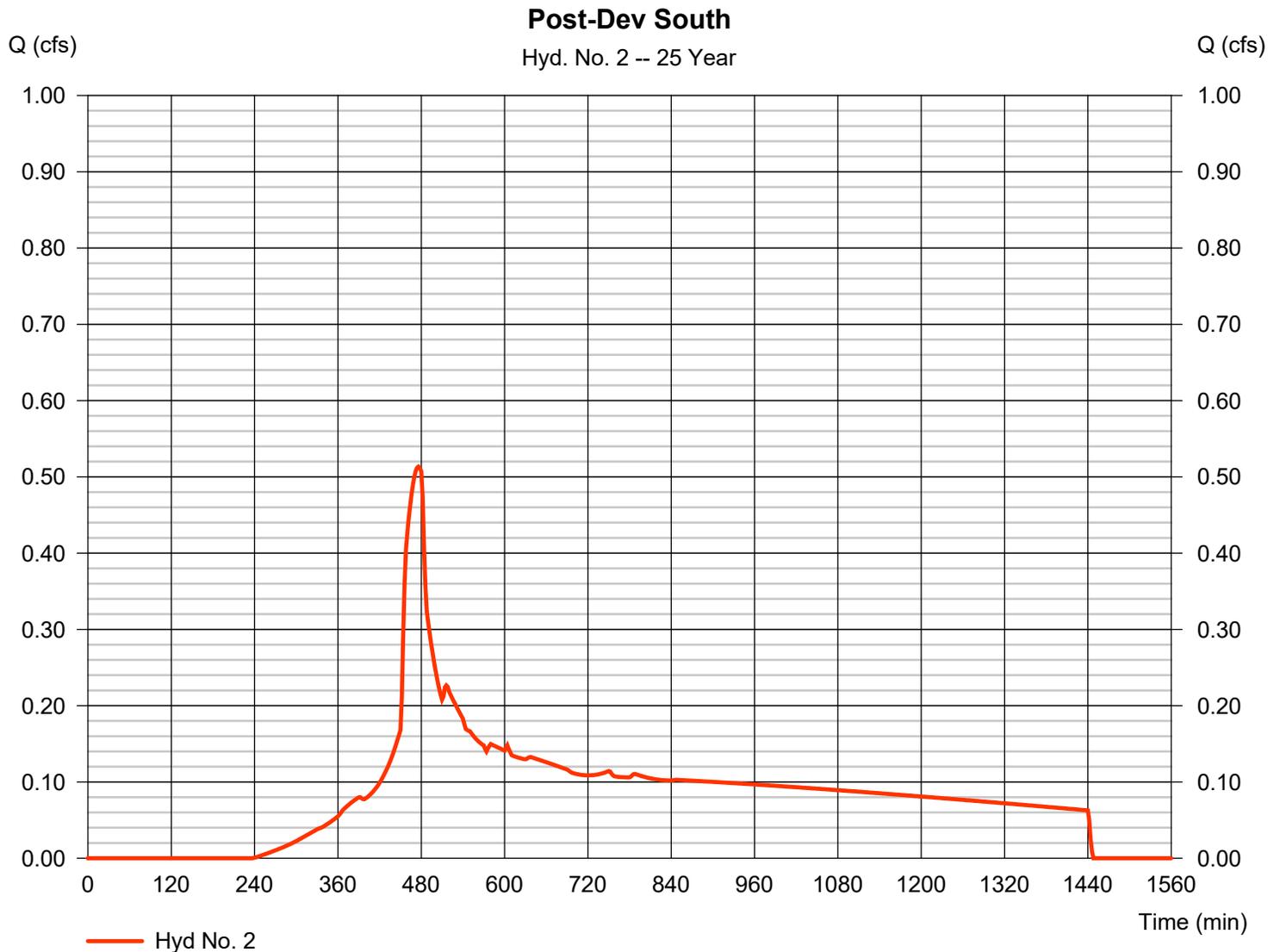
Friday, 08 / 21 / 2020

Hyd. No. 2

Post-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.513 cfs
Storm frequency	= 25 yrs	Time to peak	= 476 min
Time interval	= 2 min	Hyd. volume	= 7,639 cuft
Drainage area	= 1.060 ac	Curve number	= 82*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.590 x 98) + (0.030 x 85) + (0.010 x 100) + (0.430 x 60)] / 1.060



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

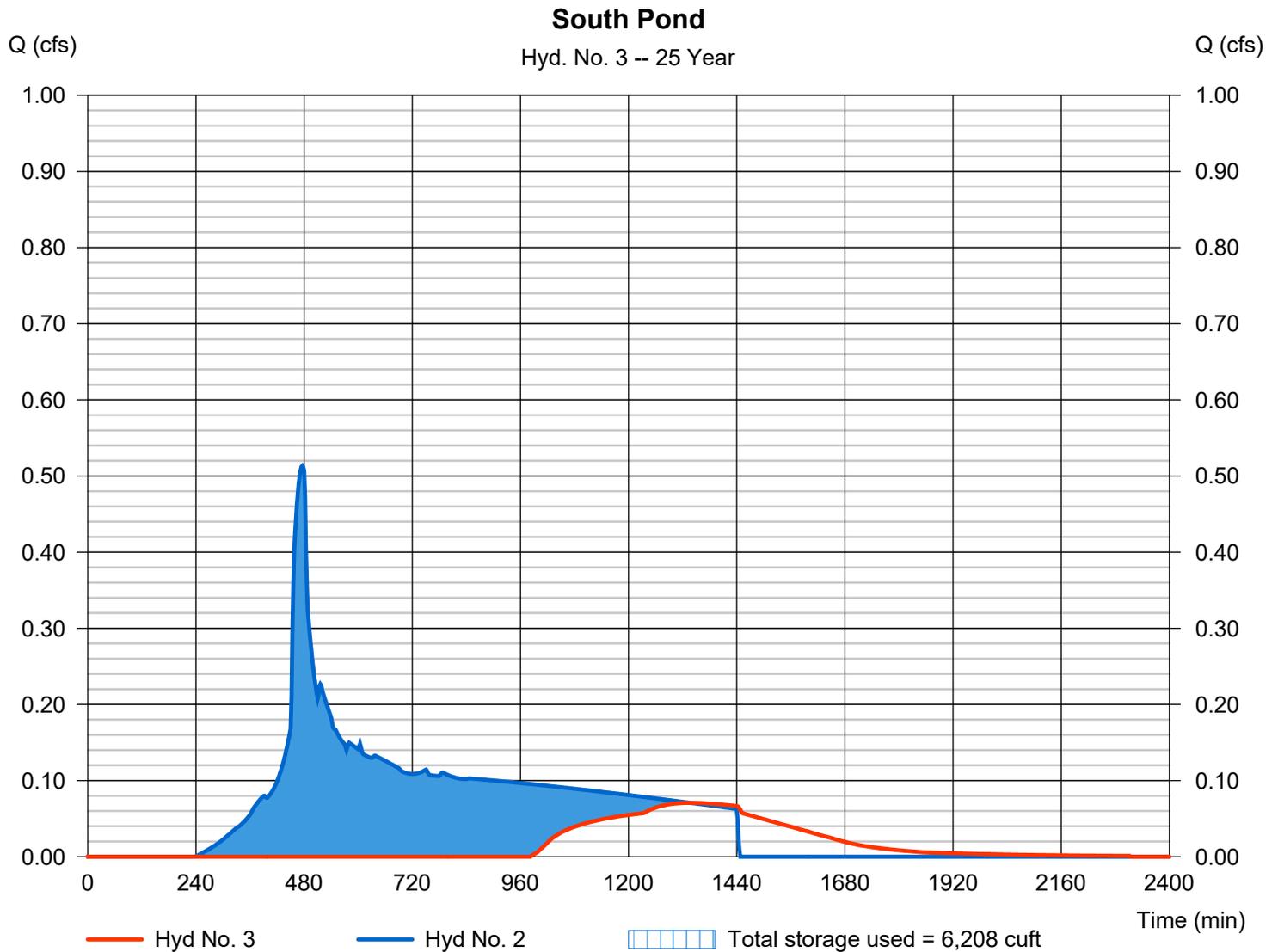
Friday, 08 / 21 / 2020

Hyd. No. 3

South Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.071 cfs
Storm frequency	= 25 yrs	Time to peak	= 1338 min
Time interval	= 2 min	Hyd. volume	= 2,196 cuft
Inflow hyd. No.	= 2 - Post-Dev South	Max. Elevation	= 383.10 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 6,208 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

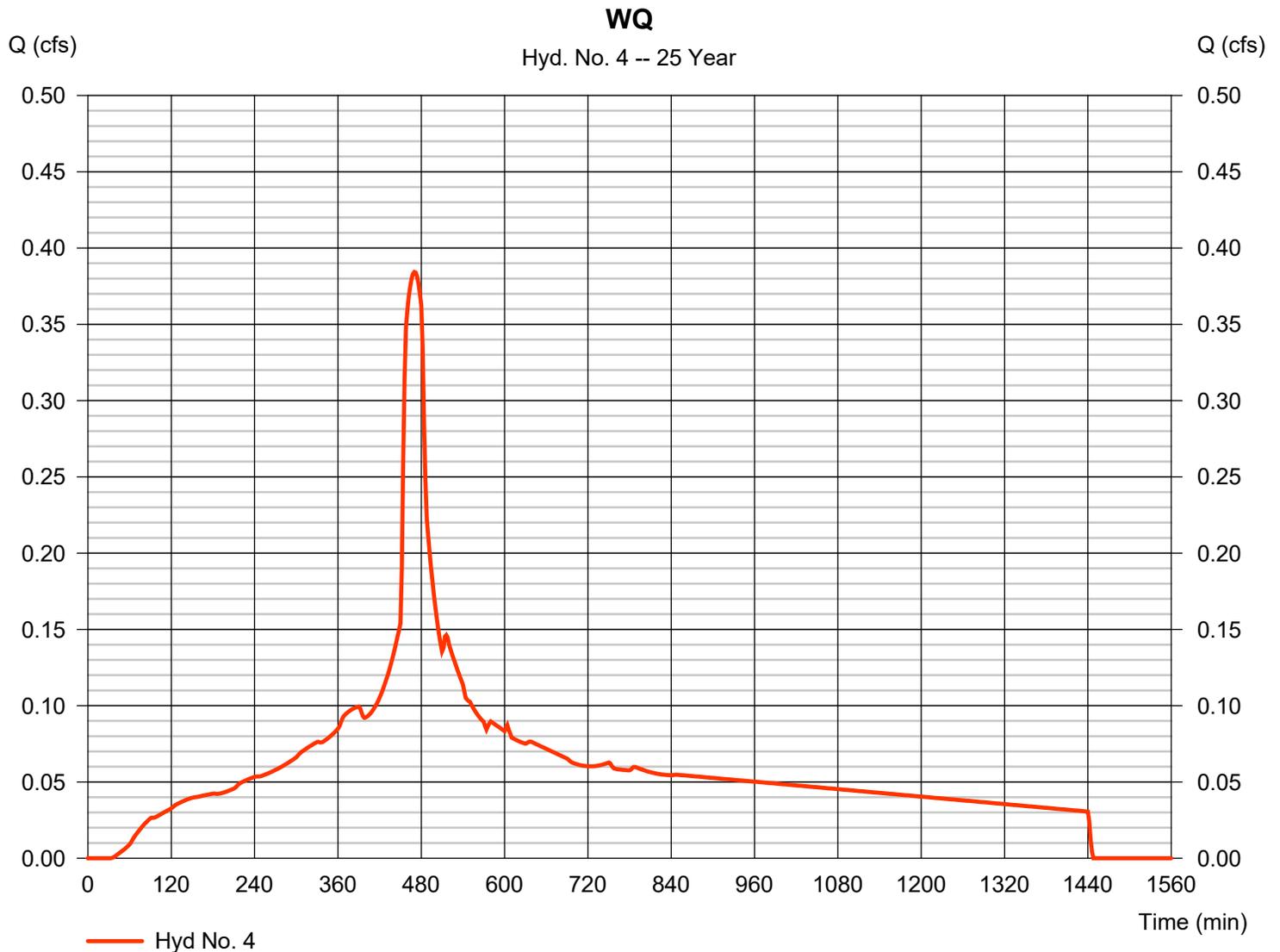
Friday, 08 / 21 / 2020

Hyd. No. 4

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.384 cfs
Storm frequency	= 25 yrs	Time to peak	= 470 min
Time interval	= 2 min	Hyd. volume	= 5,488 cuft
Drainage area	= 0.440 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 3.90 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.440 x 98)] / 0.440



Hydrograph Summary Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Hyd. No.	Hydrograph type (origin)	Peak flow (cfs)	Time interval (min)	Time to Peak (min)	Hyd. volume (cuft)	Inflow hyd(s)	Maximum elevation (ft)	Total strge used (cuft)	Hydrograph Description
1	SCS Runoff	0.226	2	480	4,794	-----	-----	-----	Pre-Dev South
2	SCS Runoff	0.725	2	474	10,464	-----	-----	-----	Post-Dev South
3	Reservoir	0.130	2	910	5,020	2	383.14	6,289	South Pond
4	SCS Runoff	0.475	2	470	6,833	-----	-----	-----	WQ
									567
UDC 2020 South.gpw					Return Period: 100 Year		Friday, 08 / 21 / 2020		

Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

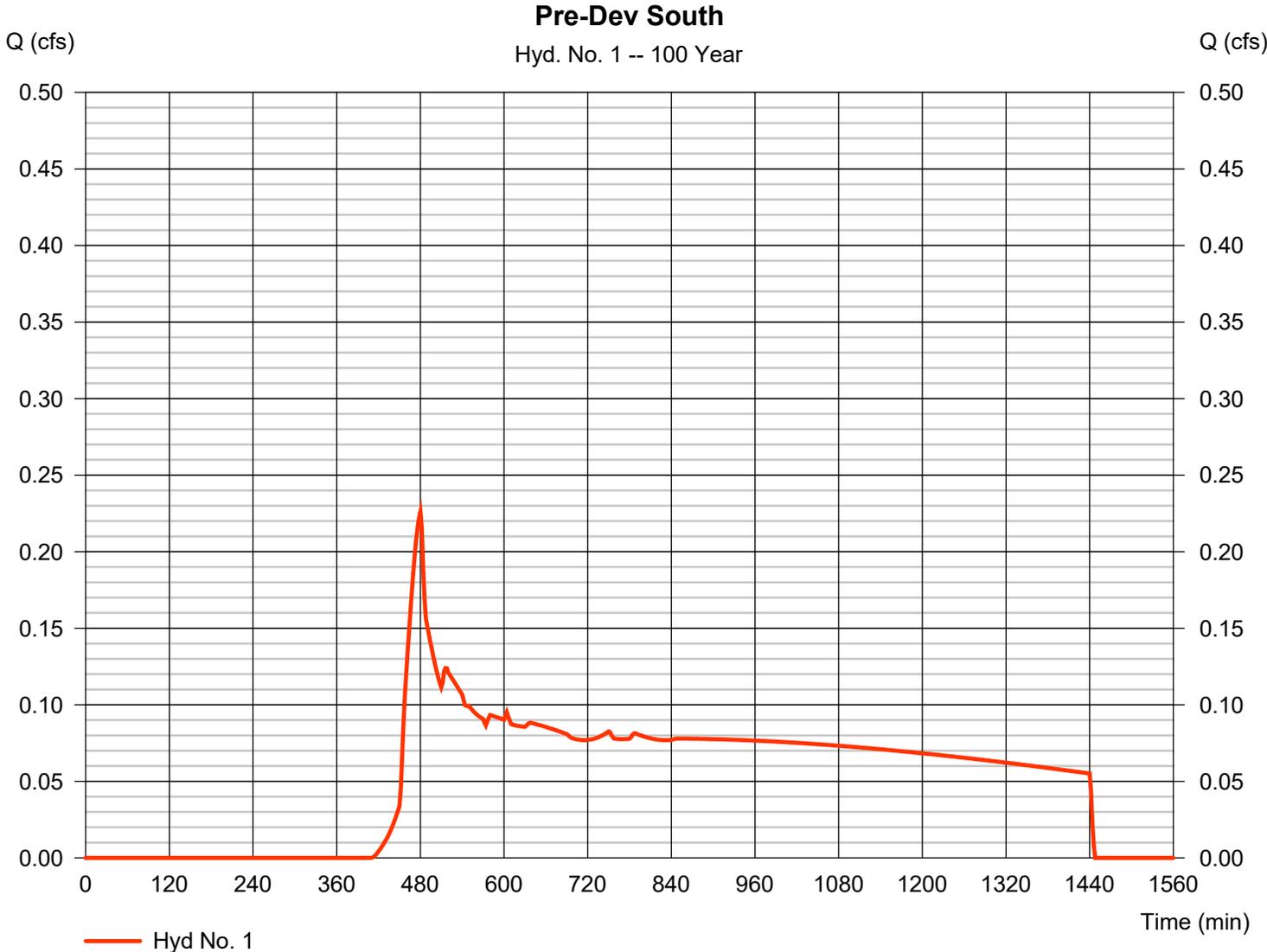
Friday, 08 / 21 / 2020

Hyd. No. 1

Pre-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.226 cfs
Storm frequency	= 100 yrs	Time to peak	= 480 min
Time interval	= 2 min	Hyd. volume	= 4,794 cuft
Drainage area	= 1.070 ac	Curve number	= 62*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.80 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.010 x 98) + (0.050 x 85) + (0.010 x 100) + (1.000 x 60)] / 1.070



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

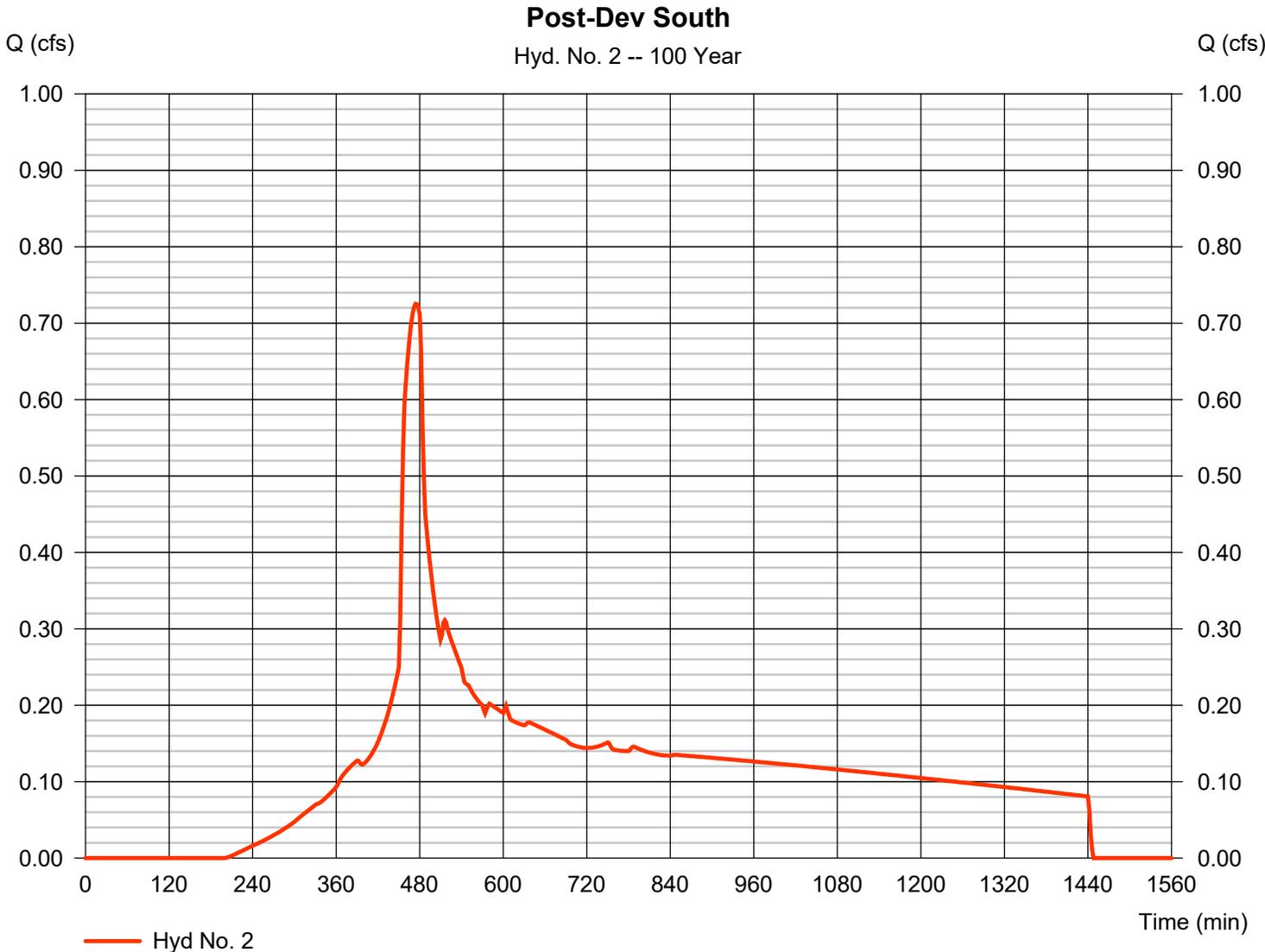
Friday, 08 / 21 / 2020

Hyd. No. 2

Post-Dev South

Hydrograph type	= SCS Runoff	Peak discharge	= 0.725 cfs
Storm frequency	= 100 yrs	Time to peak	= 474 min
Time interval	= 2 min	Hyd. volume	= 10,464 cuft
Drainage area	= 1.060 ac	Curve number	= 82*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.80 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.590 x 98) + (0.030 x 85) + (0.010 x 100) + (0.430 x 60)] / 1.060



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

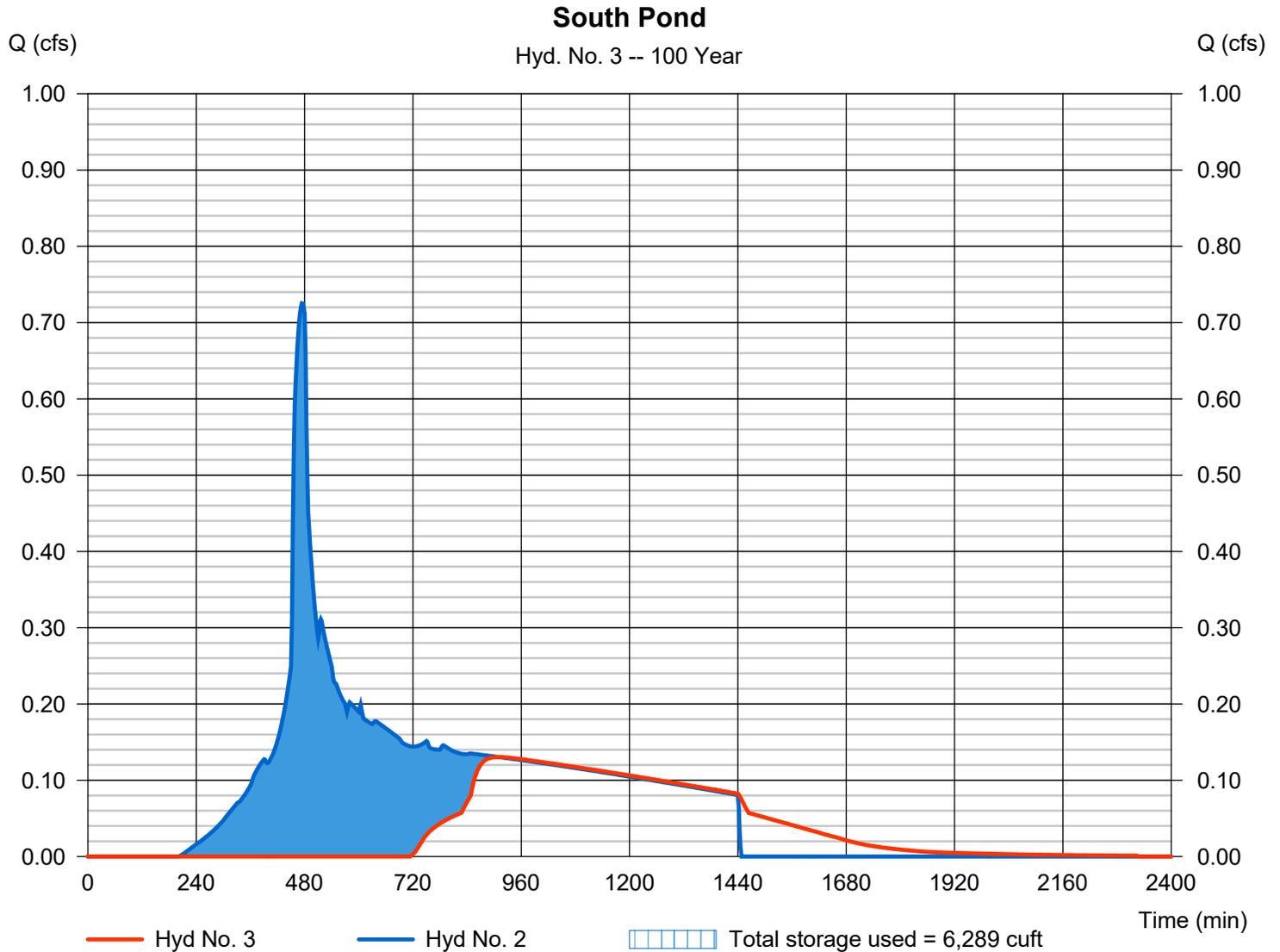
Friday, 08 / 21 / 2020

Hyd. No. 3

South Pond

Hydrograph type	= Reservoir	Peak discharge	= 0.130 cfs
Storm frequency	= 100 yrs	Time to peak	= 910 min
Time interval	= 2 min	Hyd. volume	= 5,020 cuft
Inflow hyd. No.	= 2 - Post-Dev South	Max. Elevation	= 383.14 ft
Reservoir name	= Pond Phase 1	Max. Storage	= 6,289 cuft

Storage Indication method used.



Hydrograph Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

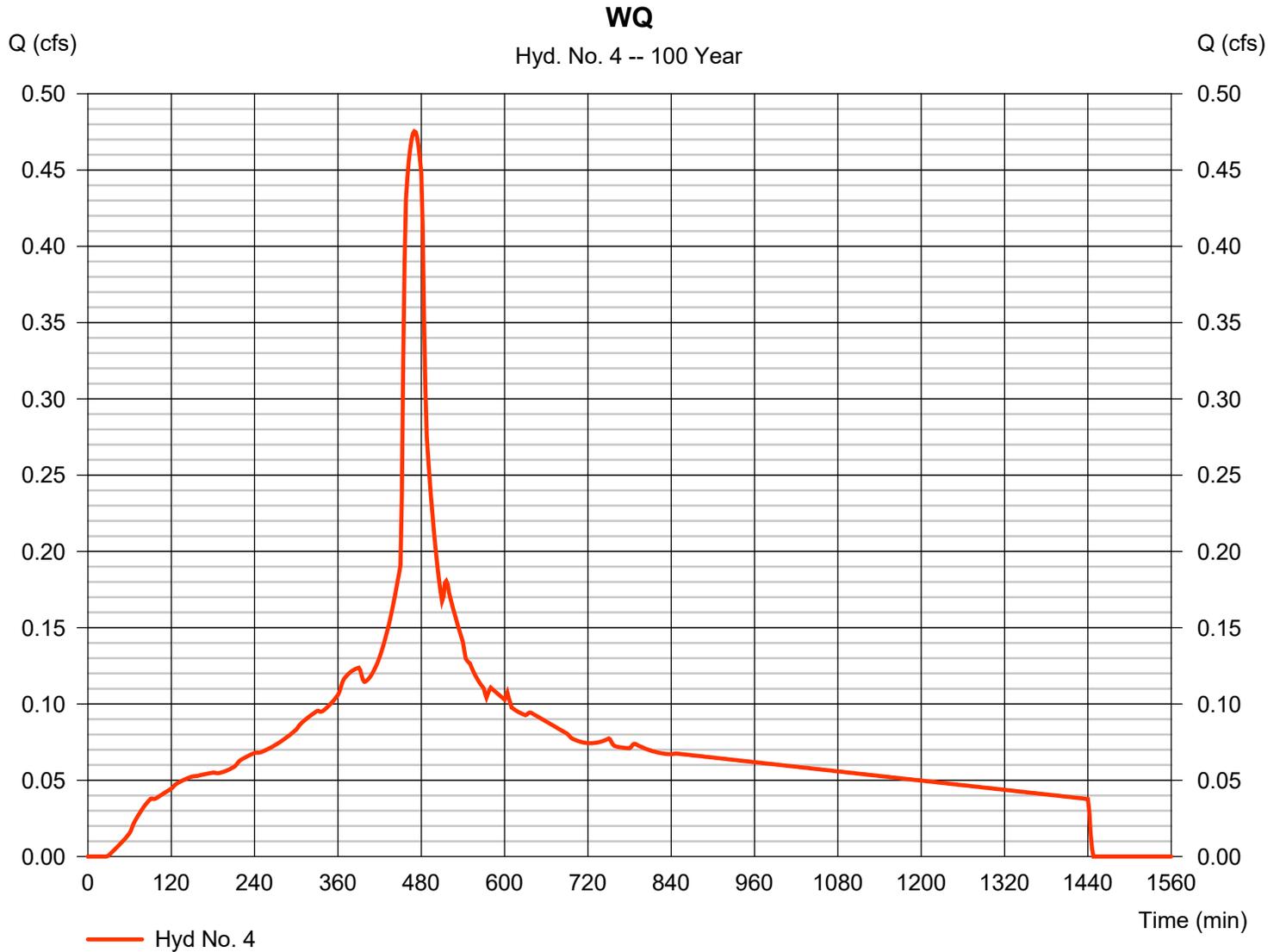
Friday, 08 / 21 / 2020

Hyd. No. 4

WQ

Hydrograph type	= SCS Runoff	Peak discharge	= 0.475 cfs
Storm frequency	= 100 yrs	Time to peak	= 470 min
Time interval	= 2 min	Hyd. volume	= 6,833 cuft
Drainage area	= 0.440 ac	Curve number	= 98*
Basin Slope	= 0.0 %	Hydraulic length	= 0 ft
Tc method	= User	Time of conc. (Tc)	= 5.00 min
Total precip.	= 4.80 in	Distribution	= Type IA
Storm duration	= 24 hrs	Shape factor	= 484

* Composite (Area/CN) = [(0.440 x 98)] / 0.440



Hydraflow Rainfall Report

Hydraflow Hydrographs Extension for Autodesk® Civil 3D® 2019 by Autodesk, Inc. v2020

Friday, 08 / 21 / 2020

Return Period (Yrs)	Intensity-Duration-Frequency Equation Coefficients (FHA)			
	B	D	E	(N/A)
1	0.0000	0.0000	0.0000	-----
2	0.0000	0.0000	0.0000	-----
3	0.0000	0.0000	0.0000	-----
5	0.0000	0.0000	0.0000	-----
10	0.0000	0.0000	0.0000	-----
25	50.2326	15.9000	0.9870	-----
50	0.0000	0.0000	0.0000	-----
100	0.0000	0.0000	0.0000	-----

File name: SampleFHA.idf

Intensity = B / (Tc + D)^E

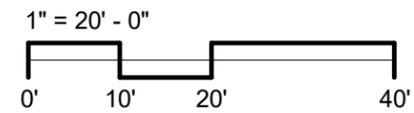
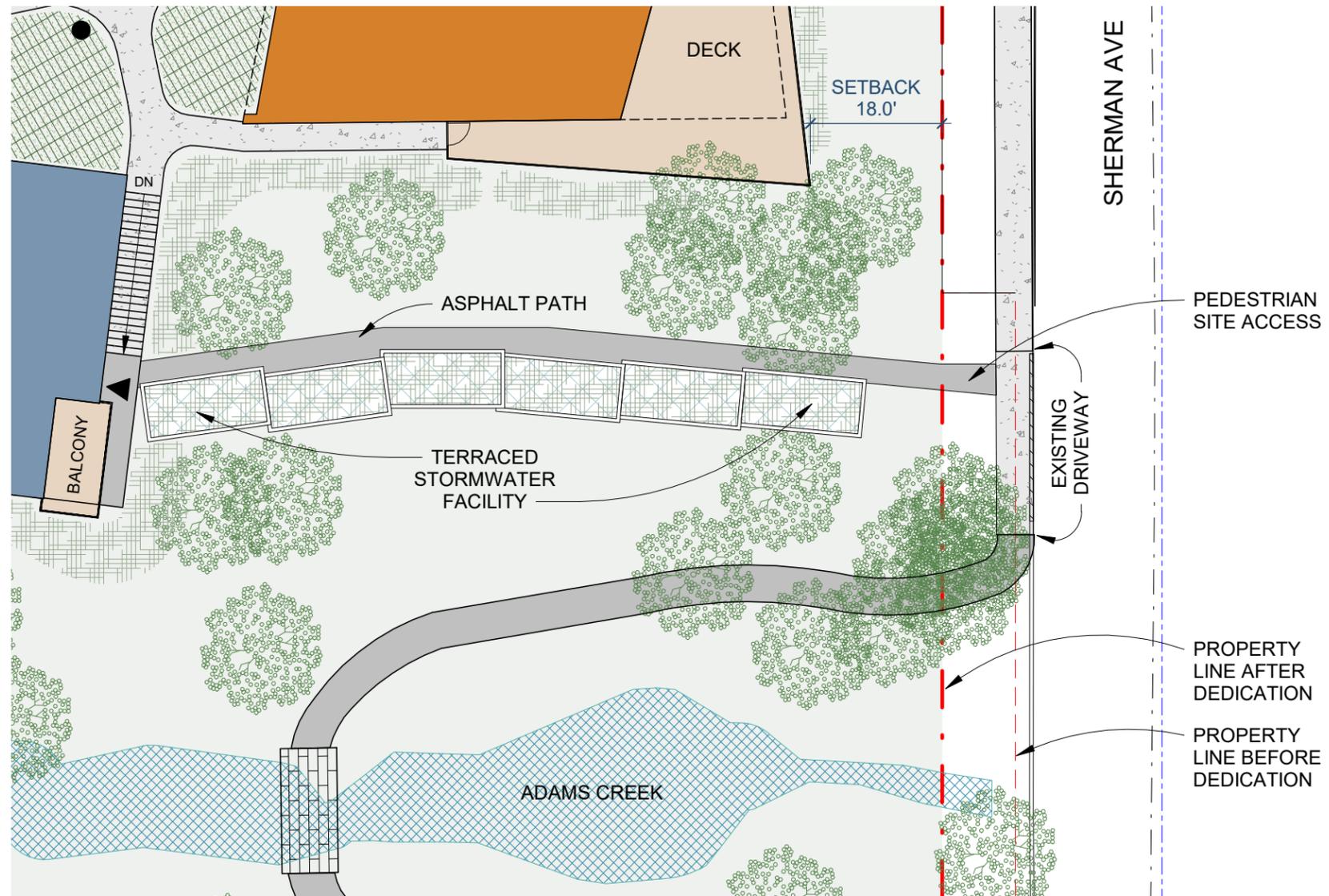
Return Period (Yrs)	Intensity Values (in/hr)											
	5 min	10	15	20	25	30	35	40	45	50	55	60
1	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
5	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
10	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
25	2.50	2.02	1.70	1.47	1.29	1.15	1.04	0.95	0.87	0.80	0.75	0.70
50	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
100	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

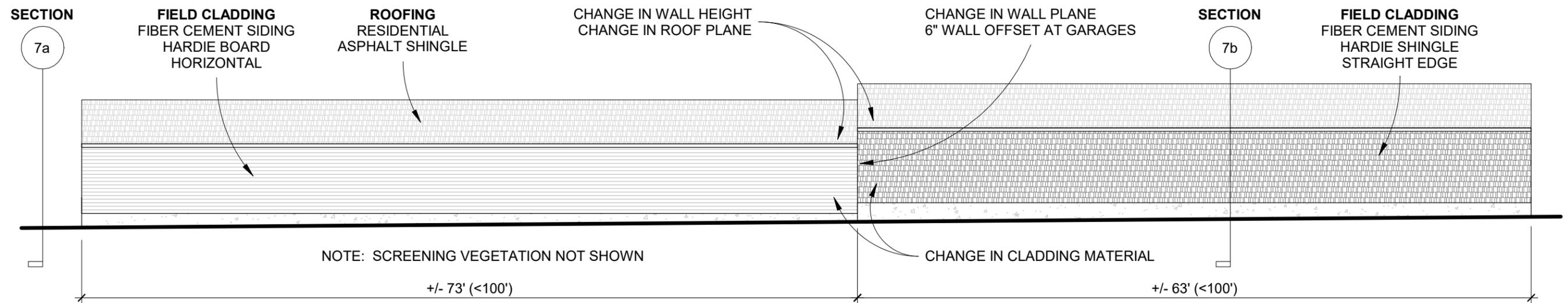
Tc = time in minutes. Values may exceed 60.

Precip. file name: Sample.pcp

Storm Distribution	Rainfall Precipitation Table (in)							
	1-yr	2-yr	3-yr	5-yr	10-yr	25-yr	50-yr	100-yr
SCS 24-hour	1.00	2.00	0.00	0.00	3.30	3.90	4.20	4.80
SCS 6-Hr	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-1st	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-2nd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-3rd	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-4th	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Huff-Indy	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Custom	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

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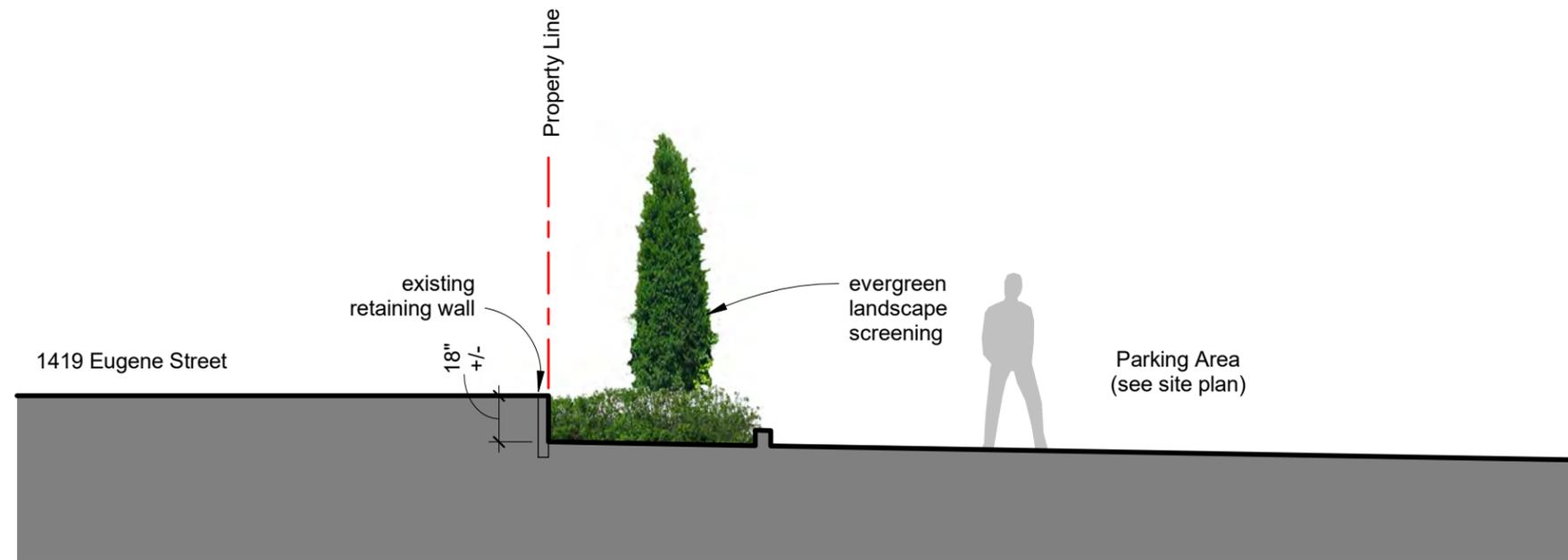




6 COVERED PARKING - WEST ELEVATION

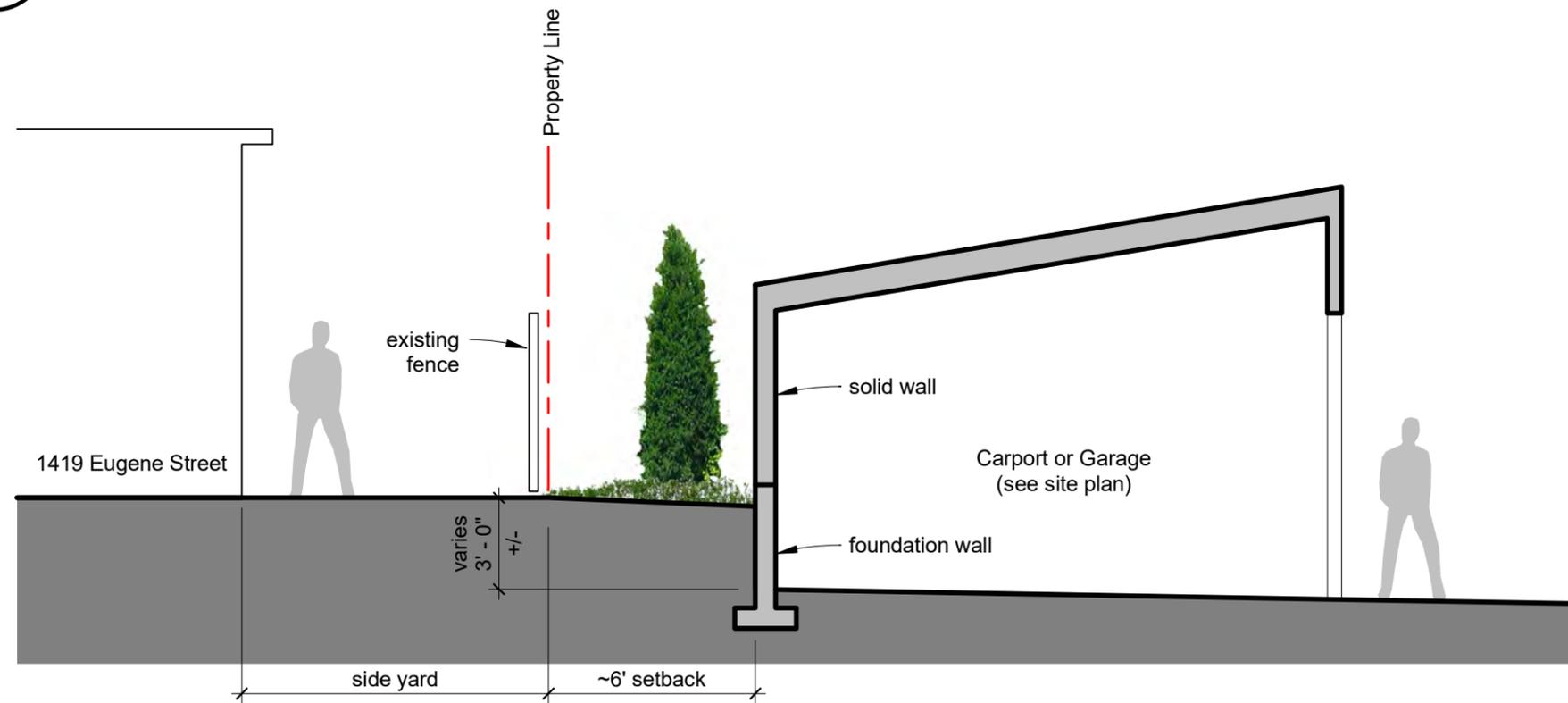
1" = 10'-0"

THIS DRAWING IS A REVISION TO DEMONSTRATE COMPLIANCE WITH HRMC 17.16.050.G
SEE SUBMITTED DRAWING SHEET PR A1.7 FOR ADDITIONAL INFORMATION



7a SECTION AT PARKING AREA

3/16" = 1'-0"



7b SECTION AT COVERED PARKING

3/16" = 1'-0"

Adams Creek Cohousing Outreach Record

1. August 2018 – Property purchased.
2. September 2019 – Hand delivered letters of introduction to all residents of Eugene, Sherman (to 17th), Katie's Lane/Andy's way development, and houses on 13th from Sherman to the Medical office building. Communicated with many residents. Letter provided contact information for the cohousing community.
3. Fall 2019 – Adams Creek Cohousing website was created and linked from previous Gorge Cohousing website. Adams Creek Cohousing website has information on how to make contact for more information. Signs on the site were posted to spread information about the project.
4. January 2019 – Delivered update letter about hiring an architect and beginning design workshops as a forming cohousing community. In letter, invited neighbors to upcoming open house and provided contact information.
5. January 20, 2019 – Open house. Several neighbors came and were introduced to the concept plan.
6. April 2019 – Update to neighbors about decision to remove house and other details. Letter provided contact information.
7. June 2019 – Met with Mr. and Mrs. Kitt to update them on proposed design and particularly public works improvements being requested by city engineering staff between their property and the development.
8. August 2019 – Update to neighbors and mentioned that there will be an official neighborhood meeting in the future per the city planning approval process. Letter provided contact information.
9. January 2020 – Received official notification list from city staff and mailed notification letters per required process and timeline.
10. January 2020 – Received requests for invites from neighbors outside of the official notification boundary. Voluntary additional invites were sent to folks outside of the required radius.
11. January 2020 – Held Neighborhood meeting.
12. February 2020 – In person neighborhood canvassing. Talked with many folks in person and left flyers with contact information.
13. March 2020 – Continued in person neighborhood canvassing.
14. March 2020 – Had a meeting with Mr. Kitt to discuss the project design and specific concerns he and other neighbors had related to the site plan and proposed public works. Mr. Kitt suggested we work directly with a few of the most vocal neighbors who were serving as unofficial representatives for the neighborhood.

Post-COVID

15. Mid-May 2020 – Sent letter to Dan Bell via email offering to meet with him and any other neighbors to discuss the project, answer questions, etc.
16. May 26 2020 – Social distancing meeting with Dan Bell, AJ Kitt, and Romeo Robichaud.
17. May/June 2020 – Second social distancing meeting with Dan, Chet, Melody Robichaud, and Celia.
18. July 25, 2020 – Delivered invites to gatherings at property in 2 weeks with COVID restriction plan for staggered gatherings.
19. August 4,2020 – Open invite staggered gatherings on property. No neighbors came.

Jennifer Kaden

From: Leonard Damian
Sent: Wednesday, August 26, 2020 4:30 PM
To: Jennifer Kaden
Subject: RE: Adams Creek Cohousing: applicant's written submission

Jennifer,

Based on my review of the revised plans, I do not have any revisions to my previous conditions of approval or have any additional comments.

--Leonard

From: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Sent: Wednesday, August 26, 2020 2:28 PM
To: Leonard Damian <L.Damian@cityofhoodriver.gov>
Subject: FW: Adams Creek Cohousing: applicant's written submission
Importance: High

Here are the revised Cohousing plans – let's touch base about review/comment.

Thanks,
Jennifer

From: Seth Moran <smoran@mf-arc.net>
Sent: Tuesday, August 25, 2020 4:33 PM
To: Jennifer Kaden <J.Kaden@cityofhoodriver.gov>
Cc: Joren Bass <joren@udplp.com>; Michael Flowers <mf@mf-arc.net>
Subject: Adams Creek Cohousing: applicant's written submission

Hi Jennifer,

Please find attached a letter (1) and referenced attachments (9) to be submitted as new evidence into the open record. Please don't hesitate to contact us with any questions.

Seth Moran, Architect
MFA | 107 SE Washington | Suite 227
smoran@mf-arc.net
503.358.7421

Attachment O
File No. 2020-03
579



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 31, 2020

Joren Bass

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

Based on the additional information received in regard to the Stormwater Management Plan narrative, calculations, and civil drawings dated 8/21/20, the Engineering Department has the following items to address:

1. **Stormwater:** The revised preliminary concept of stormwater management for the Adams Creek Cohousing project has been deemed as feasible by the City Engineer. A determination of feasible by the City Engineer does not constitute approval of the final engineering. Prior to site development permit issuance, the final grading/site plan, stormwater report, and calculations shall be reviewed for compliance with the Hood River Engineering Standards (HRES) and applicable code specifications at the time of engineered plan review, construction site/ROW permit application, and/or building permit application. Please refer to the HRES to ensure all requirements are met.

Thank you,

Stoner Bell
City of Hood River City Engineer

CATEGORY	SUMMARY OF COMMENT OR ISSUE	CITY RESPONSE, APPLICABLE STANDARD, OR CONDITION OF APPROVAL (COA)
Building Size/Scale	Neighbor recommendation to lower Building 1 to two stories and add units/additional story to Buildings 2 & 3	Fire Chief response (email 8/17/20): “The change of buildings 2 & 3 to 3-story – this from a FD perspective only makes this proposal not workable. If 3-story (not just a daylight side), causes us to have 26’ of access on (2) sides of a building. Their location on the site is problematic for this to occur unless there is an access roadway.”
	Neighbor comment that proposal is not compatible with Single Family Dwellings in neighborhood	R-3 Standard for Height; HRMC 17.16.050.G for Building Design; (p. 25-26 of Findings; COA #7, 21)
Parking	Neighbor concern that 1.5 spaces per dwelling unit is insufficient	Findings pp. 9-10; COA #8
Tree Preservation	Neighbor comment re: tree retention on west side of property	Findings pp. 16-17; COA #14, 15, 16, 39, 53
	Neighbor concern re: hazard trees in creek corridor	N/A – tree maintenance is responsibility of property owner
Eugene St Sidewalk	Neighbor suggestion to construct pedestrian path in Hazel ROW as alternate to Eugene St sidewalk	Requires Approval of Design Exception by City Engineer
Pedestrian Connection to Andy’s Way	Neighbor & Katie’s Lane HOA concern re: creation of pedestrian connection to south to create opportunity to connect to private street Applicant – see letter dated 8/25/20	Findings p. 34; Proposed Condition of Approval #25 <u>Proposed Revised COA #25:</u> The applicant or owner shall modify the site plan to accommodate and grant a public access easement and construct a pedestrian connection between the parking structure and western property boundary that connects the Eugene Street right-of-way south to the southwest corner of the subject property to allow for a potential pedestrian connection to Andy’s Way or the Hood River Middle School. Staff recommends the pedestrian connection be hard-surfaced, 5 feet in width, separated from the neighboring property with a landscape buffer, and constructed prior to occupancy. Installation and maintenance of the pedestrian connection is subject to HRMC 13.20.010. <u>Note:</u> Proposed requirement applicable to ACC property only. If public access easement granted with COA #25, the city would indemnify property owner similar to city responsibility for city sidewalk. Reference to “public street network to the south” references May Street, not PUD streets.
Vehicular Access	Neighbor request/suggestion to allow vehicular access on Sherman Ave. in addition or as alternate to vehicular access on Eugene Street	HRMC 17.20.030.C.6 (p. 37 of staff findings); COA #56. Also subject to Hood River Engineering Standards (HRES); Not eligible for Variance.

Design Exceptions	Neighbors - Multiple proposed exceptions to Engineering Standards lack detail.	N/A for Planning Commission; City Engineer has exclusive authority to review and approve or deny Design Exceptions at time of construction permits.
Stormwater & Grading	Neighbors - Preliminary Stormwater Plan insufficient. Applicant - Updated Stormwater & Grading information submitted 8/25/2020.	City Engineer response dated August 31, 2020
	Neighbor concern re: Impacts to wetlands, seeps. Applicant – see letter dated 8/25/20.	Findings pp. 46-52; COA #67
Objection to Participation by Planning Commissioner Ramey	Neighbors raised objection to participation by Commissioner Megan Ramey	Commissioner Ramey will respond at public hearing.



September 8, 2020

Jennifer Kaden, Associate Planner
City of Hood River

Subject: Applicant's written rebuttal
Project: Adams Creek Cohousing, 1419 SE Sherman Ave, 03N10E35AA Tax Lot 4900

Dear Jennifer,

Please accept this letter as the applicant's written rebuttal to evidence already in the record. We are not submitting any new evidence.

In the interest of brevity, the applicant chooses not to respond to the many comments from concerned neighbors that are beyond the scope of the Hood River Municipal Code or the specific criteria of the quasi-judicial Site Plan Review procedure.

In a few instances below, we have emphasized previously issued City staff summaries to provide a concise summary of key issues for the benefit of the Planning Commission.

- 1) **Conditions of Approval (COA).** Several opponents in their letters or verbal testimony refer to the quantity of *Draft Conditions of Approval* as indicating a "plan that is not well conceived." Some of the opponents have suggested that the Planning Commission should review these items one-by-one. In the interest of efficient use of time during the Hearing, the applicant provides this rebuttal.

Of the 72 itemized conditions under Section V. of the staff report, a vast majority are simply reminders of the building permit submittal requirements. In other words, the same "conditions" apply to any project in the City of Hood River – even projects that are not required to go through Site Plan Review. In the experience of the applicant's architect, it is unusual for a jurisdiction to list these items under the heading of conditions of approval. The quantity of the conditions speaks more to the thoroughness of the staff review than it does to the completeness of the application.

For illustration, here are several examples:

- Condition 28 (and many others) is a reminder of the requirements outlined in the Hood River Engineering Standards. This condition applies to any development in the City of Hood River.
- Condition 31 is a reminder that fees will be assessed for utility connections. This condition and the many others that reiterate normal procedures applies to any development.
- Condition 35 is a reminder that a Geotechnical Report is to be submitted with the building permit application. This applies to any development in the state of Oregon.
- Condition 69 states that mailboxes must be approved by the United States Postal Service. While the applicant appreciates the reminder, this condition is not unique to the proposed development.
- Condition 11 states that any new fences shall meet the objective height and placement criteria of the zoning code. The applicant has not proposed any fences. However, this is a good reminder that the plans are preliminary. The applicant may choose to install a fence to benefit an adjacent neighbor, or to screen mechanical equipment, or to address a new condition of approval requested by the Planning Commission. This is not the City Planner's final review. Any refinements to the design must comply with the zoning code and be in substantial conformance with the approved Site Plan Review.

Attachment P
File No. 2020-03

583

- 2) **Stormwater facilities.** In rebuttal to the neighbors’ and City concerns about the Preliminary Stormwater Plan, the applicant provided updated stormwater and grading information on August 25. See the August 31 letter from the City Engineer stating that the preliminary concept of stormwater management has been deemed feasible.
- 3) **Wetlands and waterways.** In rebuttal to the neighbors’ concerns regarding impacts to wetlands and waterways, the applicant provided a clarification statement on August 25. See the September 1 staff summary reiterating the staff report findings and condition of approval #67 (requiring adherence to state and federal permitting processes for construction activity near wetlands and waterways).
- 4) **Building 1.** In rebuttal to various comments regarding the length, height, and compatibility of Building 1, the applicant directs the Commission’s attention to the September 1 staff summary.

The first row in the table quotes the Fire Chief’s response to the suggestion of moving dwelling units from Building 1 to Buildings 2 & 3 as “not workable.”

The second row in the table references the staff report for building height and design. The applicant’s interpretation is that methods for addressing “scale” and “compatibility” of new structures are built in to the zoning code by way of standards for maximum building height, minimum setbacks, and the multifamily design criteria of HRMC 17.16.050.G (e.g. variety of materials, offsets, canopies, pitched roofs, and other features intended to provide visual interest and to break up long façades).

In summary, the location, size, and design of Building 1 is necessary. It provides needed housing density, accommodates fire department access, addresses multiple requirements of the zoning code, avoids disruption to the wetlands and waterways, and maximizes preservation of significant trees.

- 5) **Offsite Improvements and Design Exceptions.** In rebuttal to neighbors’ varied concerns about required offsite improvements (e.g. Adams Creek Place and new sidewalks), the applicant restates their willingness to work with impacted neighbors, the City Engineer, the Fire Chief, and other City bureaus to discuss creative design solutions. The goal is to balance the intent for safe public facilities while minimizing unintended impacts to specific neighbors due to existing non-standard streets, necessary utility easements, and other unique site conditions. A good example of this is the alignment of Adams Creek Place as it turns to meet unimproved Hazel Avenue. Treating this unique condition as if it were a standard street intersection necessitates the removal of several significant trees. Through dialogue with the neighbors and the City Engineer, the applicant would strive to find an innovative solution that is in the best interest of all parties.

As clearly stated in the September 1 staff summary, the “City Engineer has exclusive authority to review and approve or deny Design Exceptions at time of construction permits.” For additional context, the applicant provides the following excerpt from page 8 of the City of Hood River Engineering Standards:

These Standards are not intended to limit the creativeness and ingenuity, nor substitute for the competent work of the Design Engineer. However, these Standards are intended to provide uniformity in the design and construction of safe public facilities in a manner allowing economical future maintenance. Therefore, any proposed exception to these standards is expected to provide a better or at least comparable result, in every way consistent with sound engineering practices as determined by the City Engineer.

- 6) **Pedestrian connection to Andy's Way.** In the September 1 staff summary, the Planner proposed a revised condition of approval #25. The applicant takes exception to this revision as it places further public burden on the cohousing community and places the project in greater opposition to the desires of its neighbors.

To be clear, the applicant is willing to preserve and improve the historic pedestrian connection along the property line. The applicant's preference is to maintain the trail as a natural path with mulch or similar pervious natural material. We believe this preserves the intent of the neighborhood connection and respects the desired landscaped buffer and natural conditions of the site. As both the applicant and neighbors are concerned about additional paved surfaces, we feel the natural condition should be preserved where possible. The cohousing community respects the existing unofficial neighborhood connection as well as the city's initiative to further develop connections through neighborhoods.

If a hardscape connection is needed, the applicant is willing to provide access through the parking drive aisle to landscaped steps and a path aligned with the end of Andy's Way. The applicant prefers the first option, but this access is a feasible alternative. It's the applicant's understanding that the original condition of approval provided for either option.

The applicant's rebuttal over this revision is as follows:

- a) The current site plan provides a six-foot buffer between the neighboring property and the planned garage and carport parking structures. A natural path and adequate landscape buffer can easily reside within the six-foot area. However, the staff request for five feet of hard surface path leaves only one foot for a landscape buffer.
- b) Per the city engineer's report and other conditions of approval, the cohousing community is required to construct +/- 745 linear feet of off-site public sidewalk. In addition, the applicant is granting thousands of square feet of private property to public dedications and public easements and constructing a public water main connection from Eugene to Sherman. All of this is a significant burden on the project. The applicant finds it troublesome that the City would further ask, as a late revision, for an additional +/- 150 lineal feet of easement and constructed hardscape.
- c) The applicant has worked diligently to address the City's and neighbors' concerns around stormwater management. This revision further exacerbates these tough conditions by adding impervious surface and its associated stormwater detention.
- d) The applicant has repeatedly met with concerned neighbors as noted in the record of outreach that was submitted previously. The number one concern expressed from Andy's Way and Katie's Lane neighbors was the connection and that providing it would promote trespassing. The applicant feels trapped between the City's desire for a neighborhood connection and the private property rights of its neighbors. The applicant would like to acknowledge that the neighboring HOA has the right and most likely will erect a fence to prevent trespassing. If this project is required to construct a permanent hardscaped path to fenced dead end, the burden is not only significant financially, but is also irreversible.
- e) The cohousing community members have concerns – similar to Katie's Lane HOA – about taking on liability for public access across the property. The applicant would like to reserve the right to negotiate the access easement for terms of indemnity, and termination if nuisance or other unlawful activities occur.

The applicant asks the Commission to revise this condition of approval one of two ways:

Option 1. Revise the condition back to the original terms with acknowledgement that a well-maintained softscape natural path is in keeping with the neighborhood and site. This would match many of the current connections Hood River residents utilize as they traverse city parks.

Option 2. Construct the condition of approval contingent on the City receiving a reciprocal easement from Katie's Lane HOA. This would ensure that the burden, financial and physical, born by the applicant is not simply blocked and wasted by a fence or contributing to unlawful trespassing on neighboring property. If the City can obtain such easement by the time the applicant submits or obtains the building permit, we would be happy to provide the requested connection.

The applicant thanks the Planning Commission, City Staff, and concerned neighbors for their continued engagement with this project. We look forward to sharing a brief oral argument to the Commission on September 21 and providing any clarifications necessary to support their deliberations.

Sincerely,

The Adams Creek Cohousing community
Joren Bass, UD+P
Seth Moran & Michael Flowers, MFA
Carlos Garrido, HRK

9/21/2020 City of Hood River Planning Commission Meeting Notes
Meeting held via Zoom Webinar

Commissioners Present: Arthur Babitz (AB), Erika Price (EP), Megan Ramey (MR), Mark Frost (MF), Sue Powers (SP), Bill Irving (BI)

Commissioners absent: Tina Lassen

Staff: Planning Director Dustin Nilsen (DN), Associate Planner Jennifer Kaden (JBK), GIS Analyst Jonathan Sloven-Gill (JSG), City Attorney Dan Kearns (DK), Senior Planner Kevin Liburdy (KL)

Meeting went live: 5:33pm

I. Call to Order

AB call to order: 5:33pm, with explanation of meeting via Zoom video conference based on Governor's declaration.

II. Planning Director's Update

DN asked the commission to be prepared for a hearing on October 5, 2020.

III. Public Hearing

A. FILE NO. 2020-03 – Adams Creek Cohousing Site Plan Review (SPR) - Continuation

PROPOSAL: Site Plan Review to construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements.

AB read the procedural script. This is a continuance of a hearing from August 17, 2020 when public testimony was taken and a request was made to leave the hearing open for seven days. Additional testimony was then submitted followed by rebuttal from applicant, and the record is now closed.

AB asked if there were questions and suggested audience can "raise hands" in the videoconference to ask.

JSG confirmed there is a question.

Jason Barker asked about preservation of rights for appeal. Was it sufficient to submit testimony.

City Attorney Dan Kearns confirmed that the decision is appealable to the city council based on testimony already submitted.

JSG confirmed no other hands were raised.

AB asked for disclosures of bias, conflict of interest and ex parte contact from commissioners.

MF had no new disclosures.

SP had no new disclosures.

BI had no new

EP looked at the site.

MR asked for definitions of bias, conflict of interest and ex parte contact.

DK explained that ex parte contacts are factual information that commissioners may have learned from others, from site visits, etc. to give others an opportunity to rebut. Conflict of interest means you have a financial stake in some manner. Bias is pre-judgement - you're required to make a decision based on facts and criteria and, if you can't based on pre-judgement, you're biased.

MR had no conflict. Had a couple of communications that I thought I shared with planning staff. Received facebook message from Kelly Morris that it appears we had already made our minds up. Asked staff for input. She suggested I was biased and should recuse. Her Facebook post indicated she was against the project. When I applied for the planning commission I explained my interest in housing and active transportation. I pay attention to "desire lines" such as needed Indian Creek trail improvements. In relation to this project, two and half years ago there was a safe routes to school project with middle school when we discussed the superblock of Sherman, May, 13th and 17th and how there was no cross connection, but I was told there was an easement along the north side of property but homeowners on Eugene would not be happy and the school would not open up during school due to potential for gun violence. Noticed that City's Transportation System Plan anticipated a connection. I am a champion of safe routes to school and active transportation. Those informed experiences will not prevent me from upholding law and City goals.

AB no pre-judgement?

MR correct.

AB received email from AJ Kitt during last meeting that was added to record regarding process. No conflict or pre-judgement.

AB asked JSG for audience questions.

Dan Bell, 1509 Eugene St. , question for Commissioner Ramey, during last hearing you noted that you attended potlucks by applicant. When, how many and nature of conclusions?

MR attended one in spring of 2017 at Neshira's home, before the group had a property. Attended based on interest in subject of cohousing.

Jason Barker asked for reaffirmation that MR has no conflicts.

JGS no other hands raised.

DK fundamental requirement is that Megan be able to render an impartial decision and it sounds like that's what she said. Commissioners must confirm if they've pre-judged. Appeals would go to city council which can remedy errors at the commission level.

AB asked if any commissioner would like to move to disqualify any other commissioner. There were none.

AB, does city attorney have any issues to discuss?

DK explained what qualifies as evidence or new testimony. Applicant wishes to speak but has submitted written rebuttal. Read statutory definition of argument vs. evidence. Argument means assertions and analysis, etc., but does not include facts. Evidence means facts. Can refer to evidence that is in the record. Also, there was a claim regarding takings on a neighboring property. The decision before the commission is for this property only so no grounds for takings. A separate question was asked about requiring additional parking, but commission can only use parking requirements that are in the code.

Bill I asked city attorney to summarize City's ability to require pedestrian off-site improvements, sidewalks to 17th.

DK if it's needed to provide pedestrian access to the site, City has "to and through" policies. Generally speaking, off-site impacts are difficult to impose through conditions because nexus is more difficult but that's not to say it can't be done.

AB asked for staff recap.

JBK explained there has been a lot of testimony so started with project background description of the project. Multifamily residential is permitted in the R-3 Zone and applicant has not requested maximum density. Project exceeds minimum landscaping requirements and includes upgrades to street facilities. Needed housing as defined by state law is subject only to clear and objective standards. Described the site's environmental conditions and proposed location of buildings. Plans are preliminary and will be refined before permits are issued for construction. Concerns raised about compatibility, traffic, parking, and impacts to natural features. Staff encourages the applicant to work with neighbors while refining plans. Some of the issues raised include recommendations from staff to modify site layout such as adding an accessible parking space, provide information about retaining walls, setbacks, and updated stormwater plan. Applicant did submit updated stormwater information in the first seven days and I provided a summary of issues in the second seven days. One of those issues is compatibility of scale of buildings. There is no compatibility standard but there is a maximum height standard and requirement for building design. Fire Chief addressing potential changes to height and impacts on fire access. One and half parking spaces are required for multi-family residential. Comments were submitted regarding preservation of trees, and the Natural Features criterion is the place to address the issue. Applicant designed project with idea of preserving trees but some trees will need to be removed. Public comments also addressed pedestrian connections including for pathway on northern portion of site. Applicant requests design exception along Sherman Ave. based on topography; if approved, it would need a public access easement and would need to meet ADA requirements. Staff recommends a condition to provide a pedestrian connection to south of site, and neighbors in Katie's Lane PUD assert City is trying to require path on that site but that is not the case, the path would be required on this site to address mid-block connections. Commission has on several occasions has required pedestrian connection to create a future pedestrian network to and from public streets. Proposal is for cohousing project to create such a connection to facilitate a future connection to May St., aquatic center, etc. Staff is open to revising language in the condition. Applicant also suggested deferring the connection but that is not supported by staff. Other testimony was presented regarding vehicular access. City standards require access from lower classification of streets such as Eugene St. rather than Sherman Ave., and this is why staff recommended access in this manner. City Engineer does not support a design exception to provide direct access to Sherman Ave. Questions?

AB asked commissioners if they have any questions, but try to avoid introducing new evidence.

SP asked what requires vehicle access from certain streets and if it requires access from only one street, or if a second access point could be provided.

JBK responded that code requires access from the one lower classification street. This particular location is challenged by proximity to the intersection of 13th and Sherman and sight distance.

SP asked about events on the site in R-3 Zone.

JBK responded that events would be the same that anyone else can have in their home in a residential zone such as having family over for a party. Would need to look more closely at events that involve a financial transactions that could be considered commercial.

Bill asked why sidewalk was chosen on north side of Eugene St.

JBK responded that it was the applicant's choice but the selected north side may have been less expensive.

Bill can that be related to a specific condition of approval in the staff report?

JBK adequate public facilities are addressed on pages 19-24 of staff report and the sidewalk specifically on page 23. The associated condition of approval is number 52.

Bill it was applicant's decision to place sidewalk on north side of Eugene?

JBK there were many conversations starting with pre-application conference. I can't confirm.

AB continued with script. Next is applicant's final rebuttal. We have already received written rebuttal and it's now the applicant's chance to deliver it in verbal form with no new evidence. Applicant has right to speak last.

Joren Bass, applicant, explained that architect Set Moran will deliver rebuttal.

AB explained we have read all testimony.

Seth Moran thanked commission for opportunity to speak on behalf of 25 households of Adams Creek Cohousing. We used extended record to address concerns. For example, made improvements to northern stormwater facility so that it was deemed feasible by city engineer. Clarified utilities, etc. Reiterating two items. Regarding off-site improvements, cohousing community is willing to work with neighbors and City to address specific improvements. Goal is balance. Examples of calibrations include retaining mature trees. Recommendation for sidewalk on north side of Eugene was by City. Applicant has no objection to condition. Second issue, request assistance from commission regarding connection to Katie's Lane, feeling caught between City and neighbors. Agree with goal for connectivity but don't feel burden is justified. Neighbors likely will build a fence to prevent access. There are other routes, perhaps safer to front door of the middle school. Applicant has worked diligently on stormwater facilities. First choice for pedestrian connection issue is original submittal with no easement. If commission supports staff's recommendation is to retain path, we request a three-foot-wide softscape path rather than five-foot-wide paved path. Thank you.

AB asked commissioners if they have any questions regarding the final rebuttal. There were none.

AB asked staff if anything has been missed before closing the record.

DN staff available for questions but have no further recommendations.

AB explained that handraising is available to audience if there is a procedural objection only. Not taking further comments or evidence.

AB opened deliberation at 6:34pm and asked commission for issues to discuss.

SP suggested discussing pedestrian easement requirement.

MR suggested discussing sidewalk on Eugene.

AB asked Sue to lead discussion on easement.

SP what I thought was an easement was for future connection, but there's not requirements to improve it, correct?

DN easement is legal instrument to allow public pedestrian access. Also discussing level of improvements within easement.

MF asked if there is a way to force a private street to meet connectivity goals.

DN explained that circumstances may differ but can't unilaterally require path through private street.

AB let's talk about what we want to accomplish. Are we in favor of keeping the condition, or modify it?

MR asked if Sherman, May, 13th or 17th meet current standards for block length and perimeters?

JBK explained that the analysis hasn't been done but it probably doesn't meet standards. I can look up block length standards.

MR can I cite something from the TSP?

DN criteria of Title 16 are not being reviewed including the block length standard.

MR in favor of the condition of approval either way.

AB about general support.

MF in favor of future connectivity but doesn't sound like there's a valid connection at this time so open to easement without improvements at this time.

SP support easement but don't want to require improvements in the easement at this time unless tied to Katie's Lane development.

AB difficult to implement requirement to improve something in the future. I like idea of easement without hard surface now or in the future.

MR what about those who are accessibility challenged?

AB good point. Goal is to stub a connection so that, if circumstances change in the future, it can be made.

MR just ADA compliant such as crushed limestone, not necessarily paved.

BI there is no land division so not sure what right we have to exact the connection. Should be focusing efforts on access to the community rather than through the parcel.

MR was in back yard with friends who had no fence so kids ran through their yard. Middle school is a critical hub. No land division but need to look at entire network.

AB there is a hand up, can only take procedural objections.

Jason Barker, not convinced that Commissioner Ramey's observations from her vacation are in the record.

AB continue with discussion.

AB do we have any connection or just create a right for a connection? Suggest at a minimum an easement is obtained. Plat for Andy's Way has a public access easement that ends about 5 or 10 feet of short of this property which seems like an oversight, and we can avoid doing the same. Thoughts?

SP agree, would like to see easement but not hardscaped improvements. Agree with Bill that we can't require connectivity through private space. Kids likely will find their way through.

AB though either side can put up a fence.

MF also support easement without improvements.

BI asked for information about Katie's Way plat.

AB there would be something to connect to if Katie's Lane PUD continued public access easement to property line.

BI but it's not a public right-of-way.

AB I don't know.

MR asked staff for confirmation of Katie's Lane.

BI is that plat in the record?

JBK yes it was submitted by HOA president.

BI see language for public access/egress easement.

AB though it ends five or 10 feet from fence line. Had it been continued to property line, we could have made the connection now.

BI support access easement.

EP support access easement.

MR support access easement and improvement per condition of approval.

AB softscape or more recent language with concrete?

MR more in line with second modification but would say ADA compliant.

AB so you're not set on the width, just hard surfaced?

MR set on ADA compliance.

AB sounds like agreement on easement and question is whether to require it to be improved to fenceline. Any support?

MF not recommending improvement at this time.

SP no improvement.

EP agree with Sue and Mark.

BI agree with Sue and Mark. I think applicant has explained elevation difference is also a problem.

AB I'm torn, but OK with not having it improved at this time.

MR I need to be childrens' voice.

AB the other issue is sidewalk on Eugene.

BI looking for happy medium on path first. Applicant proposes vegetative screen, will need to be removed if ever improved. If screened should be outside the easement.

AB proposal?

BI 30- to 42 inch path with remainder vegetation seems reasonable. I was understanding garage to be set back six feet from property line per plan PRA1.2.

SP not sure how to determine minimum required for sidewalk or vegetation. Seems like two- to three feet needed for vegetation.

MR asked for standard sidewalk width in Westside planning process.

AB I advocated for six feet. I think access more important than screening.

MF I agree with Arthur.

MR I agree with six feet.

EP I agree with six feet.

SP I would like to see two feet of vegetation screening.

AB you think four-feet is adequate given informal nature of connection?

SP yes.

EP I thought six-feet total, not sidewalk with. Could do four-foot sidewalk.

AB four-foot-wide easement? Not sure vegetation needs to be in the easement. If we support Sue's proposal, suggest four-foot-wide easement for path and vegetation can be outside it.

BI not sure two feet is enough.

AB vegetation will grow into it.

BI OK, better than six-foot easement.

MR need six feet wide minimum, wider if multi-use. Why not move things around if this is more important?

BI the long carport is to east. Applicant showed a revised elevation with stepped building. Easement probably 200- 240 feet long.

AB follows fenceline from Katie's Lane to Eugene St.

BI, it's 17 parking spaces long plus a couple extra feet.

AB so tradeoffs between access, screening, and moving parking toward creek.

MR do we have to specify easement location or can there be a requirement to just provide a six-foot-wide easement?

BI we could condition a connection and width but without location but it will need to be shown on the plat.

MR why not put path through the parking lot?

EP there may be liability, safety concerns if public path is through parking area.

AB Megan has a suggestion to be less prescriptive and allow staff to work it out.

MR it's important but can allow staff to work out a solution.

AB but we do need to be clear if requiring vegetative screening per a separate condition.

JBK this is based on HRMC 17.17.040(3) which states landscaping in parking areas shall be planted to lessen visual impact. Pedestrian connection addressed in HRMC 17.20. Condition of approval no. 22 addresses final landscaping plan, and condition no. 23 address code citation for landscaping.

BI wasn't sure if we are screening parking or a structure.

AB neighbor to west should have reasonable expectation that parking area should be screened.

MR I agree, should keep vegetation screen and six-foot easement.

AB would force redesign but squeeze problem to someplace else.

BI suggest four-foot easement between two connection points with location to be finalized between staff and application.

AB OK with that.

SP agree.

MF agree, would be a shame to not use hardscape in parking area and screen it too.

BI are we modifying a condition in a motion?

JBK confirmed the easement is addressed in condition no. 25 which requires prior to occupancy.

AB second question is sidewalk on Eugene. Bill, what are your concerns?

BI testimony from owner on corner of 17th & Eugene, based on where his home is, has different setbacks. And, if trying to get kids to middle school, that forces use of another crosswalk.

AB staff please confirm sidewalk recommendation from City.

DN City recommended sidewalk to be located on north to avoid overhead utilities on south side.

AB we could avoid specifying the location and allow City Engineer to determine.

BI the condition says "north side of Eugene."

AB replace to allow determination by City Engineer?

MF OK.

SP OK.

MR in favor of that change. It looks like there's one existing segment on the north side which may help lower overall cost.

AB, any other issues? I don't think we have much discretion to consider other issues such as character or zoning.

MF I agree, the site is zoned for this. Meets approval criteria. Looking through comments and criteria, I am concerned with R-1 abutting R-3. Concerned with building three-story structures next to one-story homes. Likely to changing how people feel about multi-family and cohousing.

AB any other comments? Motion?

BI move to approve 2020-02.

JBK that's a typo, is 2020-03.

BI move to approve File No. 2020-03, with following modifications: file number, and two conditions: condition no. 52 for sidewalk on Eugene should not specify location and should be determined by city engineer; and condition no. 25 should be amended to require four-foot-wide public access easement that connects to north end of Andy's Way to east end of Eugene.

AB not sure it's best to say Andy's Way.

BI specify the path easement should be from the southwest corner of the property within 8 feet of the property corner to Eugene.

SP seconded the motion.

AB discussion? Amendments?

JBK clarification on condition no. 25.

AB looking for a reference point.

JBK within eight feet of southwest corner?

AB leave some room to make the connection.

BI also clarify when the connection gets recorded. Should be established at time building permits are approved.

AB easement should be recorded prior to issuance of a building permit?

BI correct?

AB motion to amend?

BI yes

SP second.

AB any objections to amend original motion?

MR not sure.

AB those in favor of easement recording prior to issuance of building permit? 6-0 in favor.

AB regarding location, trying to provide enough specificity to put it in the decision.

MR concerned we're doing this in absence of a planning engineer who would draw the route and show exactly where the easement is.

AB concept of endpoints clear. Concept is to make it available for future connectivity providing other side of fence is willing.

MR defer to staff.

AB any other comments? None.

AB vote on amendment motion to approval 2020-03 with amendments to four conditions including correction of file number, easement on south side, sidewalk on Eugene and the timing of recording – those in favor?

MF yes.

EP yes.

AB yes, unanimous on amendment.

AB appreciate patience and emotions of participants, and encourage people to work together.

AB anything else for the good of the order? None.

IV. Adjourn

AB meeting adjourned at 7:44 pm.

8/17/2020 City of Hood River Planning Commission Meeting Notes
Meeting held via Zoom Webinar

Commissioners Present: Arthur Babitz (AB), Erika Price (EP), Megan Ramey (MR), Sue Powers (SP), Tina Lassen TL), Mark Frost (MF), Bill Irving (BI)

Staff: Planning Director Dustin Nilsen (DN), Associate Planner Jennifer Kaden (JBK), Senior Planner Kevin Liburdy (KL), GIS Analyst Jonathan Skloven-Gill (JSG), City Engineer Stoner Bell (SB), City Attorney Dan Kearns (DK)

Meeting went live: 5:31pm

AB gave participants time to get connected

I. Call to Order

AB call to order: 5:33pm, with explanation of meeting via Zoom video conference based on Governor's order

II. Planning Director's Update

DN noted there will be several upcoming meetings but recognizing the large audience for tonight's meeting, did not give detailed update.

III. Public Hearing

AB explained to meeting attendees the meeting is being recorded and then read procedural script.

AB asked if there are any questions about procedures before we begin – if so, click on “participants” button at bottom of screen and “raise hand.”

JSG confirmed there were no hands raised.

FILE NO. 2020-03 – Adams Creek Cohousing Site Plan Review (SPR)

PROPOSAL: Site Plan Review to construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements.

AB asked DK if time for disclosures. DK confirmed.

AB requested disclosures, ex parte, bias or conflict of interest

Megan R asked for definition of ex parte contact and bias

DK explained ex parte contact is any info you've learned about the project by speaking with people or visiting the site, etc. Bias is prejudgment, so irrevocably committed that can't be objective. Conflict of interest is a direct financial stake in the outcome

MR: Zero conflict of interest. As walking and biking advocate have been involved in background trying to create a neighborway between Katie's Lane and Eugene. For ex parte I am neighbors and friends with Peter Zurcher and Becky, and attended potluck before becoming commissioner but none after becoming

commissioner, I do hear updates from neighbors regularly. Also friends with opponent Kelley Morris and we talked about her opposition.

AB asked if you drew any conclusions.

MR: From beginning I was drawn to the concept. Watched documentary "Happy." Motivated by creating community and mitigating carbon emissions, and these themes were general conversation. In contact with Kelley Morris she explained she is not in favor of scale and perceived design as changing over time.

Sue Powers: no conflict of interest or bias but for ex parte drove by site and got appreciation for trees on the site and the nature of Eugene Street, a quiet dead end.

Mark Frost no conflict or bias. Ex parte drove down Eugene today and peaked over barrier to try to understand height difference between road and buildings. I don't think Building 1 is set down very far so interested in learning more about height but site seemed level in that area.

Bill Irving visited site, property was listed for sale, showed to prospective buyers years ago. Familiar with advertising for Adams Creek Cohousing. On board of Big River Community Land Trust and have had preliminary discussions about getting a unit or two to meet non-profit's goals, no financial interest. No bias or conflict.

Dan Kearns: non-profit connection OK.

Erica Price: No conflict, ex parte or bias.

Tina Lassen: muted

AB: No conflict, no bias, ex parte a party to this sent a letter regarding planning dept. staff deeming application complete, I was copied on the letter and it's not in the record. In role as local historian, quite familiar with history of this site and based on my understanding of early settlements in the area I will be asking if conditions adequately address following federal and state antiquities laws.

DN: TL lost from panelists.

AB: Can proceed but will need Tina's disclosures if she reconnects

TL: No conflict of bias. Did site visit on bike, had been on site before when it was previous owners' estate for a sale. Was interested in road network and wasn't sure condition of Hazel or new street. Hazel is like a gravel alley and the proposed Adams Creek road is very narrow, significantly narrower than Eugene.

AB: Would anyone in audience like to question commissioners, or challenge?

JSG: One hand went up and then went down.

AB: Any challenges? No.

AB: Would any commissioner like to challenge a commissioner? No.

AB: City attorney Dan Kearns?

DK: Brief comments regarding state law. Unusual to have stand alone site plan for “needed housing” under state law with no discretionary. Site plan looks at function and what it looks like. Criteria can’t be used to deny. It’s considered a limited land use decision, meaning limited discretion, so comprehensive plan is not a criterion. State law considers this “needed housing” and there has been a good deal of litigation over needed housing in recent years, and upshot is that local governments are prohibited from using discretionary criteria for needed housing, and cannot apply conditions that are not clear and objective, including discretionary design elements. Questions?

AB: If no discretion can be used, why is commission involved, why not staff only?

DK: It could be staff only but state law doesn’t prohibit commission from participating.

AB: Other questions?

DN: Code permits the use but allows director to refer it to the commission. Recognizing interest from neighbors, etc., I elevated to a commission review.

AB: Any other questions?

Bill Irving: Engineering and traffic requirements, how can they impact a finding. Some or quantitative but not driven by City.

DK: Very quantitative, trip generation and critical issues are affected intersections – do they have capacity. Typically that evaluation is done at time of zoning of land, then applications are reviewed to confirm if thresholds are met or if intersections will fail or if there are documented traffic safety hazards, crash rates over time.

BI: What about with regard to pedestrian access?

DK: Might be something in the code but typically not used for approval or denial. Typically look at vehicle trips, intersections and car crashes.

BI: Traffic impact could generate off-site improvements but not pedestrian?

DK: Off site improvements are challenging, constitutional, not attributable to a deficiency that it did not cause.

DN: City Engineer is attending tonight’s meeting and available.

AB: Other questions for DK who will be leaving soon? None.

AB: Based on experience running these meetings, would like to set the tone. Understand people are passionate about their neighborhoods. Commissioners need to be dispassionate. Testify on whether proposal meets or does not meet rules because that’s what the decision will be made on. Help us understand how your testimony relates to criteria. We have to act on the law rather than our opinions. Staff is monitoring for raised hands and will group comments. Need to hear your objectives and if others who haven’t signed up need to speak.

JSG: there is a hand raised.

AB: Allison McDonald, do you have a question?

Alison Bryan McDonald: what about protection of the stream?

AB: Can ask city attorney and staff.

DK: If it relates to clear and objective, non-discretionary, compliance with local Goal 5 inventory are not discretionary. Needed housing rules still apply – the type of development. A discretionary criterion for example would be “consistent with character of neighborhood.” A stream regulation will not be discretionary that way.

Mark Zanmiller: Dan mentioned needed housing – does that imply income?

DK: Doesn't have anything to do with income. Defined broadly to mean housing types needed to meet needs in a UGB at particular prices and heights to meet needs, attached and detached, for owners and renters. All these are needed under the City's comp plan without reference to income level. Affordable housing might be a category of needed housing. This is attached single-family so it is needed.

AB: If in Housing Needs Analysis?

DK: Yes, needed housing.

DN: Counsel is reading from ORS 303 and 307.

DK: And Goal 10, 660...

MZ: OK.

AJ Kitt: Regarding off-site improvements, conditions include off-site sidewalk requirement.

DK: As a general matter, off-site improvements are subject to constitutional requirements. If this development can't be served by pedestrian access for example, City can require completion of connections though need to go through analysis. Off site intersection or new street would not be allowed due to constitutional issues.

AB: Proportionate shares?

DK: Akin to SDCs, charges imposed legislatively and it has been determined there is a direct causal connection. This is an exception.

AJK: OK.

AB: Other questions? No.

AB: Staff report.

JBK: Highlights and recap of staff report. Zoned R-3, High Density. Proposal is multi-family, operated as cohousing. Use is permitted but given interest review was elevated to the commission. Issues to highlight include questions about application completeness. As explained in staff report, state statute requires that if the applicant decides they're not interested in providing additional information, staff is obligated to review based on the information provided. Neighbors raised concerns and in some cases staff has no way to address with conditions such as parking for guests. There are many sections of code that are applicable including 17.03.030, 17.04, 17.16.040, 17.17, 17.20, 17.22. In addition, procedural requirements are in 17.09 for quasi-judicial actions. These were reviewed and addressed in findings.

Will focus on the Site Plan Review criteria. The first addresses natural features. There is a stream, three identified wetlands and seeps, steep slopes, numerous native trees that are considered significant. Applicant provided design that preserves features to the extent feasible. Staff report includes conditions of approval to address issues such as tree protection, grading and to remove invasive vegetation which has already begun. Second criterion relates to grading. Adams Creek is part of City's public storm drainage system. Engineering Dept. provided comments and recommended conditions of approval. The applicant needs to demonstrate there is no adverse effect on neighboring properties and stormwater system. The applicant's stormwater plan is preliminary and we may need to discuss further tonight. Third criterion relates to adequate public facilities to serve the project including streets and utilities, sidewalks. Engineering Dept. provided comments regarding utilities, easements, proportionate shares, sidewalk improvements. Conditions of approval related to some of these public facilities are recommended including additional right-of-way dedication along Sherman Ave. and Adams Creek Place, and frontage improvements on Sherman and Adams Creek Place, proportionate shares at five intersections, and sidewalk improvements. All conditions relate to code provisions. Fourth criterion relates to traffic analysis and report addresses traffic study requirements, access to the site from Eugene rather than Sherman based on street classifications to provide better mobility. Code minimizes number of driveways on Collector streets and increases spacing. Condition of approval recommended to prohibit vehicular access via existing driveway on Sherman Ave. Other criteria relate to outdoor storage and mechanical equipment. There is a design criterion with clear and objective standards. A standard prohibiting uninterrupted façade for at least 100 feet is addressed with a condition. Pedestrian linkage to peripheral streets is basis for sidewalk requirement on Eugene and for a connection at southwest corner of site to Andy's Way, middle school, aquatic center and Jackson Park. Block length standards are not met on this block so a pedestrian connection can address based on HRMC 17.20.030. Page 37 of staff report addresses driveway on Sherman Ave., suggesting bollards or some other limitation. Wetlands and stream protection have been addressed. At time of pre-application conference staff recommended wetland delineation which is included in the packet, and Department of State Lands concurred with delineation. City does not require a buffer for wetlands even when deemed significant, or a buffer for streams that are not fish bearing including Adams Creek. Comment was submitted noting a plan shows a sewer line through a seep but applicant makes case they are not impact any streams or wetlands but may want to ask for clarification tonight. City does not add any restrictions or buffers on this site but state requirements permits for impacts greater than 50 cubic feet for waters of the state. To recap staff report, applicant is proposing 25 dwelling units in three buildings with additional accessory buildings. It is a permitted use and the proposed density is not at the maximum. Proposed density is comparable to Katie's Lane PUD to the south. As noted earlier, City has documented a deficiency is available multi-family housing. Conditions of approval are recommended that staff believes are necessary to meet standards despite needed housing. This site is complicated compared to a flat site with no water or mature trees so there are a number of conditions. Engineering Department raised concerns about the preliminary stormwater plan and whether it can meet the code to have no adverse impact on public stormwater system or neighboring properties. Staff requested additional information but did not receive anything more than verbal assurances. Commission can consider requesting a revised preliminary stormwater plan that demonstrates project conceptually meets code. Unknown if there will need to be changes to site layout to meet stormwater requirements. Commission could alter conditions to ensure that, if there are significant changes to the site, that the layout may need to be reviewed again.

AB: Will now allow commissioners to ask questions but not yet deliberating.

Mark Frost: Question about compatibility which isn't really addressed in the port. Can you explain?

JBK: City used to have a compatibility criterion but years ago code was updated to remove that discretionary standard. It was not addressed explicitly in the staff report. This is a significant change to the site and for the neighbors, however, Local Streets are designed to accommodate up to 1,200 trips per day and this development does not exceed that threshold. You may hear testimony regarding compatibility.

Bill Irving: The traffic analysis was performed based on potential of the project but what about during construction?

JBK: Engineering Dept.

Stoner Bell: Criteria for construction are more about noise and time of day. Also have a state permit for erosion control, but not really a criterion for truck traffic. Typically there is a mobilization and then construction equipment remains on site until homes are constructed and there is more traffic from contractors.

BI: My experience that there are a lot of contractors working on two homes near me. Is there any requirement to try to keep construction vehicles on site vs. off site?

Stoner: Looks like there is an opportunity to do that on this site in the parking lot area. Not sure about our legal ability to condition that.

JBK: We should hear from the applicant.

Sue Powers: what is ingress/egress from Eugene and at what point do housing development need to have more than one point of access? Separately, on wetland delineation, the state concurred but what makes a wetland significant? These are not significant?

JBK: Applicant addressed. Significance is addressed in Oregon Administrative Rules. Wetland specialist determined not significant. Not sure of answer to first question.

Stoner: Wetland flora and soil types are important. Regarding streets?

Sue: Access requirements?

Stoner: Two points of access typically addressed in fire code and I don't believe this development is at that size.

AB: Any other questions from commissioners?

Megan Ramey: Why did staff recommend wetland delineation at pre-application conference? Are there other areas where applicant has exceed requirements?

JBK: I believe Oregon Department of State Lands required wetland delineation. No known excess of requirements.

Megan: Was connection to Katie's Lane needed to meet a requirement from the Transportation System Plan?

JBK: Will need to get back to you.

AB: Other questions?

AB: Jennifer stated that density is similar to Katie's Lane. How measured? Units per acre?

JBK: Yes, the proposed 25 or 26 units on 2.36 acres is 10.6 or 11 units per acre. Katie's Lane is 23 units on 2.2 acres of 10.5 units per acre.

AB: Saw comment about R-3 next to R-1 is an anomaly. Is that the case? Is there any special treatment when R-3 borders R-1?

JBK: No special treatment. There are other places in town where R-3 borders R-1. No specific transition requirements.

AB: Spoke with Dan Kearns about stormwater plan. Staff proposes requirement to that development doesn't move forward before submitting acceptable plans. If we allow them to move forward, does Engineering Dept. believe it's feasible to resolve stormwater requirements in this site plan.

JBK: City will not issue permits for construction site or other until standards are met. Question is when applicant provides final stormwater plan, will that result in significant changes to site layout we see tonight. Not sure.

AB: Understand but city attorney addressed feasibility.

JBK: There is uncertainty.

Stoner: Staff had concerns about plaza section and expressed in written comments, met with applicant's engineer who assured us it can be done verbally. But, explanation based on method that is not consistent with plan so recommended showing calculations but Engineering Department is still concerned about feasibility, with respect to mitigating plaza area without changing the design.

AB: Is there a standard that requirements compliance with state and federal antiquities protections during construction?

JBK: No, not typically included but could as a remainder that applicant is subject to such state and federal law.

AB: Any other questions?

Megan Ramey: The bike boulevard is from County Building on 6th & State, up Serpentine, then Eugene, then Park, Montello, Katie's Lane, and through middle school. Was that neighborway or bike boulevard a consideration and could it be a multi-use path?

AB: Any other questions? None.

AB: OK, time to hear from applicant.

AB: I see a hand is raised.

JSG: Seth Moran.

Seth Moran, architect for applicant and ready for presentation.

JSG: Have visual?

Seth: Yes.

JSG: Promoted you as a panelist, can share your screen.

Seth: Can see slide and hear me?

AB: Yes.

Seth: Introduced himself and provided presentation. Outside of procedural issues and criteria, fabric of community.

JSG: Added Jim Miller, 724 Prospect, founder of Adams Creek Cohousing.

Jim Miller: Provided background of origin of project and how it gathered momentum in the community. There was a struggle to find land. Problem always was zoning. Needed R-3. Akiyama property became available after a couple of years. Thousands of hours have been put into the project to get it to this point. Explained concept of cohousing and values. Community based project does not have a profit motive, so 55% of the land is reserved for green space. By placing parking next to existing street, must less pavement. Many reasons to support cohousing, including diversifying housing stock.

Seth: Narrated slide presentation showing site, connections to streets, alleys. R-3 Zoning establishes criteria. Sherman Ave. is a Collector Street and Eugene is a Local Street, and staff report explains why access is not permitted on Sherman. Roughly forty feet of elevation change from Sherman to Eugene. Tree density provides shading on creek and a buffer from properties to east. Color coded diagram of site depicts property line, creek location, areas shaded green are steep, pink represents needed easement areas, leaves less than half of site as a low impact zone for smart development and much of this area already cleared of trees. Perceived conflict between allowed multi-family housing and natural features and neighboring owners. Proposed site plan shows where traffic enters from Eugene St. to the parking area on southwest portion of site. Three primary buildings in blue. Building 1 is three stories with 15 units, Building 2 is two stories with four units, and Building 3 is two stories with 10 units. Recreation building for bike storage, gardening, waste receptacles. Heart of the community is the common house which allows residents to downsize their homes. Renderings illustrate qualities such as color that are not part of this review process, showing view from a drone at northeast portion of site. Reviewed decision criteria for Site Plan Review that are in addition to zoning standards. Staff report takes no issue with how these criteria have been addressed. Public facilities include utilities, fire department access, streets and sidewalks. City requested sidewalk along north side of Eugene. Property dedication for roadway and sidewalk, and new easement for water loop connection to Sherman Ave. Understand concerns with car trips. Traffic impact letter was provided and Eugene does have adequate capacity. Rain is to be collected in two facilities, slowed down and released to Adams Creek. Regarding feasibility, most jurisdictions request conceptual level of engineering for a site plan review. Project engineer discussed with city engineer and has confidence that any adjustments needed will not require significant changes. For example, additional detention capacity can be placed underground. Protecting natural features is not just a City criterion, it's a value of the development. Commitment to stewardship, restore habitat. R-3 Zone accommodates far more development than area required for landscaping. Multi-story buildings have many benefits including building community through on-site walkway. Equally important are public sidewalks. Connection to Andy's Way and the

middle school. Staff was clear that it wanted connection but also heard concerns from neighbors to south. Applicant requests commissions' feedback on whether to include this connection. Has grade difference of five or six feet from parking area. Other key criteria address placement of parking and orientation, which we have met. Slide shows existing home on Eugene at higher elevation than proposed carport. Slide shows three story Building 1 and existing home to west. Understand concern but right-of-way width is increasing, and vegetated buffer is also proposed. Maximum building heights include 28 feet for single-family and 35 feet for multi-family. With slope of site, there is about 5 or 6 feet of height difference. Staff report addresses compliance with design criteria, and additional slides were presented to depict proposed building elevations. We acknowledge frustration from neighbors but many comments are outside purview of this process. Adams Creek Cohousing reflects smart, multi-family, needed housing.

AB: Questions by commissioners of applicant?

Bill Irving: Adams Creek Place doesn't go through, what vehicular usage is anticipated?

Seth: It is a necessity based on Fire Department access. We would love to reduce to a fire lane or woonerf but after triggering certain criteria City standards require certain improvements. City Engineer may be able to address. Have heard many concerns including at 1421 Sherman regarding unintended consequences. Would love to submit a design exception and reduce width based on minimal use.

Bill: There was a slide on pedestrian access to Andy's Way. Looked at County GIS map and seems connection would be straight into a parking area.

Seth: We understood requirement or request for the connection at the pre-application conference, but heard concerns from neighbors and submitted request without the connection. Would need retaining walls, steps to make grade change in the right location.

Bill: Gravel driveway extension off Adams Creek Place?

Seth: Acknowledges 20-foot water easement, a no build zone and City needs vehicular access to service the public water line that will be underground. Could be other material than gravel.

Tina Lassen: Regarding connectivity to site to community, if there are kids on Sherman trying to get to middle school, is this public access through the site? Will regulations in the community mark these are private only?

Seth: It would be similar to Andy's Way which is private property but there is no fencing or gating to prohibit connections.

Jim: Intent to not to have a gated community. As long as pedestrian meets community values, they're welcome.

TL: It's going to become a natural place for pedestrians so just looking for clarification.

Jim Miller: Planned to post this is private property but visitors welcome, please treat it with respect.

TL: What are pathways made of? Asphalt?

Seth: Mix of asphalt, concrete, limited gravel or compressed rock with approval from City Engineer such as tandem parking spaces if possible.

Sue Powers: Stormwater drainage from parking area designed to accommodate 25 year event. Is that the minimum?

Seth: Stoner?

Stoner Bell: Based on City Engineering standards which are based on code. 25 year event is common throughout Oregon. There are several events including two, 10 and 25 year events. Beyond that looking to avoid overflows that would result in property damage. Common risk tolerance vs. cost.

Sue: Did you say Andy's Way connection exists?

Seth: There is a dirt path through brambles.

Sue: You mentioned a soft wall between existing home and carport. Is that a hedge?

Seth: Could be sight obscuring hedge.

Sue: Not a concrete wall?

Seth: No.

Bill Irving: Building Design and plan sheets PRA1.2 and 1.7. Is the carport enclosed?

Seth: Intended to be combination of carport shade only and some private two-car garages.

Bill: Criterion for uninterrupted facades exceeding 100 feet.

Seth: Difference between carport and garages, and step in elevation would break it up but this could be a point of clarification with staff if other changes are needed.

AB: Any other questions of applicant? None.

AB: Do we need a brief recess before testimony?

AB: Five minute recess, return at 7:56pm.

AB: Return at 7:57pm

AB: Will now take proponent testimony. Have 16 people on list, plus five opponents, no neutral. Three minute time limit, avoid repetition, focus on approval criteria. Already read your written submittals. Any concerns from commissioners? No concerns expressed by commissioners.

AB: Nancy Roach?

DN: Please request name and address.

Nancy Roach, Greg Crafts, 2 Eugene Street. Greg has been involved in innovative housing in Hood River including Katie's Lane and McKinley Court. Those proposals increased housing density and were controversial, and not all had garages. At this time, most people see them as a community benefit. Because we proposed something different, we were accused of doing something illegal and that was hard. Adams Creek Cohousing has similar goals and they're prepared to spend their own money to help community. This is not for profit. We understand neighborhood concerns. Living through construction is hard. We believe this development will be a benefit to the Hood River.

Alison Bryan McDonald: On mute.

Heather Staten, Thrive Hood River, PO Box 1544, Hood River. City has done extensive work on housing including Housing Needs Analysis. This project is needed housing. Concerns tonight are about code and criteria. Jim Miller reminded us that housing is about people and community, and they have proposed to respect the site and build a lot of transportation infrastructure at a very high cost. Some of these projects are on City's project list and developer is agreeing to make the improvements. Encourage approval.

Nashira Reisch, 724 Prospect Ave. in Hood River. Will shorten testimony and submit in a letter. Requesting record be left open. Noted the organizations that Adams Creek Cohousing member participate in. Looking forward to future collaborations. Understand neighbors' concerns. Many of the changes we wanted to make were not possible due to code constraints, but look forward to working with the neighbors. Retract request to leave record open.

AB: That's OK. Anybody has right to request seven day extension to submit written comments and, if that's done, will need to deliberate on September 26.

John Boonstra, 1002 Cascade Ave., Hood River. Fourteen year resident of Hood River and member of Adams Creek Cohousing. Explained why it's important for the project to be approved including energy efficiency, sustainability, restoration. Please approve.

~8:12pm: Marilyn Kakudo, speaking also on behalf of Margaret Tumas, 820 SW Stratton, White Salmon, WA. Support proposal, multi-generational housing. Members have been removing invasive vegetation and there is a strong desire to participate in the neighborhood. Looking into a car-sharing program.

Rebecca Rawson, 1268 Rawson Rd., Hood River. Thirty-one year resident of Hood River. The City Council's 2020 Goals are 100% aligned with Adams Creek Cohousing.

Paul Hoffman, 1328? Cascade Ave, Hood River. Moved to Hood River with family four years ago and bought a home. Support the Cohousing group's goals and decided to attend an open house, then to become members.

Becky Montgomery for Heidi Venture,

Becky Montgomery, 1956 Belmont Ave., Hood River. Member of Adams Creek Cohousing for four years and am reading a statement from a neighbor, Heidi Venture, 713 Katie's Lane, in support the proposal. Request that you follow the codes and act in fairness. It is private property and will become a center of community.

Jack Lerner, 6465 Trout Creek Ridge Rd., Parkdale. One of original members of the cohousing group and have made significant investment. Community has been efforts to meet the City's values because we share those values. Not trying to maximize profits.

Milt Markewitz, 1950 Sterling Place, Apt. 212, Hood River. Relatively new to Hood River. Anticipate upcoming challenges and looking forward to working with this group.

Patrick Rawson, nothing to add. Thank you.

Donna McCoy, 1506 Belmont Dr., Hood River. Resident of Hood River for 15 years, have visited for nearly 30 years, family lives here too. Cohousing provides options for different stages in lives.

Kathleen Patton, 1645 24th Ave, Longview, WA. Thank you. Agree with previous speakers. It is impressive to see the creek emerge from blackberries and ivy, and it's happening because people want to make it happen.

Peter Zurcher, 1956 Belmont Ave., Hood River. Have been involved in project for four years. I agree with previous testimony and this is an important project to meet housing needs.

Tarah Holden: I don't need to speak.

AB: Alison McDonald?

AB: Any other people in favor of the application who wish to speak?

AB: No other proponents. Does anyone wish to speak as a neutral party?

JSG: None.

AB: Opponent testimony next. We have reviewed the written testimony. Concern with allowing Dan Bell to submit testimony for another party.

Dan Bell: Didn't Heidi Venture get to do that?

AB: No, because Becky Montgomery spoke only for Heidi Venture.

Dan Bell, 1509 Eugene St. During hearing have seen about three cars go by. Thanks to those who visited our neighborhood today. Direct you to written testimony, pg. 140 of attachment 3. Question is clear. Application was deemed complete without notifying neighbors. That was incorrect. What was delivered tonight is an incomplete application. They can't address wetland, stormwater or address recommended conditions such as path to Andy's Way. Stormwater pipe is directed into a wetland and impacting the creek. While applicant had a right, the planning dept. did not have a requirement to call it complete. Seventy two conditions indicate this is an unusual plan. Approving all of these details later cuts us out of the public process. There was a laundromat at 13th & State that received water from this site.

AB: Can you repeat reference?

Dan Bell: A-26, page 140 of attachment 3. Is the application complete and ready for a decision? We heard from the City Engineer that there are unresolved issues.

Heather Hendrixson, 1509 Eugene St., Hood River, OR. Urge you to deny the application. Serious concerns about streams and wetlands that the development threatens. Tree removal and impact on creek temperatures. Stormwater pipe directed to a wetland conflicts with statements from the group. Page C-9 shows sewer line beneath a wetland, should be rerouted. Neighborway not included on newest design maps, not clear if there's room. There is a wall along the west side of the carport. Strongly suggested a geotechnical analysis due to groundwater. Wetland not deemed significant because this isn't a fish-bearing stream. No solar panels on buildings, how does that affect building height? Need an easement for jog in sidewalk.

Mark Zanmiller, 1421 Sherman Ave., Hood River. Neighboring house to the west. Not opposed to cohousing but have concerns with design. Written comments relate to staff report and conclusions. Can request seven day extension to provide connections to May comments. Difficult to review with limited details. Seventy two conditions will be difficult for staff. Three-story building out of scale with the neighborhood and we should try to address so prevent problems with infill in the future. If Buildings 2 and 3 were three stories, all structures would be about the same height. Sidewalk on Eugene is hurtful to the neighborhood. What about a walking path along the Hazel alley as an alternative? Request seven day extension to further tie my comments to the planning report.

AB: That's a formal request to leave record open so seven days available for additional testimony.

AJ Kitt, 1420 and 1422 Eugene St. (where parents live), Hood River. Request leave record open for seven days. 100% of access is on Eugene. R-3 use in R-1 neighborhood. There may be other neighborhoods will similar zoning but not similar density. Project covers 19,000-square feet of site next to a home on a 13,000-square foot lot next door, a massive differential in scale. Significantly larger building footprint than other residential buildings in Hood River. Events are anticipated without parking. Other condo developments in Hood River have more parking. Topography is challenging, there is no option to use it so buildings and parking need to be crammed in one spot. Most burdensome attributes affect R-1 neighbors. Pivotal land use application. This is not fully vetted. Request additional information be submitted. Not opposed to development.

AB: Any other opponents?

Jason Barker, 709 Katie's Lane, Hood River. Speaking on behalf of board and HOA with respect to passageway. HRMC 17.20.030(B.4). This is a private street. Disappointed no outreach to HOA. Did speak with Commissioner Ramey about it a long time ago and expressed liability concerns as an attorney. There are other ways to get to pool and middle school. Requirements for providing a submittal?

AB: Staff understand?

JBK: Yes.

Jason Barker: Will put it in writing to extent required.

Kelley Morris, 603 Andy's Way, Hood River. Directly border the cohousing project. Consider negative impacts including my home. Concerned with misrepresentations of several single story structures and one common house. This is a far departure from the original presentation. Concerns with green space and wetland impact. Environmental study should be conducted. Seventy two conditions is a concern. Noise and light pollution from 185 trips per day, with vehicles parking about 10 feet from my house and there has been no proposed mitigation. Will decrease property values. This is not a responsible use of the site. Request more a responsible development strategy.

Dan Bell, reiterate request to keep record open on grounds that applicant showed us maps that we haven't seen before tonight and they should be made available. For example, retaining wall plan shown tonight, and diagram of plans with wetlands and overlays.

AB: You want to see copy of slide presentation?

Dan Bell: Yes, and seven days to respond.

JBK: We will need the presentation for the public record.

AB: Anyone else who wishes to speak in opposition?

JSG: No additional hands raised.

AB: Heard from applicant, proponents and opponents, and had a request to keep record open. So no need for rebuttal tonight?

DN: Correct, new evidence may be submitted for seven days. Then, will have seven days to review that evidence. Then, the applicant is given seven days to rebut.

AB: What about applicant's verbal rebuttal?

DN: Because there will be more evidence, the rebuttal will occur later.

AB: Record open for submittals. Will start next hearing with rebuttal from applicant and final comments from staff before deliberation.

AB: Commissioners OK with opening record for seven days. Next available hearing date is September 21, correct?

DN: Yes.

AB: Any time concerns?

DN: Seven days of information from all sides, then seven days to review.

AB: Need today's presentation before starting the seven-day clock. Can staff get that out tomorrow?

JBK: Suggest leave record open to end of business on August 25, then review by September 1, then final applicant's rebuttal by September 8.

Dan Kearns: Seven, seven, seven is common for open records. Opponents to get the last word on evidence but the applicant gets final word on argument. Applicant gets seven days after record closes to everyone else and we can ask them for oral testimony if they'd like. Recommend oral rebuttal from applicant now.

AB: Repeated dates. Motion?

Bill I. Move to follow schedule that was just outlined.

Erica Price: 2nd motion

AB: Repeats motion with dates for submittal of additional evidence, review and rebuttal. Discussion? None?

AB: Any opposed? No. Consensus to use that schedule. Staff will post on website and applicant will provide slide presentation by noon tomorrow.

JBK: Hand raised in audience.

AB: Questions?

Anne Meadows: Will applicant be allowed an opportunity for oral rebuttal in a future hearing?

AB: Dan, what should I do?

Dan: Ask applicant if they'd like to rebut.

JBK: I also can answer questions if you'd like.

AB: Haven't yet continued. So, is commission OK with oral rebuttal from applicant now and clarifications from staff?

Mark Frost: Now?

AB: Yes, verbal rebuttal now if applicant wishes and written rebuttal later.

Seth Moran: Applicant would like to rebut at hearing on September 21 instead of speaking tonight.

AB: Let's take the second question.

Dan Bell: If there is going to be rebuttal, recommend it comes from applicant or applicant's engineer not proponents.

AB: We allow applicant to rebut and it's their choice who speaks.

AB: Asked commissioner if applicant can make verbal rebuttal at second hearing. I recommend verbal tonight and written testimony going forward. Up to the commission.

AB: If nobody speaks, the way we left it was to accept only written information after tonight, and applicant can do verbal rebuttal tonight.

Mark Frost: There were a number of issues raised tonight, and there may be more upcoming.

AB: Uncomfortable allowing applicant to speak without others speaking at a future hearing. Difficult to prepare and deliberate if new information is presented on September 21.

Bill Irving: Does applicant expect to submit additional information that we haven't yet seen?

Dan Kearns: state law allows new evidence to be submitted when record is open but not at time of final verbal rebuttal. I wouldn't recommend having applicant's engineer speak at next hearing.

AB: What would commission like to do? Move to allow verbal rebuttal?

Bill: Move to take verbal rebuttal tonight.

Megan Ramey: Prefer original motion for seven, seven, seven.

AB: Bill is suggesting taking verbal rebuttal from applicant tonight rather than on September 21.

Erica Price: It's late, can we postpone?

Mark Frost: Move to allow applicant's verbal rebuttal at next hearing on September 21.

Megan: Second motion.

AB: Discussion?

Bill: Not sure what is consequence.

AB: Was trying to avoid oral testimony at a future meeting where new information might be submitted.

AB: Those in favor of motion?

AB: Mark, Tina, Megan and Erica in favor. Motion passes.

AB: OK, so applicant will give verbal rebuttal on September 21, it must be argument only, not new evidence.

AB: OK to wait for staff until September 21? No comments.

AB: OK to recess until September 21 as discussed?

Commission: Yes.

IV. Adjourn

AB meeting adjourned at 9:30 pm.

DRAFT



CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 2nd Street, Hood River, OR 97031 Phone: 541-387-5210

STAFF REPORT QUASI-JUDICIAL SITE PLAN REVIEW

August 10, 2020

Application submitted: February 3, 2020
Application deemed complete: June 3, 2020
120-day deadline: October 1, 2020

To: Joren Bass, Urban Development & Partners
Sherman Avenue Holdings, LLC
From: Jennifer Kaden, Associate Planner
RE: File No. 2020-02 – Site Plan Review Permit File No. 2020-02

I. BACKGROUND INFORMATION:

- A. **REQUEST:** Construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements. (See Attachment "A.1", Preliminary Site Plan.)
- B. **APPLICANT:** Joren Bass, Urban Development & Partners
- C. **PROPERTY OWNER:** Sherman Avenue Holdings, LLC
- D. **PROPERTY LOCATION:** 1419 Sherman Avenue. Legal Description: 3N10E35AA Tax Lot 4900. (See Attachment "B", Location Map.)
- E. **ZONING AND LAND USE:** Urban High Density Residential Zone (R-3). There is an existing dwelling, garage, shed, and driveway on the site.
- F. **PROPERTY SIZE:** Approximately 2.36 acres.
- F. **SURROUNDING ZONING & LAND USES:**
 - North: R-1 & C-2 zones, residential & vacant
 - South: R-3 zone, residential
 - East: R-3 zone, residential and commercial building with offices and Hood River News
 - West: R-1 & OS/PF zones, single-family residential & school
- H. **APPLICABLE HOOD RIVER MUNICIPAL CODE (HRMC) CRITERIA:**
 - 1. 17.09.040 – Quasi-Judicial Actions
 - 2. 17.03.030 – Urban High Density Residential Zone (R-3) Zone
 - 3. 17.04 – Supplementary Provisions
 - 4. 17.16.040 – Site Plan Review Criteria
 - 5. 17.17 – Landscaping and Development Standards
 - 6. 17.20 - Transportation Circulation and Access Management
 - 7. 17.22 – Natural Resource Overlay

- I. **AGENCY COMMENTS.** Affected agencies were notified of this request. The following comments were submitted in response to the notice prior to the public hearing:
 1. City of Hood River Engineering Dept.: Comments attached (Attachment C)
 2. City of Hood River Building Dept.: Comments attached (Attachment D)
 3. Hood River Garbage: Comments attached (Attachment E)
 4. Oregon Department of Transportation: Comments attached (Attachment F)
 5. Oregon Department of State Lands: Comments attached (Attachment G)
 6. Hood River County School District: Comments attached (Attachment H)
 8. City of Hood River Fire Dept.: Comments attached (Attachment I)
 8. US Army Corps of Engineers: No comments.

- J. **NEIGHBORING PROPERTY OWNER COMMENTS:** Property owners within 250 feet of the subject parcel and persons who requested notification were notified of this request. The following comments were submitted prior to issuance of the staff report:
 1. Tarah Holden, comments attached (Attachment J.1)
 2. Elizabeth Kinney, comments attached (Attachment J.2)
 3. Donna McCoy, comments attached (Attachment J.3)
 4. Rebecca Montgomery, comments attached (Attachment J.4)
 5. Peter Zurcher, comments attached (Attachment J.5)
 6. Rebecca Rawson, comments attached (Attachment J.6)
 7. Lindsay & Tyler Miller, comments attached (Attachment J.7)
 8. Heather Hendrixson & Dan Bell, comments attached (Attachment J.8)
 9. John Boonstra, comments attached (Attachment J.9)
 10. Phil Nies, comments attached (Attachment J.10)
 11. John Bishop, comments attached (Attachment J.11)
 12. Jennifer Barwick, comments attached (Attachment J.12)
 13. Dan Bell, comments attached (Attachment J.13)
 14. George Borden, comments attached (Attachment J.14)
 15. Erik Mall, comments attached (Attachment J.15)
 16. Jennifer Barwick & Scott Bean, comments attached (Attachment J.16)
 17. Garth & Bronwen Hager, comments attached (Attachment J.17)
 18. Dan Bell et al, comments attached (Attachment J.18)
 19. Roy & Addie Schwartz, comments attached (Attachment J.19)
 20. Dan Bell et al, comments attached (Attachment J.20)
 21. Dan Bell, comments attached (Attachment J.21)
 22. Dan Bell, comments attached (Attachment J.22)
 23. Dan Bell, comments attached (Attachment J.23)
 24. Dan Bell, comments attached (Attachment J.24)
 25. Dan Bell, comments attached (Attachment J.25)
 26. Melissa Noblett, comments attached (Attachment J.26)
 27. Dan Bell, comments attached (Attachment J.27)
 28. Heather Staten, comments attached (Attachment J.28)
 29. Dan Bell, comments attached (Attachment J.29)
 30. Kathleen Johnson, comments attached (Attachment J.30)
 31. Chester Johnson, comments attached (Attachment J.31)
 32. George Borden, comments attached (Attachment J.32)
 33. Addie Schwartz, comments attached (Attachment J.33)
 34. Mark Zanmiller, comments attached (Attachment J.34)

K. HISTORY:

1. Pre-Application Conference held April 26, 2019
2. Site Plan Review application submitted February 3, 2020
3. Application deemed incomplete March 4, 2020
4. Additional application materials submitted May 1, 2020
5. Application deemed incomplete May 28, 2020
6. Additional application materials and information submitted June 3, 2020
7. Application deemed complete pursuant to ORS 227.178 June 3, 2020
8. Agency referrals mailed and e-mailed June 16, 2020
9. Notice of Public Hearing mailed July 27, 2020
10. Planning Commission hearing scheduled August 17, 2020

L. ATTACHMENTS:

- Attachment "A.1" – Preliminary Site Plan/Landscaping Plan (Sheet PR A1-2; 4/30/20)
- Attachment "A.2" – Applicant's Project Narrative (4/30/20) & letters (4/30/20 & 6/4/20)
- Attachment "A.3" – Preliminary Elevation Drawings (Sheets PR A1-3 – PR A1-7; 4/30/20)
- Attachment "A.4" - Preliminary Civil Plans (Sheets C1 – C9; 4/30/20)
- Attachment "A.5" – Applicant's Traffic Assessment Letter (4/23/20) & addendum (6/2/20)
- Attachment "A.6" – Applicants preliminary Stormwater Management Plan (excerpt; 2/10/20)
- Attachment "A.7" – Wetland Delineation Report (June 2019), cover letter (4/28/20), & addendum (6/3/20)
- Attachment "A.8" – Department of State Lands Wetland Concurrence Letter (9/11/19)
- Attachment "B" – Location Map
- Attachment "C" – City Engineering Dept. comments, July 22, 2020 & August 10, 2020
- Attachment "D" - City of Hood River Building Dept. comments, June 22, 2020
- Attachment "E" - Hood River Garbage comments, June 24, 2020
- Attachment "F" - Oregon Department of Transportation (ODOT) comments, July 1, 2020
- Attachment "G" - Oregon Department of State Lands comments, June 26, 2020
- Attachment "H" - Hood River Middle School comments, June 22, 2020
- Attachment "I" - City of Hood River Fire Dept. comments, August 10, 2020
- Attachment "J.1 – J.34" – Written comments submitted, January 28 – July 31, 2020

II. FINDINGS OF FACT:

1. HRMC 17.03.030 – URBAN HIGH DENSITY RESIDENTIAL ZONE (R-3)

A. Permitted Uses:

1. Detached single-family dwellings for residential use and accessory structures
2. Duplexes and triplexes for residential use
3. Multi-family dwellings for residential use, subject to HRMC 17.16
4. Manufactured homes for residential use
5. Mobile home parks subject to HRMC 17.12
6. Residential care facilities
7. Group residential, if fifteen (15) or more persons, subject to site plan review
8. Transportation facilities subject to HRMC 17.20.050(A)
9. Public parks, playgrounds, and related facilities in an approved subdivision, subject to site plan review

10. Accessory uses permitted when accessory to residential use:
 - a. Accessory dwelling units subject to HRMC 17.23
 - b. Bed and breakfast facilities subject to HRMC 17.04.110
 - c. Family day care subject to HRMC 17.04.100
 - d. Home Occupations to subject to HRMC 17.04.100
 - e. Hosted homeshares and vacation home rentals subject to HRMC 17.04.115
11. Townhouse projects for residential use including:
 - a. Three (3) or fewer townhouses subject to HRMC 17.19
 - b. Four (4) or more townhouses subject to HRMC 17.16 and HRMC 17.19.

FINDINGS: The subject parcel is current developed with a single-family dwelling, detached garage, shed, and driveway. The existing buildings are proposed to be demolished. **A condition of approval is recommended to alert the property owner to obtain a Demolition Permit prior to removing any existing buildings.**

The applicant proposes to develop a multi-family residential project that includes 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements. Multi-family dwellings for residential use are a permitted use in the R-3 zone, subject to Site Plan Review in Hood River Municipal Code (HRMC) 17.16. HRMC 17.01.060 defines “multi-family dwelling” as a “building designed or used exclusively for the occupancy of four (4) or more families living independently of each other and having separate housekeeping facilities.” The term “housekeeping facilities” is not defined in the municipal code, however the definition of “dwelling unit” describes “independent living facilities” to include “permanent provisions for living, sleeping, eating, cooking, and sanitation.” Thus, staff interprets this to mean that, at a minimum, each dwelling unit shall include a sleeping area, a kitchen, and a bathroom. No floor plans were submitted, however the project narrative describes the project will include more than 4 dwelling units in Buildings 1, 2, and 3 that appear to be consistent with this definition. **A condition of approval is recommended to require that Buildings 1, 2, and 3 are designed and constructed in conformance with the requirement that each building include at least 4 dwelling units with separate housekeeping facilities.**

Accessory structures are a permitted use in the R-3 zone. The project includes three proposed accessory structures or buildings – a carport/garage and two common buildings. According to the project narrative (Attachment A.2), one common building is for indoor recreation and recycling, and the other is for common gathering and dining:

The two community structures contain shared resources that allow residents to “downsize” their private residences. Examples of the types of spaces include a central recycling area, bicycle storage, a workshop for crafts and gardening, guest suite, laundry room, and a shared kitchen and dining area for the community to come together for weekly shared meals. These amenities are accessory to the residential use and are not open to the general public.

Based on the project narrative, staff understands that the “Common House” on the Site Plan (Attachment A.1) will include a guest suite, a laundry room, and a common kitchen and dining facility. Both “community structures” are proposed for shared use by residents and guests of the development.

HRMC 17.01.060 defines “accessory use or accessory structure” as a “use or structure incidental and subordinate to the main use of the property and located on the same lot...” The term “subordinate” is not defined in the zoning code and the term “incidental” is not defined on its own. HRMC defines “incidental and essential” as a use which is subordinate and minor in significance and size to the primary use, and which has an integral relationship to the primary use.” HRMC 17.01.060 defines “structure” as “that which is built or constructed, an edifice or building of any kind, or any piece of work artificially built up or composed of parts joined together in some definite manner.”

With twenty-five dwelling units in 3 buildings, staff finds that the primary use of the property is multi-family residential. The other structures provide functions integral to the multi-family residential use, including garbage and recycling collection and parking. The Common House provides a shared-use facility for residents that is an amenity customary and subordinate to the primary residential use. It also includes a guest suite with all of the defining elements of a dwelling unit – provisions for living, sleeping, eating, cooking, and sanitation. As such, although accessory to the primary use, staff included the guest suite of the Common House in the total number of dwelling units for purposes of calculating density and parking. Staff finds that the proposed carport/garage, common house, and recreation building each qualify as accessory structures incidental and subordinate to the primary multi-family residential use.

The proposed multi-family residential development is a permitted use in the R-3 zone, subject to HRMC 17.16 (Site Plan Review) as addressed below.

As part of the Site Plan Review, the Building Official and Fire Chief provided comments (Attachments D and I). As part of the building code and permit review, the applicant will be required to demonstrate compliance with the requirements of the fire code and building code prior to issuance of building permits or prior to occupancy, as applicable.

B. Conditional Uses: In the R-3 zone the following uses are allowed subject to the provisions of Chapter 17.06:

1. Hospitals, sanitariums, rest homes, nursing or convalescent home
2. Schools and child care centers
3. Public parks, playgrounds, and related facilities
4. Utility or pumping substations
5. Religious institutions
6. Planned unit developments
7. Professional offices
8. Hostels

FINDINGS: There is no existing Conditional Use on the site and none is proposed at this time.

C. Site Development Requirements Except for townhouse projects which are subject to HRMC 17.19, the minimum site development requirements are as follows:

1. The minimum lot or parcel size shall be 5,000 square feet.
2. Minimum requirement for building sites: Per detached single dwelling unit or duplex, a minimum of 5,000 square feet. Each unit thereafter shall require an additional 1,500 square feet.
3. A minimum frontage of fifty (50) feet on a dedicated public street.
4. A minimum frontage of thirty (30) feet on a dedicated public cul-de-sac.

5. Lot Coverage: Subject to HRMC 17.04.120

FINDINGS: The subject parcel is approximately 2.36 acres in area. No division of land is proposed. The building site development standard in HRMC 17.03.030.C requires 5,000 square feet of property for the first dwelling unit plus an additional 1,500 square feet for each additional dwelling unit. According to the Hood River County Assessor's data, the subject property is approximately 2.36 acres in size. According to the applicant, the net area of the property (accounting for required right-of-way dedication) is approximately 101,183 square feet in area. As such, the site development standards permit up to 65 dwelling units can be constructed on the site. Twenty-five (25) multi-family units plus the guest suite of the Common House for a total of twenty-six (26) dwelling units are proposed, consistent with the standard.

The subject property includes 241 feet of frontage on Sherman Avenue and approximately 195.25 feet of frontage on an unimproved public right-of-way, both of which are public dedicated streets. The proposal is consistent with the minimum frontage standard. The subject property does not include frontage on a cul-de-sac, thus HRMC 17.03.030.C(4) is not applicable.

Compliance with maximum lot coverage standards is discussed below in HRMC 17.04.120.

D. Setback Requirements: The minimum setback requirements shall be as follows:

1. No structure shall be placed closer than ten (10) feet from the public right-of-way line of a public dedicated street.
2. Garages that directly face adjacent streets shall be at least twenty (20) feet from the nearest public right-of-way lines of the public dedicated streets. Garages so constructed to not face an adjacent street may be ten (10) feet from the nearest right-of-way line of the dedicated public street. Detached garages so constructed to not face an adjacent public dedicated alley may be five (5) feet from the right-of-way line.
3. Side yard/rear yard.
 - a. No structure shall be placed closer than five (5) feet from the side property line.
 - b. Structures greater than twenty-eight (28) feet in height shall be eight (8) feet from the side property line.
 - c. No structure shall be placed closer than five (5) feet from the rear property line.
 - d. Projections may not encroach more than three (3) inches for each foot of required yard setback width.
 - e. Structures greater than 28 feet in height shall be ten (10) feet from the rear property line.

FINDINGS: HRMC 17.03.030.D includes standards for setbacks, the lines "beyond which a structure may not be built." (HRMC 17.01.060). The foundation and exterior walls of the buildings are integral elements of the structures and therefore are subject to setback standards. The Site Plan (Attachment A.1) depicts the proximity of the proposed buildings in relation to property lines.

HRMC 17.03.023.D.1 requires a 10-foot setback from a public right-of-way. The northern property line, as adjusted by a required 10-foot property dedication pursuant to street standards described below in HRMC 17.16 and 17.20, is the right-of-way boundary for Sherman Avenue. As depicted on the Site Plan, approximately the southern half of the western property line is the right-of-way boundary for an unimproved public right-of-way (to be improved as Adams Creek Place). The Site Plan depicts the "common house" as the building or structure

closest to the northern property line (Sherman Avenue ROW) and set back approximately 18 feet from the public right-of-way consistent with this standard. The Site Plan depicts Building 1 and the carport as the structures located closest to the public right-of-way on the western boundary of the property. The Site Plan indicates that the western exterior wall of Building 1 is set back 10 feet from the western property line, however patios, stairs, and possibly eaves and retaining walls are located within the 10-foot setback. Pursuant to HMRC 17.04.060, retaining walls up to 4 feet in height are permitted within all setbacks. At-grade patios and walkways also are permitted within setbacks. Pursuant to Director's Interpretation 2019-19, at or below-grade steps are permitted in setbacks. Other than the stated exceptions, all other building elements, including eaves, must be located outside of the required 10-foot setback from a public right-of-way. More information is needed to determine conformance with the 10-foot setback from the western public right-of-way. **A condition of approval is included to require that Building 1 is designed and constructed to meet the 10-foot setback required from a public right-of-way.**

HRMC 17.03.030.D.2 requires garages that directly face an adjacent street are set back at least 20 feet from the right-of-way or, if they do not face the street, they must be set back at least 10 feet from a right-of-way. Staff interprets this provision to apply to carports, as well, because they can be easily converted to garages in the future. The Site Plan depicts the northern end of the proposed carport is closest to, but not facing the public right-of-way west of the subject property. The distance from the right-of-way to the carport is not labeled on the Site Plan, however it measures approximately 19 feet from the right-of-way, in compliance with the minimum required setback of 10 feet. **A condition of approval is included to require that the Carport is designed, sited and constructed such that it meets the 10-foot setback required from a public right-of-way.**

HRMC 17.03.030.D.3 includes standards for the side and rear setbacks. Except as provided under HRMC 17.03.030.D.3(d), structures must be set back at least 5 feet from the side property line(s) for structures up to 28 feet in height. As explained below, the proposed height of the carport appears to be less than 28 feet as measured from existing grade. As depicted on the Site Plan, the carport is the building located closest to a side property line (the western side property line) and appears to be located such that it meets the required 5-foot setback from the western side property line, however **a condition of approval is included to require that the Carport is designed, sited and constructed such that it meets the 5-foot setback required from a side property line.**

Except as provided under HRMC 17.03.030.D.3(d), structures must be set back at least 5 feet from a rear property line for structures up to 28 feet in height. As explained below, the proposed height of the carport appears to be less than 28 feet as measured from existing grade. As depicted on the Site Plan, the carport is the building located closest to the rear (southern) property line and appears to be located such that it meets the required 5-foot setback from the rear property line, however **a condition of approval is included to require that the Carport is designed, sited and constructed such that it meets the 5-foot setback required from a rear property line.**

Pursuant to HRMC 17.03.030.D.3(d), certain projections are permitted to encroach into a side or rear setback up to 3 inches for every required foot of setback. For a 5-foot side setback, a projection can encroach up to 15 inches into the setback. HRMC 17.01.060 defines "projections" as "architectural features such as cornices, eaves, canopies, sunshades, gutters, chimneys, and flues." The Site Plan appears to depict eaves on the proposed carport projecting

into the side and rear setbacks, however details were not provided. **A condition of approval is included to require that the carport is designed, sited, and constructed such that eaves project no more than 15 inches into a side or rear setback.**

All other proposed structures and buildings appear to be sited such that they are located well outside setbacks, however **a condition of approval is included to require that all buildings shall be designed, sited, and constructed in conformance with setback standards.**

E. Maximum building height: Thirty-five (35) feet for all uses except residential development; twenty-eight (28) feet for all residential development. Multi-family dwellings are permitted up to thirty-five (35) feet. All other residential development may be conditionally permitted up to thirty-five (35) feet subject to HRMC 17.06.

FINDINGS: The maximum allowed building height for multi-family dwellings is 35 feet as measured from existing grade. Pursuant to HRMC 17.01.060, building height is measured either from the highest existing grade adjacent to a building when the existing grade change is less than 10 feet, or at a point 10 feet above the lowest existing grade when the existing grade change is greater than 10 feet – whichever yields the greater building height. Staff evaluated the heights of the proposed multi-family dwellings as follows:

Building 1: According to the existing grade information provided on the elevation drawings (Sheet PR A1-4, Attachment A.3), the existing grade change for Building 1 is less than 10 feet (381' to 387.5'), thus building height will be measured from the existing grade highest a point within 5 feet (387.5'). Using the information provided by the applicant, the proposed height of Building 1 is 34.8 feet (roof ridge height of 422.3' – 387.5' = 34.8') in conformance with the standard, however **a condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Building 2: According to the existing grade information provided on the elevation drawings (Sheet PR A1-5, Attachment A.3), the existing grade change for Building 2 is more than 10 feet (374' to 388'), thus the building height will be measured from a point 10 feet above the lowest existing grade at the building corners (374' + 10' = 384'). Using the information provided by the applicant, the proposed height of Building 2 is 26.5 feet (roof ridge height of 410.5' – 384' = 26.5'), in conformance with the standard. **A condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Building 3: According to the existing grade information provided on the elevation drawings (Sheet PR A1-6, Attachment A.3), the existing grade change for Building 3 is more than 10 feet (367' to 380'), thus the building height will be measured from a point 10 feet above the lowest existing grade at the building corners (367' + 10' = 377'). Using the information provided by the applicant, the proposed height of Building 2 is approximately 33.3 feet (roof ridge height of 410.3' – 377' = 33.3'), in conformance with the standard. **A condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Carport: No existing grade information was provided for the Carport. The elevation drawings indicate the proposed building height is approximately 12 feet (Sheet PR A1-7, Attachment A.3). **A condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Recreation Building: According to the existing grade information provided on the elevation drawings (Sheet PR A1-7, Attachment A.3), the existing grade change for the Rec Building is less than 10 feet, (383' to 390'), thus building height will be measured from the existing grade highest a point within 5 feet (390'). Using the information provided by the applicant, the proposed height of the Rec Building is 12 feet (roof ridge height of 402' – 390' = 12') in conformance with the standard, however **a condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Common Building: According to the existing grade information provided on the elevation drawings (Sheet PR A1-3, Attachment A.3), the existing grade change for the Common House is less than 10 feet, (375' to 382'), thus building height will be measured from the existing grade highest a point within 5 feet (382'). Using the information provided by the applicant, the proposed height of the Common House is 12 feet (roof ridge height of 397.4' – 382' = 15.4') in conformance with the standard, however **a condition of approval is included to require additional existing grade elevations at all building corners and as needed to verify the building height.**

Building height will be verified for all buildings at the time of building permit.

F. Parking Regulations:

1. All individual dwelling units, duplexes, and triplexes shall be provided with two (2) parking spaces for each unit on the building site, one (1) of which may be within the required front yard setback area.
2. Multi-family dwellings shall be required to furnish one and one-half (1½) off-street parking spaces per dwelling unit on or adjacent to the building site.
3. Required setback areas may be utilized for off-street parking for multi-family dwellings.
4. Parking spaces utilizing access from a public dedicated alley may be located within the setback area.
5. All parking areas and driveways shall be hard surfaced prior to occupancy, under the following circumstances:
 - a. New construction
 - b. Change of use
 - c. New or expanded parking area
6. Bicycle parking as required by HRMC 17.20.040.

FINDINGS: Multi-family residential development is required to provide 1.5 off-street parking spaces per dwelling unit on or adjacent to the building site. Required setback areas may be utilized for off-street parking for multi-family dwellings. Pursuant to HMRC 17.01.060, Definitions, parking spaces must be at least nine (9) feet wide and eighteen (18) feet long.

The proposed development includes 25 multi-family dwelling units, and the equivalent of a dwelling unit in the Common House. For twenty-six (26) dwelling units, a minimum of 39 parking spaces is required. As depicted on the Site Plan (Attachment A.1), the applicant proposes to provide a total of 39 off-street parking spaces: 15 covered parking spaces; 16 tandem parking spaces (8 wide x 2 deep); 7 uncovered, non-tandem spaces; and 1 ADA space. Comments provided by the Building Department (Attachment D) indicate that more than one ADA parking space will be required pursuant to the building code. **A condition of approval is included to require that the project plans are revised to meet the parking standards, including ADA standards. The development shall be designed and constructed to include at least the minimum number of required parking spaces.**

Some of the comments received from neighbors include concerns about parking – both in terms of adequacy of the minimum number of spaces required and in terms of guest parking for gatherings or events. Staff has no authority to require additional on-site parking in excess of the number of spaces required by the zoning and building codes.

The City also does not regulate who parks on a public street. The City does enforce local, state, and federal parking standards and laws on public streets in the city limits. This includes issues such as blocking fire hydrants, double parking, parked against a yellow curb, blocking mailboxes, parked against the flow of traffic, and blocking driveways.

Eugene Street, Adams Place, Hazel Avenue, and Sherman Avenue are public streets. Hazel Avenue is unimproved and not designed for on-street parking. Sherman Avenue is a collector street with limited on-street parking as signed. Eugene Street is a public street designed for on-street parking on both sides of the street. The pavement width measures approximately 30 feet. The City's standards for local streets include a minimum paved width of 28 feet (HRMC 16.12.060(B.6) Figure 16.12-E (Local Streets Standard Diagram). As described and conditioned, Adams Creek Place will be improved to include 28 feet of pavement width and a 1.5' gravel shoulder on the west side (Attachment C). Parking will not be permitted on the east side of Adams Creek Place pursuant to comments provided by the Fire Department (Attachment I).

Comments received (Attachment J) include concerns regarding accommodations for guest and event parking. Off-street guest parking and special event parking are not required by the code for residential uses, under HRMC 17.03.

HRMC 17.03.030.F(5) requires that all parking areas and driveways are hard surfaced. The project narrative (Attachment A.2) indicates the parking areas will be hard-surfaced. The Site Plan indicated the hard-surfacing will include patterned concrete and asphalt. It appears that half of the tandem parking spaces are proposed to be gravel, which is not consistent with the hard-surfacing requirement. **A condition of approval is included to required that all parking areas and driveways (except as provided in the water line easement on the northern portion of the site) shall be hard surfaced prior to occupancy. Hard surfacing means asphalt, concrete or other similar surface that is accepted by the City Engineering Department. The applicant shall submit materials and method of construction to the Engineering Department as part of the construction documents and building permit submittal for approval prior to construction.**

Bicycle parking is addressed below in HRMC 17.20.040. As conditioned, the proposal is consistent with these requirements.

G. Signs: All signs shall be in conformance with the sign regulations in this title.

FINDINGS: No information was provided regarding signs. In order to ensure compliance with the city's sign regulations, **a condition of approval is included to require sign permits shall be obtained from the City of Hood River prior to installation of any new signs on the site.** As conditioned, the proposal is consistent with these requirements.

H. Landscaping. All landscaping shall be in conformance with the landscape standards in this title.

FINDINGS: HRMC 17.17 includes standards for landscaping. Landscaping is addressed below in HRMC 17.17.

2. CHAPTER 17.04 – SUPPLEMENTARY PROVISIONS

17.04.020 Access. Every lot or parcel shall have access on a street other than an alley, for at least twenty (20) feet of width.

FINDING: As described above, the subject property has frontage and access on two public rights-of-way, in excess of 20 feet of width on both, in conformance with this standard.

17.04.040 General Exceptions to Building Height Limitations. Vertical projections such as chimneys, spires, domes, towers, aerials, flagpoles, and similar objects not used for human occupancy are not subject to the building height limitations of this title.

FINDING: The project narrative (Attachment A.2) indicates that no vertical projections are proposed. **A condition of approval is included to alert the applicant that the building permit plans will be reviewed for conformance with this standard.**

17.04.050 Fences and Walls.

- 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.
- B. Height is measured from original ground elevation in accordance with the City Engineering Standards.
- C. A fence that is six (6) feet or less as measured from original ground elevation in accordance with City Engineering Standards, is not considered a structure for purposes of setbacks established in this title.
- D. All retaining walls are considered structures from purposes of setbacks, and may not be located within the front, side or rear setback for a building except as provided in this title.

FINDINGS: According to the project narrative (Attachment A.2), no fences are proposed, however a **condition of approval is included to ensure compliance with HRMC 17.04.050 for any fences or walls proposed in the future.**

17.04.060 Retaining Walls.

- A. 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.
- B. If more than one retaining wall is located within the setback, the distance between each wall must be equal to the height of both walls, and the area between the walls must be landscaped.
- C. There shall be no more than 4' of exposed wall face on a retaining wall within a setback adjacent to a public right-of-way.
- D. One retaining wall of any height may be located within or on all property lines if the wall retains earth on the adjoining parcel and, if on a corner lot or parcel, when vision clearance requirements are met.
- E. Height is measured from original ground elevation in accordance with the City Engineering Standards.
- F. The limitations on location and height of retaining walls in this title do not apply to retaining walls located within the public right of way for the purpose of constructing or maintaining the public right of way.

FINDINGS: Details for proposed retaining walls were not submitted. The site is sloped and retaining walls are expected in the location of the detention ponds, and likely along some sections of walkways and the sidewalk along Sherman Avenue.

The Engineering Department provided comments (Attachment C) regarding retaining walls including:

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.

A condition of approval is included to require that details of all proposed retaining walls are included in the construction drawings submitted for building permits, must meet City Engineering Standards, the standards in HRMC 17.04.060, and may require a building permit as determined

by the Building Official. Retaining walls located within a public right-of-way require a City permit and must be stamped by a PE.

17.04.120 Maximum Lot Coverage

FINDING: Pursuant to HRMC 17.04.120.B.5, “Multi-family dwellings are exempt from the lot coverage requirements but shall comply with HRMC 17.16 Site Plan Review criteria and HRMC 17.17, Landscaping and Development Standards.” Thus, the standards in HRMC 17.04.120 are not applicable.

17.04.130 General Requirements for Parking Lots

A parking lot, whether an accessory or principal use, intended for the parking of four (4) or more automobiles or trucks shall comply with the following stipulations:

1. Areas used for standing or maneuvering of vehicles shall have hard surfaces maintained adequately for all-weather use and be so designed as to avoid flow of water across sidewalks.
2. Access aisles shall be of sufficient width for all vehicular turning and maneuvering.
3. Service drives to off-street parking areas shall be designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access, and provide the maximum safety of pedestrians and vehicular traffic on the site.
4. Service drives for parking lots shall have a minimum vision clearance area formed by the intersection of the driveway center line, the street right-of-way line, and a straight line joining said lines through points fifteen (15) feet from their intersection. Exceptions may be granted by the Building Official with the provision of safety devices.
5. Landscaping shall be in conformance with the landscape standards in this title. Duplexes are excluded from this requirement.

FINDINGS: The proposed development includes a shared parking lot with more than 4 parking spaces, thus is subject to the standards in HRMC 17.04.130. The parking area features 90-degree parking on either side of a 23-foot drive aisle for a majority of the 39 spaces.

HRMC 17.03.130(1) requires hard-surfacing of the parking area designed to avoid water flow across sidewalks. Hard-surfacing of the parking area is discussed above in HRMC 17.03.030.F, Parking Regulations, and **a condition of approval is included to required that all parking areas and driveways (except as provided in the water line easement on the northern portion of the site) shall be hard surfaced prior to occupancy. Hard surfacing means asphalt, concrete or other similar surface that is accepted by the City Engineering Department. The applicant shall submit materials and method of construction to the Engineering Department as part of the construction documents and building permit submittal for approval prior to construction.** Drainage of the parking area will be reviewed by the Engineering Department in conjunction with review of a final Stormwater Management Plan for the project.

HRMC 17.04.130(2) requires access aisles are designed with sufficient width for all vehicular turning and maneuvering. The aisle width for the proposed shared parking lot is noted as 23 feet on the Site Plan (Attachment A.1) which is generally sufficient for vehicular maneuvering.

HRMC 17.04.130(3) requires service drives are designed and constructed to facilitate the flow of traffic, provide maximum safety of traffic access, and provide the maximum safety of pedestrians and vehicular access on the site. The parking lot features one two-way drive aisle or service drive at

the north end of the parking lot. The applicant describes proposed design features to address traffic flow and safety for vehicles and pedestrians in the Project Narrative (Attachment A.2):

The proposed development has one service drive connecting Adams Creek Place to vehicular parking areas. A bulb-out style curb at the terminus of Eugene Street establishes traffic flow and protects onstreet parking on the south side of the street. Pedestrians will not be required to walk across the service drive to access their residences as they are able to use the plaza and surrounding walkways. To maximize pedestrian safety, a raised walk along the north edge of the service drive provides convenient access to the public sidewalk on Adams Creek Place.

Staff notes that pedestrian circulation within the parking area is provided only in the drive aisle. Given the low speed of vehicles in a parking area, this may be sufficient. The Site Plan depicts walkway connections between the residential buildings and Recreation Building that allow residents access to the parking area without crossing ingress/egress traffic on the driveway.

HRMC 17.04.130(4) requires provision adequate vision clearance for driveways serving parking lots. The Site Plan depicts a triangular area on the inside of the 90-degree turn into the lot, presumably for vision clearance purposes. Treatment of this area is unclear, thus **a condition of approval is included to require that the project is designed and constructed to provide a vision clearance area for the parking lot service drive consistent with the standards of HRMC 17.04.130(4).**

Landscaping for the parking lot is discussed in HRMC 17.17 below. As conditioned, the parking area standards are met.

3. CHAPTER 17.16 – SITE PLAN REVIEW

17.16.010 Applicability.

- A. A site plan review permit shall be required for the following circumstances:
 - 1. New construction.
 - 2. Expansion, remodel, or exterior alteration of any building or other structure.
 - 3. Change of use.
 - 4. Multi-family and group residential.
 - 5. Removal or fill of over 5,000 cubic yards of land.
- B. Exemptions from site plan review are as follows;
 - 1. Any activity that does not require a building permit and is not considered by the Director to be a change in use.
 - 2. Any activity on the exterior of a building that does not exceed ten percent (10%) of the structure's total cost, fair market value, or \$75,000, whichever is less, as determined by the building official.
 - 3. Interior work which does not alter the exterior of the structure or effect parking standards by increasing floor area.
 - 4. Normal building maintenance including the repair or maintenance of structural members.
 - 5. All residential development, except multi-family and group residential, as provided above.

FINDINGS: Pursuant to HRMC 17.16.010.A.4, multi-family residential projects are subject to Site Plan Review.

17.16.020 Application Procedure. The Planning Director shall review all site plan review applications. However, if the Director determines that an application is unusually complicated or

contentious due to site constraints or due to the complexity of the project, the Director may request the Planning Commission to review the application.

The City shall process a site plan review application in accordance with the following procedures:

A. Pre-Application Conference

1. An applicant for a site plan review permit shall meet with the City staff at a required pre-application conference to assist in the permit processing.
2. An applicant may submit an application for a site plan review permit at any time after completion of a required pre-application conference. The applicant shall submit a complete application as specified in *Submittal Requirements* of this chapter, listed below.

FINDINGS: The property owner/applicant attended a pre-application conference on April 26, 2019, prior to submittal of the subject application.

B. Application Review.

1. Administrative Review
 - a. Upon receipt of a complete application, the Director may determine, based on the complexity of the proposal, that it is appropriate for City staff to review the application administratively and make a recommendation to the Director. The final decision on an application is made by the Director based on the following:
 - (1) The recommendation of the City staff,
 - (2) Consideration of any public comments received; and
 - (3) The decision criteria in this chapter.
 - (a) Administrative site plan review will require an additional noticing requirement. The Notice of Application shall be published in the local newspaper of record.
2. Quasi-Judicial Review
 - a. A site plan review application requiring Planning Commission review and decision shall be reviewed by City staff prior to the final decision by the Planning Commission in accordance with the following procedure:
 - b. The Director shall forward a completed application to City staff.
 - c. City staff shall consider the application and make recommendation to the Director.
 - d. The Director shall review the staff recommendation and determine the major issues and specific aspects of the project, which the Planning Commission should review.
 - e. The Planning Commission shall review the application in relationship to staff recommendations. The Planning Commission shall consider the application at a public meeting.
 - f. The Planning Commission will make the final decision based on the following:
 - (1) The recommendation of City staff;
 - (2) Consideration of any public comments received;
 - (3) The decision criteria in this chapter.

FINDINGS: The Planning Director determined that due to the scale of the proposed development relative to existing development on the subject site and the level of interest by nearby property owners, review by the Planning Commission is appropriate for the proposal. As such, the application has been processed in accordance with HRMC 17.09.040, Quasi-Judicial Actions.

17.16.030 Submittal Requirements.

HRMC 17.16.030 enumerates features and information required to be provided on a site plan. Additional application information is required pursuant to HRMC 17.09.040 and as described in the Site Plan Review application packet.

FINDINGS: The applicant submitted a Site Plan Review application on February 3, 2020, with additional information submitted on May 1 and June 3, 2020. Upon review of the application materials, additional information was requested by staff on March 4, 2020 and May 28, 2020.

There was considerable interest in the completeness review process on the part of a few neighboring property owners (see comments in Attachment J).

In response to staff's May 28th completeness letter, the applicant submitted additional application materials on June 3rd, 2020 and pursuant to ORS 227.178 (Oregon state law regarding land use applications), also provided written notice that some of the information requested by city staff would not be provided to deem the application complete. ORS 227.178 gives the applicant the exclusive right to decide that they want the application to be determined complete for the purposes of getting the review process moving forward. Once an applicant informs City staff that they are not submitting more information to determine the application complete, the completeness phase of the application process is terminated and the City is obligated to take final action on an application for a permit, including resolution of all appeals under ORS 227.180 (Review of action on permit application), within 120 days. As explained in a letter to the applicant dated June 11, 2020, the application was deemed complete pursuant to ORS 227.178 on June 3, 2020.

17.16.050 Multi-Family and Group Residential Decision Criteria.

A. **Natural Features:** Significant natural features shall be protected to the maximum extent feasible. Where existing natural or topographic features are present, they shall be used to enhance the development. The use of small streams in the landscaping design shall be encouraged rather than culvert and fill. Existing trees and large woody plants shall be left standing except where necessary for building placement, sun exposure, safety, or other valid purpose. Vegetative buffers should be left along major street or highways, or to separate adjacent uses. The use should have minimal adverse impacts on the land and water quality. Possible impacts to consider may include pollution, soil contamination, siltation, and habitat degradation or loss.

FINDINGS: Significant natural features on the subject property include native trees measuring 6 or more inches in diameter, a stream (Adams Creek) and associated delineated wetlands and seeps, and steep slopes. The Project Narrative (Attachment A.2) describes how the project design is intended to protect natural features. Existing topography, the stream, and wetlands are depicted on an Existing Conditions sheet provided by the applicant (Sheet C6, Attachment A.4). The significant trees are depicted on the Existing Conditions sheet and identified by size and species on the Erosion Control & Demolition Plan (Sheet C7, Attachment A.4).

Trees/vegetation: The preliminary plans indicate proposed retention of 49 significant trees and removal of 15 significant trees (Sheet C7, Attachment A.4). This calculation does not include the likely removal of additional significant trees to accommodate a detention pond proposed on the northern portion of the site as acknowledged by the applicant in a completeness letter (6/4/20 letter, Attachment A.2). The trees proposed for removal are located in areas planned for

buildings, parking areas, or stormwater facilities, consistent with this standard. No specific information was provided by the applicant regarding the retention of “large woody plants” on the site. The Erosion Control plan indicates the proposed installation of silt fences during construction, however no details were provided regarding the construction methods proposed for the protection of significant trees to be retained. Many of the trees proposed to be retained are located in close proximity to planned buildings or other site improvements. As such, **a condition of approval is included to require that a tree protection plan is submitted to the Planning Director for review and approval prior to the issuance of a construction site permit, demolition permit, or building permit. Approved tree protection measures shall be installed prior to any grading or demolition work on the subject property.**

The final stormwater, grading, and site plans shall demonstrate that significant trees and large woody plants will be preserved except where necessary for building placement, sun exposure, safety, or other valid purpose.

Along Sherman Avenue, there are several existing significant trees, primarily east of the existing driveway, all of which are proposed to be retained, consistent with this standard. Along the western property line – the area separating the proposed and adjacent existing uses, there are only 4 significant trees, 3 of which will be removed to accommodate a required street frontage improvements. **A condition of approval is included to require retention of an existing vegetative buffers along Sherman Avenue and the western property line to the extent possible.**

There are some invasive plant species on the site including blackberry. Invasive plant species often outcompete native and ornamental species which can lead to soil erosion, loss of habitat and hazardous conditions. Invasive species typically do not satisfy the functional objectives as landscaping as detailed in this ordinance. Therefore, as addressed below in HRMC 17.17.030, **a condition of approval is included to require that the final landscaping plan shall ensure removal of invasive vegetation including blackberry.**

Steep slopes: The subject site features steep slopes ranging from approximately 20-75%, particularly on either side of Adams Creek. The buildings and most of the site improvements are generally proposed on areas of the site with more moderate slopes ranging from approximately 5-20%. The applicant states that “Structures have been sited to match existing grade to the extent feasible” (Attachment A.2). It is not clear how much grading of sloped areas will be proposed in a final Stormwater Management Plan, thus **a condition of approval is included to require that the final Stormwater Management Plan is designed to minimize grading on steep slopes to the extent practicable.**

Stream: Adams Creek and associated seeps are non-fish bearing. The Hood River zoning code does not require a buffer along non-fish bearing streams. The Site Plan (Attachment A.1) indicates and the applicant states in the Project Narrative (Attachment A.2) that with the exception of two footbridges, no grading or construction is proposed within Adams Creek or directly adjacent to it. No new culverts are proposed with this development. As such, and as described in more detail in HRMC 17.22 below, the proposal is consistent with this standard with respect to protection of the stream as a natural feature.

Wetlands: As discussed below in Chapter 17.22, the site features three delineated wetlands. As indicated on the Site Plan (Attachment A.1), preliminary Grading Plan (Sheet C8, Attachment A.4),

and Project Narrative (Attachment A.2), no disturbance to the wetlands is proposed, consistent with the natural features standard. Wetland standards are addressed below in HRMC 17.22.

As conditioned, the natural features standard is met.

- B. **Grading:** Any grading, contouring, on-site surface drainage, and/or construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. Graded areas shall be replanted as soon as possible after construction to prevent erosion. A construction erosion control plan shall be required.

FINDINGS: The applicant submitted an Existing Conditions sheet depicting existing topography of the site (Sheet C6, Attachment A.4) and a preliminary grading plan (Sheet C8, Attachment A.4). The applicant acknowledges the preliminary grading plan does not fully account for proposed stormwater management facilities (6/4/20 letter, Attachment A.2). As such, the applicant has not demonstrated that the proposed preliminary grading plan will have no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system.

Adams Creek, which traverses the subject property from south to north, conveys stormwater and is an open channel element of the city's public storm drainage system. Sherman Avenue, a public right-of-way is located at the north end of and below (downstream of) the subject property. Neighboring properties include property located across Sherman Avenue.

The Engineering Department provided comments regarding the applicant's preliminary stormwater plan:

A stormwater management plan as described in the HRES will be required for this development. A final Stormwater Management Plan is required at Detailed Engineering Plan Review submittal.

- The Public Works & Engineering Department has 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.
- The east basin currently has no stormwater mitigation proposed. Any disturbance and/or proposed impervious surfacing (i.e. paths) will require stormwater mitigation.
- 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.
- 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.
- 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.

A condition of approval is included to require the applicant to submit a detailed final grading plan for review and approval prior to issuance of a demolition permit, construction site permit, or building permit. The final grading plan is subject to City Engineering Standards and shall depict existing and proposed grades, and the locations and heights of all proposed retaining walls. All grading, contouring, on-site surface drainage, and construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system. All grading activities and retaining wall construction shall be consistent with the recommendations of the Engineering Department including those specified in Attachment C, and the forthcoming Geotechnical Analysis. Graded areas shall be replanted as soon as possible after construction to prevent erosion.

A detailed construction erosion control plan and tree protection plan also shall be submitted for review and approval City Building and Engineering Departments prior to issuance of a demolition permit, construction site permit, or building permit. Prior to any development activity on the site, approved erosion control measures and tree protection fencing shall be installed.

A final stormwater management plan as described above and meeting the City Engineering Standards shall be submitted and approved prior to issuance of any demolition, construction site, or building permits.

In addition, given the steep slopes on the subject property, a Geotechnical analysis shall be conducted and a Geotechnical Report, prepared by a licensed professional shall be submitted prior to the issuance of any demolition, construction site, or building permits.

As conditioned, the proposal is consistent with this criterion.

C. Public Facilities: Adequate capacity of public facilities for water, sanitary sewers, storm drainage, fire protection, streets, and sidewalks shall be provided to the subject parcel. Development of on-site and off-site public facilities necessary to serve the proposed use shall be consistent with the Comprehensive Plan and any adopted public facilities plan(s). Underground utilities shall be required. Connection to Oregon Department of Transportation (ODOT) stormwater facilities will require a permit from ODOT District 2C. On-site detention or treatment of stormwater may be required by ODOT.

FINDINGS: All public facilities must be developed consistently with the City's adopted capital facilities plans. There shall be adequate capacity of water, sanitary sewer, storm sewer, fire protection, streets and sidewalks at and serving the subject parcel. To determine adequacy, the level of these public facilities are evaluated based upon the proposed use. Consideration is given to whether there is adequate existing service and if the proposed use will burden the existing service to the extent it warrants an increase in capacity. Capacity refers to both the capability of the system to handle the proposed use and the level of service at which the facility currently operates and will operate after the proposed use is established. Conditions of approval requiring the applicant to increase the level of service or capacity may be imposed if necessary to demonstrate compliance with this criterion. Alternately, the City may require the applicant to contribute its

proportionate share to the improvement where permitted in accordance with HRMC 3.20 or may allow the applicant to defer improvements through the execution of an Improvements Agreement that commits the property owners or their successors to participate in the future improvement(s) in accordance with HRMC 15.16.

Other types of on-site and off-site public facilities shall be included if necessary to serve the proposed use. "Public facilities" are defined by HRMC 17.01.060 and include that which is necessary for the public, health, safety and welfare.

Public and private utilities and a public street currently serve the site. The adequacy of public facilities to serve the site is addressed below and the Engineering Department recommends conditions of approval to ensure adequate public facilities are provided to the proposed development (Attachment C). Recommended conditions of approval are included to ensure adequate public facilities are provided.

Utilities – Sewer, Water, Stormwater

The City Engineering Department submitted comments relating to public facilities (Attachment C). Excerpts of the comments include:

Utilities:

- 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.
- 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.
- 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.
- 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.

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

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

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.

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').

- 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.

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.

- 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.
- 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.

Conditions of approval are included to satisfy the engineering comments related to utilities.

Transportation Infrastructure

The subject property is currently served by Sherman Avenue which is designated as a Collector Street in the City's Transportation System Plan (TSP). The subject property also has frontage on an unnamed public right-of-way on a portion of the western property line. The unnamed public right-of-way is accessed via Eugene Street and Hazel Avenue, all three of which are designated as Local Streets in the TSP. None of the four rights-of-way are improved to current city standards and will require improvements to increase capacity to adequately serve the proposed use as described herein.

Pursuant to HRMC 17.20.030.C.6, vehicular access for the proposed development is required to be located on a street with the lower functional classification. As such, vehicular access for the proposed development will be provided on the local street right-of-way adjacent to a portion of the western property line (proposed to be named Adams Creek Place) and not permitted on Sherman Avenue.

The proposed residential development will generate traffic impacting Eugene Street, Sherman Avenue, and other streets and intersections in the vicinity as addressed in the applicant's Traffic Assessment Letter (Attachment A.5). The City Engineering Department provided comments regarding adequate transportation facilities as follows:

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).

- 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.
- 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.

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.

- The proportionate share per trip generated through the Cascade Ave. and Rand Rd. intersection is \$566
- The proportionate share per trip generated through the Cascade Ave. and 20th St. intersection is \$495
- The proportionate share per trip generated through the Oak St. and 2nd St. intersection is \$694
- The proportionate share per trip generated through the Belmont Ave. and 12th St. intersection is \$27
- The proportionate share per trip generated through the Belmont Ave. and 13th St. intersection is \$1,286

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.

Staff notes that, if approved as a Design Exception, the walkway proposed as an alternative to the required sidewalk improvement along Sherman Avenue must be located within a public access easement. The easement shall comply with City Engineering Standards.

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.

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.

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.

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.

Conditions of approval are included to satisfy the engineering comments related to transportation, streets, and sidewalks.

Street Lighting

The Engineering Department comments (Attachment C) include a requirement to install a street light at the intersection of Eugene St. and Adams Creek Place in conformance with City of Hood River Engineering Standards and in coordination with the Public Works Department and Pacific Power. **A condition of approval is included to satisfy the engineering comments related to street lighting.**

Police and Fire

The City of Hood River Police and Fire Departments currently provide service the site. The Fire Chief provided comments regarding access to the site, automatic sprinklers, and other fire access items (Attachment I). Conditions of approval are included to require the developer to demonstrate compliance with the requirements of the City Fire Chief prior to occupancy. As conditioned, the proposal is consistent with this criterion.

As conditioned the proposal is consistent with the public facilities criterion.

D. Traffic and Circulation: The following traffic standards shall be applicable to all proposals:

1. Traffic Impact Analysis: The applicant will be required to provide a traffic impact analysis prepared by an Oregon licensed traffic engineer or a Transportation Assessment Letter pursuant to Section 17.20.060 unless waived by the City Engineer.

FINDINGS: As required in HRMC 17.20.060, the applicant submitted a Traffic Assessment Letter (Attachment A.5). The traffic analysis is addressed below in HRMC 17.20.060.

- E. Storage:** All outdoor storage areas and garbage collection areas shall be screened through the use of vegetative materials or appropriate fencing.

FINDINGS: The Project Narrative (Attachment A.2) states that “Proposed garbage collections area are covered and enclosed by a sight-obscuring fencing.” The Site Plan (Attachment A.1) depicts the location for the proposed garbage collection area within the proposed Recreation Building. The Elevation Drawings (Sheet PR A1-7, Attachment A.3) for the Recreation Building depict “sight obscuring access gates” to enclose the garbage and recycling collection area.

No other outdoor storage areas are proposed.

Hood River Garbage submitted comments (Attachment E) noting that the location will function for its needs and that it will need to be appropriately sized to serve the proposed number of dwelling units.

To ensure these requirements are met, **conditions of approval are included to require that all outdoor storage and garbage collection areas on the site shall be appropriately sized and screened through the use of vegetative materials or appropriate fencing and covered to prevent runoff into the sanitary sewer system. Prior to issuance of building permits, details of screening methods shall be submitted to the planning director. Any trash/recycling enclosure shall be designed in accordance with the specifications of the service provider (Hood River Garbage Service, Inc.).**

- F. Equipment Storage:** Design attention shall be given to the placement or storage of mechanical equipment so as to be screened from view and provide a sound buffer that meets the minimum requirements of the noise ordinance.

FINDINGS: No details about mechanical equipment were provided. The Project Narrative (Attachment A.1) states that small-scale mechanical equipment will be mounted on the ground and that no rooftop mechanical equipment is proposed. **As such a condition of approval is included to require that, prior to issuance of a building permit, building plans shall demonstrate that any new mechanical equipment located on the exterior of the building will be screened from view and meet the requirements of the city’s noise ordinance. The property owner shall demonstrate conformance with the screening requirement for mechanical equipment prior to occupancy.**

- G. Design:** Variety of detail, form, and siting should be used to provide visual interest. A single uninterrupted length of facade shall not exceed 100 feet. Buildings shall utilize at least three (3) of the following architectural elements to provide architectural variety:

1. Massing
2. Offsets
3. Materials
4. Windows
5. Canopies
6. Pitched or terraced roof forms
7. Other architectural elements

FINDINGS: A variety of detail, form and siting are required to ensure visual interest in proposed building design. Six buildings are proposed and the Project Narrative (Attachment A.2) describes that six of the seven listed architectural elements are proposed for the buildings: massing, offsets, materials, windows, canopies, and pitched roof forms.

The applicant submitted elevation drawings (Attachment A.3), a Site Plan (Attachment A.1), and a project narrative (Attachment A.2) to describe the design proposed for each of the buildings. The elevation drawings include information about proposed exterior materials and building dimensions. No two buildings are designed identically.

Buildings 1, 2 & 3: (Sheets PR A1-4, PR A1-5 & PR A1-6, Attachment A.3) The three multi-family residential buildings are similarly designed but differ in size. Building 1 is three stories in height and Buildings 2 and 3 are two stories in height, providing variation in roof height and massing. Each of the buildings feature offsets created by elevated open-air walkways and recessed balconies. A variety of exterior materials is proposed including fiber cement siding in horizontal and vertical cladding, concrete, patterned screening, and accent wood cladding. Multiple window sizes are proposed for the buildings. The residential buildings include roof eaves and it appears some small canopies are included on north and south elevations, although details are not provided. Buildings 2 and 3 have multiple pitched or 'folded' to provide variety in massing and roof forms. With interruptions of balconies and recessed staircases, no façade exceeds 100 feet of uninterrupted wall plane.

Recreation Building: (Sheet PR A1-7, Attachment A.3) The Recreation Building features a simple design that includes offsets due to its L-shaped footprint. The building features predominate use of horizontal clad fiber cement siding with accents of slatted screening. The east elevation features a large canopy. None of the facades exceeds 50 feet in length.

Common House: (Sheet PR A1-3, Attachment A.3) The Common House features a pitched roof, a variety of exterior materials (Hardie board & batten and shingle cladding), variety in window sizing, a large deck, and a deep covered entry (canopy) to provide visual interest. As illustrated on the elevation drawings, none of the façade lengths exceeds 75 feet.

Carport/Garage: (Sheet PR A1-7, Attachment A.3) The Carport/Garage features a shed roof and horizontal siding. It is not clear that this structure meets the standard restricting the length of an uninterrupted façade to no more than 100 feet. To ensure consistency with the uninterrupted façade length standard, **a condition of approval is included to verify, prior to building permit, that the building does not include an uninterrupted façade length exceeding 100 feet.**

As conditioned, the proposed design of each of the buildings appears to be consistent with this standard. To ensure consistency with this standard, **a condition of approval is included to require that each of the proposed buildings is designed and constructed with a variety of design elements in conformance with HRMC 17.16.050.G.**

H. Orientation: Buildings shall have their orientation toward the street rather than the parking area, whenever physically possible.

FINDINGS: "Orientation towards the street" means that building entrances face the street. Usually, this is the street from which the property is accessed as opposed to a street on which the property simply has frontage.

The proposed site layout provides that entrances of the three multi-family buildings face a 'central greenway' on the interior of the site rather than toward adjacent streets. Similarly, the entrances for the proposed Recreation Building and Common House face the residential buildings, not adjacent streets. Given that the multi-family dwellings are private dwelling units, that the common buildings are for use by residents and not open to the public, none of the buildings face the parking area, and that the site is adjacent to lower-density residential development, staff finds that the proposed orientation of the buildings is acceptable. ***Staff recommends that the Planning Commission make a finding that the proposed building orientation is consistent with HRMC 17.16.050.H.***

- I. **Parking:** Parking areas shall be located behind buildings or on one or both sides, whenever physically possible.

FINDINGS: Location of parking behind or beside a building allows orientation of the building toward the street and a more welcoming site for pedestrians. Where more than one building is proposed, parking shall be located in such a manner that most achieves the intent of this provision.

The subject property is oriented in a north-south direction. Because of the size and topography of the site, frontage on two public streets, and the proposal of multiple multi-family buildings, there is no clear "front" or "behind" of the proposed development. That said, the project design includes provision of a shared parking lot that is located south of all proposed multi-family buildings and not directly adjacent to a public right-of-way. The proposed site layout provides for pedestrian entrances that avoid conflict with the proposed parking area. As such, the proposal is consistent with this criterion.

17.16.060 Effect of Approved Site Plan Review Permit. No building or development of any sort shall occur to the approved site plan review permit except as follows:

1. Minor adjustments to an approved site plan review permit may be made after review and approval by the Director. Minor adjustments are those that entail minor changes in dimensions or siting of structures and location of public amenities, but do not entail changes to the intensity or character of the use.
2. Major adjustments to an approved site plan review permit require a new or amended application, as determined by the Director. Major adjustments are those that change the basic design, intensity, density, use, and the like.

FINDINGS: Any proposed adjustment to an approved Site Plan Review permit is subject to these provisions.

17.16.070 Expiration and Extension

- A. The site plan review permit is valid for a period of two (2) years from the written Notice of Decision, or the decision on an appeal, whichever is later.
- B. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.

FINDINGS: If the application is approved, a **condition of approval is included to state that this Site Plan Review is valid for two (2) years from the date of the written Notice of Decision, or the decision on an appeal, whichever is later. Any required construction site permit or building permit associated with the proposed multi-family development shall be obtained within that period. A single one (1) year extension may be granted by the Director prior to the expiration date if the applicant can demonstrate that circumstance or conditions not known, or foreseeable, at the time of original application warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.**

17.16.080 Appeal. Final decisions on site plan review may be appealed in accordance with the provisions of *Appeal Procedures* (Chapter 17.09).

FINDINGS: The notice of decision associated with this application will detail the appeal process in conformance with HRMC 17.09.030(J).

4. CHAPTER 17.17 – LANDSCAPING AND DEVELOPMENT STANDARDS

17.17.010 Scope

- A. Landscaping standards apply to all new multifamily, commercial, industrial uses, change of use, parking lots of four (4) spaces or more, public facilities and conditional uses.
- B. For sites that do not conform to these requirements, an equal percentage of the site must be made to comply with these standards as the percentage of building or parking lot expands, e.g. if the building or parking lot area is to expand by twenty-five percent (25%), then twenty-five percent (25%) of the site must be brought up to the standards required by this ordinance.

FINDINGS: The proposal is a multi-family residential use. As such, the landscaping requirements of this section apply to the proposal.

17.17.020 Procedure

- A. A preliminary or conceptual landscaping plan shall be submitted to the planning Director at the time of application. The Planning Director shall review all landscaping plans for compliance with the provisions of this ordinance and notify the property owner of deficiencies in a submitted plan.
- B. A building permit shall not be issued until a final landscaping plan has been approved by the Planning Director.
- C. The required landscaping shall be in place prior to issuance of a certificate of occupancy.
- D. A property owner shall be responsible for the establishment and maintenance of landscaping. All required landscaped areas shall be maintained according to the approved landscaping plan.

FINDINGS: The applicant submitted a preliminary landscaping plan (Attachment A.1). In order to ensure conformance with these requirements, **conditions of approval require a final landscaping plan be submitted to and approved by the Planning Director prior to the issuance of a construction site permit or building permit; all approved landscaping shall be installed or guaranteed prior to occupancy of the building; and the owner shall be responsible for the establishment and maintenance of all landscaping in accordance with the approved landscaping**

plan. If plantings fail to survive, it is the responsibility of the property owner to replace them.

As conditioned, the proposal complies with these standards.

17.17.030 Contents of Landscaping Plan. A landscaping plan submitted to the Planning Director as required by this ordinance 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.

FINDINGS: The Site Plan/preliminary Landscaping Plan (Attachment A.1) depicts areas to be formally landscaped with ground cover, decorative landscaping, native vegetation, and screening vegetation; locations of proposed new trees; and areas to be left undisturbed with native vegetation. It includes some areas to be planted with 'native vegetation' but does not provide information about specific proposed plant or tree species. The Project Narrative (Attachment A.2) notes that "specific species will be selected to minimize upkeep, complement or supplement surrounding natural vegetation, and fit the climate." **A condition of approval is included to require that the Final Landscaping plan shall include plant species suitable for the subject property, taking into consideration climate, soils, and surrounding natural vegetation. In addition, the final landscaping plan shall include provisions for ensuring erosion control on sloped areas, screening of the development from adjacent properties, and shade within a reasonable time. As conditioned, the project meets this standard.**

17.17.040 General Landscaping Standards. The following landscaping standards shall apply:

1. The property owner shall be responsible for any future damage to a street, curb, or sidewalk caused by landscaping.
2. 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.
3. Landscaping in parking areas shall be planted in combination along the perimeter and in the interior of the lot and shall be designed to guide traffic movement and lessen the visual dominance of the lot.
4. Plants that minimize upkeep and maintenance shall be selected.
5. Plants shall complement or supplement surrounding natural vegetation and fit the climate.
6. Plants chosen shall be in scale with building development.
7. Minimum landscaping as a percent of gross site area shall be as follows:

<u>ZONE/USE</u>	<u>PERCENT</u>
Multi-family	20%

8. Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting.
9. Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting.
10. Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting.
11. Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.

12. Watering systems shall be installed to assure landscaping success. If plantings fail to survive, it is the responsibility of the property owner to replace them.
13. Trees shall not be planted closer than twenty-five (25) feet from the curb line of intersections of streets or alleys, and not closer than ten (10) feet from private driveways (measured at the back edge of the sidewalk), fire hydrants, or utility poles.
14. Street trees shall not be planted closer than twenty (20) feet to light standards. Except for public safety, no new light standard location should be positioned closer than ten (10) feet to any existing street tree, and preferably, such locations will be at least twenty (20) feet distant.
15. Trees shall not be planted closer than two and one-half (2½) feet from the face of the curb except at intersections, where it should be five (5) feet from the curb in a curb return area.
16. Where there are overhead power lines, tree species that will not interfere with those lines shall be chosen.
17. Trees shall not be planted within two (2) feet of any permanent hard surface paving or walkway. Sidewalk cuts in concrete for trees shall be at least four (4) feet by four (4) feet; however, larger cuts are encouraged because they allow additional air and water into the root system and add to the health of the tree. Space between the tree and such hard surface may be covered by permeable non-permanent hard surfaces such as grates, bricks on sand, paver blocks, cobblestones, or ground cover.
18. Trees, as they grow, shall be pruned to their natural form to provide at least eight (8) feet of clearance above sidewalks and twelve (12) feet above street roadway surfaces.
19. Existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the City Engineer.
20. Vision clearance hazards shall be avoided. Refer to Diagram "A" – Vision Clearance, Section 17.09.040.
21. City or State right-of-way(s) cannot be used to satisfy the required landscaping requirement.
22. Landscaping in the Central Business district and the Heights Business District can include street amenities such as park benches and planter boxes.

FINDINGS: HRMC 17.17.040(7) requires that a minimum of 20% of the gross site area is landscaped. Based on the survey provided by the applicant (Sheet C5, Attachment A.4), the gross site area is approximately 2.4 acres (≈104,544 square feet). Thus, a minimum of 20,909 square feet of the site is required to be landscaped. Staff estimates the Site Plan shows more than 60,000 square feet of area in formal landscaping or left in a natural condition. In previous decisions, the Planning Commission has agreed to include areas of undisturbed existing vegetation to be included in the required landscaped area. **A condition of approval is included to require that the Final Landscaping Plan, submitted for review and approval by the Planning Director prior to issuance of a construction site permit or building permit, includes a minimum of 20% of the gross site area for landscaping.**

HRMC 17.17.040(3) requires parking areas shall include landscaping planted in combination along the perimeter and in the interior of the lot designed to guide traffic movement and lessen the visual dominance of the lot. The Site Plan/preliminary Landscaping Plan (Attachment A.1) depicts proposed screening vegetation on the west and south sides of the parking area property lines adjoining adjacent properties. It also depicts three proposed trees will be planted interior to the lot in the area proposed for tandem parking. The Project Narrative (Attachment A.2) indicates the screening vegetation will be a "mix of ground cover, mulch, decorative trees, and tightly spaced evergreen shrubs." As proposed, the preliminary landscaping plan appears to meet the requirements for parking area landscaping. **A condition of approval is included to**

require that the Final Landscaping Plan shall include landscaping planted in combination along the perimeter and in the interior of the lot designed to guide traffic movement and lessen the visual dominance of the lot. Trees that will provide shade shall be included in the perimeter and interior parking lot landscaping.

Generally, the preliminary landscaping plan has been designed to meet the standards of HRMC 17.17.040 however, to ensure compliance, additional **conditions of approval area included to require the Final Landscaping Plan is designed and landscaping is installed to contribute to privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character. The Final Landscaping Plan shall include a mix of deciduous and evergreen trees and shrub meeting the following standards:**

- **Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting;**
- **Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting;**
- **Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting; and**
- **Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.**

A watering system shall be installed to assure landscaping success.

The preliminary Landscaping Plan/Site Plan (Attachment A.1) depicts the locations for proposed street trees along Adams Creek Place. No new street trees are depicted along Sherman Avenue. HRMC 17.17.040(19) provides that “existing trees may be used as street trees if there will be no damage from the development which will kill or weaken the tree. Sidewalks of variable width and elevation may be utilized to save existing street trees, subject to approval by the City Engineer.” The applicant is requesting a design exception for the required sidewalk along Sherman Avenue. As such, **a condition of approval is included to required that the final plans submitted for permits include a plan for street trees that meets the provisions of HRMC 17.17.040. Street tree species shall be selected from the City of Hood River Street Tree List and shall have a minimum caliper size at planting of 2 inches as measured 6-12 inches above the root ball.**

As conditioned, the proposal complies with this standard.

17.17.050 City Entrances Landscaping and Development Standards. The following standards will be required for new commercial, multi-family, industrial uses, including change of use, and parking lots of four (4) spaces or more on properties within the designated entrances to the City of Hood River.

FINDINGS: The subject site is not located within a designated city entrance, thus the standards in HMRC 17.17.050 are not applicable.

17.17.060 Violation. Failure to comply with the standards subsequent to issuance of the building permit for new construction shall constitute a violation of these regulations and be subject to the penalty and abatement proceedings in the *Severability – Penalties* chapter (Chapter 17.10).

FINDINGS: A condition of approval will alert the applicant that failure to comply with the standards subsequent to issuance of the building permit for new construction constitutes a violation of these regulations and be subject to the penalty and abatement proceedings in the *Severability – Penalties* chapter (Chapter 17.10).

5. CHAPTER 17.20 – TRANSPORTATION CIRCULATION & ACCESS MANAGEMENT

17.20.010 Applicability. This chapter implements the City’s adopted Transportation System Plan and the requirements of the Transportation Planning Rule (OAR 660-12). The standards of this chapter are applicable to all proposed improvements to the public transportation system and to all development on the public transportation system.

FINDINGS: Impacts to the public transportation system are anticipated in association with the proposed development. As such the standards of this chapter are applicable.

17.20.020 Definitions. This section incorporated into Section 17.01.060 – Definitions.

FINDINGS: Interpretations of text in this section shall be consistent with the definitions in HRMC 17.01.060.

17.20.030 Access Management Standards. This section shall apply to all development on arterials and collectors within the City and UGA and to all properties that abut these roadways as part of site plan review process (Chapter 17.16). Within the Interchange Area Management Plan Overlay Zone’s “Access Management Blocks,” this section also applies to local streets and roads and abutting properties.

- A. **Site Plan Review Procedures.** All site plans are required to be submitted for review pursuant to the provisions of this title and shall show:
- a. Location of existing and proposed access point(s) on both sides of the road where applicable;
 - b. Distances to neighboring constructed access points, median openings (where applicable), traffic signals (where applicable), intersections, and other transportation features on both sides of the property;
 - c. Number and direction of lanes to be constructed on the driveway plus striping plans;
 - d. All planned transportation features (such as sidewalks, bikeways, auxiliary lanes, signals, etc.);
 - e. Parking and internal circulation plans including walkways and bikeways; and
 - f. A detailed description of any requested variance and the reason the variance is requested.

FINDINGS: The site abuts an existing collector street, Sherman Avenue. The Site Plan (Attachment A.1), Grading Plan (Sheet C8, Attachment A.4), and the Traffic Assessment Letter (Attachment A.5) generally include the required information. An existing access driveway on Sherman Avenue is depicted on the Site Plan. The proposed access driveway is located off of ‘Adams Creek Place’ – a previously unnamed and unimproved local street public right-of-way. The proposed driveway access scales to 20 feet in width. The access point is located directly opposite of the east end of Eugene Street. No striping is shown or proposed, however the driveway is two-directional. The Site Plan depicts proposed walkways and the Grading Plan depicts proposed sidewalks and ADA ramp improvements. A list of Design Exceptions is

included on the Cover Sheet of the Civil Plans (Sheet C1, Attachment A.4) and the applicant states he will provide a detailed description and justification for those exceptions at the time of permit submittals.

- B. Criteria.** All site plans shall comply with the following access criteria:
1. All proposed roads shall follow the natural topography and preserve natural features of the site as much as possible. Alignments shall be planned to minimize grading.
 2. Access shall be properly placed in relation to sight distance, driveway spacing, and other related considerations, including opportunities for joint and cross access.
 3. The road system shall provide adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection.
 4. An internal pedestrian system of sidewalks or paths shall provide connections to parking areas; entrances to the development; and open space, recreational, and other community facilities associated with the development. Streets shall have sidewalks on both sides. Pedestrian linkages shall also be provided to the peripheral street system.
 5. The access shall be consistent with the access management standards adopted in the Transportation System Plan.
 6. Any application that involves access to the State Highway System shall be reviewed by the Oregon Department of Transportation for conformance with state access management standards.

FINDINGS: The public right-of-way adjacent to the western boundary of the subject property is proposed to be improved as a local street (Adams Creek Place) connecting the east ends of Eugene Street and Hazel Avenue. The alignment of Adams Creek Place is within an existing public right-of-way and additional right-of-way dedication is required to accommodate required frontage improvements. The Grading Plan (Sheet C8, Attachment A.4) indicates it is designed to generally follow the existing gently sloped topography, consistent with HRMC 17.20.030.B.1.

HRMC 17.20.030.B.2 requires compliance with driveway spacing, sight distance and other access considerations. Vehicular access will be provided by a new driveway accessing the improved Adams Creek Place right-of-way. Adams Creek Place is a local street with a minimum driveway spacing standard of 22 feet from other driveways or public streets (HRMC 13.28.040). Existing nearby driveways are not depicted on the Site Plan or Grading Plan. No other driveways exist or are proposed on the east side of Adams Creek Place. The driveway is located directly opposite of the east end of Eugene Street on the east side of Adams Creek Place. The applicant's traffic engineer (6/2/20 letter, Attachment A.5), contends the proposed driveway is not subject to driveway spacing standards for driveways on Eugene Street. The City Engineer determined that the location is allowed to satisfy driveway spacing standards in order to allow the driveway to function as a stop controlled T-intersection (Attachment C), however the applicant's TAL needs to be updated to reflect this condition accurately. **A condition of approval is included to require the applicant to submit an updated TAL that accurately reflects driveway spacing standards, sight distance, and intersection controls.**

The applicant's TIA also addresses sight distance and states that based on a design speed of 25 mph, a minimum sight distance of 280 feet should be provided on both Eugene Street and Adams Creek Place. The applicant's traffic engineer recommends removal of existing vegetation along the site's frontage on Adams Creek Place to achieve the required sight distance. **A condition of approval requires vegetation removal, new plantings, and landscaping maintenance to achieve the required sight distance standard.**

As conditioned, the proposal is consistent with HRMC 17.20.030.B.2.

HRMC 17.20.030.B.3 requires provision of a road system that adequate access to buildings for residents, visitors, deliveries, emergency vehicles, and garbage collection. Pursuant to this standard, Adams Creek Place will be improved as a local street to provide access to the development for residents, visitors, deliveries, emergency vehicles, and garbage collection. The proposed driveway will provide access to a shared parking lot for residents. It is not clear what provision is made for access by visitors other than on-street parking on adjacent or nearby public streets. The applicant proposes that delivery vehicles will use a 'plaza' area adjacent to parking spaces. Access for fire apparatus is provided on Adams Creek Place and a restriction on parking on the east side of the street will ensure adequate access for fire apparatus (Attachment I). As described above, Hood River Garbage provided comments indicating the plan provides adequate access for garbage collection (Attachment E).

As conditioned for fire access, the proposal is consistent with HRMC 17.20.030.B.3.

HRMC 17.20.030.B.4 requires provision of adequate internal pedestrian circulation, sidewalks on adjacent streets, and pedestrian linkages to the peripheral street system. The Site Plan depicts and internal system of pathways connecting the proposed residential buildings to the proposed common buildings and parking area, and to proposed sidewalks on Adams Creek Place and Sherman Avenue. Comments from the Engineering Department (Attachment C) include specifications for sidewalks required on Adams Creek Place, Eugene Street, and Sherman Avenue pursuant to this standard and to street standards in City's Transportation System Plan (TSP) and provide adequate public facilities. As noted on Sheet C1 of the civil drawings (Sheet C1, Attachment A.4), the applicant intends to request Design Exceptions for sidewalks on Sherman Avenue and Eugene Street. If approved, a public access easement will be required for the walkway proposed in lieu of a sidewalk on Sherman Avenue.

As proposed, walkways and sidewalks will provide pedestrian access to Sherman Avenue to the north and Adams Creek Place and Eugene Street out to 17th Street to the west. At the pre-application conference Staff recommended and requested a pedestrian connection to the south be provided at the southeast corner of the subject property to provide a pedestrian connection to Andy's Way, the public street network to the south, and the nearby middle school. This small connection is a significant opportunity to achieve a north-south pedestrian access in an area that does not currently meet the City's block length and perimeter standards in HRMC 16.12.020. A pedestrian connection in this location will promote efficient pedestrian circulation to key destinations to the south such as the middle school, aquatic center, and Jackson Park. **A condition of approval is included to require provision of a pedestrian connection to Andy's Way either from the shared parking lot to the southwest corner of the subject property or along the western edge of the property to the southwest corner of the subject property.** As conditioned, the proposal is consistent with HRMC 17.20.030.B.4.

Access Management Standards in the City's Transportation System Plan includes standards for roadway design, access spacing, and other techniques used to provide efficient, safe, and timely travel within the city to individual destinations. Conformance with the access management standards is addressed in more detail below. As conditioned throughout this report, the proposal is consistent with HRMC 17.20.030.B.5 and access management standards.

No access to the State Highway System is proposed. The Oregon Department of Transportation (ODOT) provided comments to indicate it had no concerns with the proposed project given the recommended vehicular access from Eugene Street and Adams Creek Place and limitation on vehicular access from Sherman Avenue in close proximity to a state highway (Attachment F).

As conditioned, the proposal is consistent with these criteria.

C. Standards.

1. **Access Spacing:** Driveway accesses shall be separated from other driveways and street intersections in accordance with the standards and procedures of Chapter 13.28.

FINDINGS: As addressed above, a new driveway accessing Adams Creek Place is proposed on the western side of the subject property. Adams Creek Place is a local street requiring a minimum of 22 feet separation between driveways and from the intersections of public streets. No other driveways are proposed on Adams Creek Place, thus the proposed driveway does not conflict with the spacing requirement for other driveways. The proposed driveway location is directly opposite of the east end of and in alignment Eugene Street, essentially forming a T-intersection with Eugene Street and Adams Creek Place. The City Engineer has determined that the driveway location is a permitted exception to driveway spacing standards with intersection controls (Attachment C).

2. **Joint and Cross Access:**

- a. Adjacent commercial or office properties classified as major traffic generators (e.g. shopping plazas, office parks), shall provide a cross access drive and pedestrian access to allow circulation between sites.
- b. A system of joint use driveways and cross access easements shall be established wherever feasible and shall incorporate the following:
 - (1) A continuous service drive or cross access corridor extending the entire length of each block served to provide for driveway separation consistent with the access management classification system and standards.
 - (2) A design speed of ten (10) mph and a maximum width of twenty (20) feet to accommodate two-way travel aisles designated to accommodate automobiles, service vehicles, and loading vehicles;
 - (3) Stub-outs and other design features to make it visually obvious that the abutting properties may be tied in to provide cross-access via a service drive; and
 - (4) A unified access and circulation system plan for coordinated or shared parking areas is encouraged.
- c. Shared parking areas shall be permitted a reduction in required parking spaces if peak demands do not occur at the same time periods.
- d. Pursuant to this section, property owners shall
 - (1) Record an easement allowing cross access to and from other properties served by the joint use driveways and cross access or service drive;
 - (2) Record an agreement that remaining access rights along the roadway will be dedicated to the City and pre-existing driveways will be closed and eliminated after construction of the joint-use driveway;
 - (3) Record a joint maintenance agreement defining maintenance responsibilities of property owners.
- e. The City may reduce required separation distance of access points where they prove impractical, provided all of the following requirements are met:

- (1) Joint access driveways and cross access easements are provided in accordance with this section.
- (2) The site plan incorporates a unified access and circulation system in accordance with this section.
- (3) The property owner enters into a written agreement with the city, which shall be recorded with respect to the subject property, agreeing that pre-existing connections on the site will be closed and eliminated after construction of each side of the joint use driveway; and
- (4) The City Engineer may modify or waive the requirements of this section where the characteristics or layout of abutting properties would make a development of a unified or shared access and circulation system impractical.

FINDINGS: The subject property is not adjacent to commercial or office properties and joint access with adjacent properties is not required or recommended. Thus, these standards are not applicable.

3. **Driveway Design:** Driveways shall be designed pursuant to the requirements of Chapter 13.28.

FINDINGS: The proposal includes a single point of vehicular access for a shared parking area serving 26 dwelling units as well as deliveries and garbage collection. The proposed driveway will access Adams Creek Place, a local street. The subject property has approximately 195 feet of frontage on Adams Creek Place, thus pursuant to HRMC 13.28 a maximum driveway width of 36 feet with ramps may be allowed. The applicant proposes a driveway width of approximately 20 feet as depicted on the Site Plan. Comments from the Engineering Department (Attachment C) include the following driveway design requirements:

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.

A condition of approval is included to require that the proposed vehicular driveway approach is designed to meet City Engineering Standards.

4. **Requirements for Phased Development Plans:**
 - a. In the interest of promoting unified access and circulation systems, development sites under the same ownership or consolidated for the purposes of development and comprised of more than one (1) building site shall be reviewed as single properties in relation to the access standards of this ordinance. The number of access points permitted shall be the minimum number necessary to provide reasonable access to these properties, not the maximum available for that frontage. All necessary easements, agreements, and stipulations shall be met. This shall also apply to phased development plans. The owner and all lessees within the affected area are

responsible for compliance with the requirements of this ordinance and both may be cited for any violation.

- b. All access must be internalized using the shared circulation system of the principal development or retail center. Driveways shall be designed to avoid queuing across surrounding parking and driving aisles.

FINDINGS: A phased development plan is not proposed at this time. If the property is further developed in the future, the future development will be reviewed for compliance with this standard.

5. **Nonconforming Access Features:** Legal access connections in place as of November 2001 that do not conform with the standards herein are considered nonconforming features and shall be brought into compliance with applicable standards pursuant to the requirements of 13.28.

FINDINGS: There is an existing driveway access from Sherman Avenue serving the existing single-family dwelling. The existing driveway does not to current access standards requiring access from a lower classification street when a property has frontage on two or more streets (HRMC 17.20.030.C.6). As such, the applicant proposes to construct a new vehicular access point on Adams Creek Place, a local street. To bring the subject property into compliance with these standards, continued vehicular access from Sherman Avenue is prohibited. The applicant has proposed to keep the existing driveway to provide pedestrian access to Sherman Avenue, consistent with pedestrian circulation standards. Comments provided by ODOT (Attachment F) indicated concerns with additional vehicular access on Sherman Avenue. To ensure compliance with access standards, **a condition of approval is included to prohibit vehicular access on the existing driveway on Sherman Avenue; allow the driveway to be retained and maintained for pedestrian access; and require the property owner to install bollards or other vehicular barrier at the northern end of the existing driveway. The proposed vehicular barrier shall be submitted for review and approval by the City Engineer and Fire Chief.**

6. **Reverse Frontage:** Lots that front on more than one (1) street shall be required to locate motor vehicle accesses on the street with the lower functional classification.

FINDINGS: The subject property has frontage on Sherman Avenue and on an unimproved local street right-of-way on the west side of the property. Sherman Avenue is designated a collector street in the City's TSP. Consistent with this standard, the applicant proposes to improve the local street public right-of-way on the western side of the property – to be called Adams Creek Place – and construct a new vehicular access driveway on Adams Creek Place. As described above and conditioned, motor vehicle access from Sherman Avenue, a collector street, will be prohibited.

D. Access within Interchange Area Management Plan (IAMP) Overlay Zone.

In addition to the standards and requirements of the Transportation Circulation and Access Management section of this ordinance (Section 16.12 and Section 17.20), parcels wholly or partially within an adopted IAMP Overlay Zone are subject to the Access Management Plan in the applicable IAMP (Exit 62 or Exit 63/64). The following applies to land use and development applications for parcels within an adopted IAMP Overlay Zone that are subject to Chapter 17.16 Site Plan Review or Title 16 Subdivisions and that are shown as part of an

“Access Management Block” subject to the recommendations of the Access Management Plan (see Figure 9, Access Management Blocks, in the Exit 62 IAMP and Figures 10 and 11, Access Management Blocks, in the Exit 63 and 64 IAMP).

FINDINGS: The subject property is not located within an Interchange Area Management Plan (IAMP) Overlay Zone. As such these requirements are not applicable.

17.20.040 Bicycle Parking. All uses that are subject to Site Design Review shall provide bicycle parking, in conformance with the standards in Table 17.20-40-A, and subsections A-H, below.

A. Minimum Required Bicycle Parking Spaces. Uses shall provide long- and short-term bicycle parking spaces, as designated in Table 17.20.40-A. Where two options are provided (*e.g.*, 2 spaces, or 1 per 8 bedrooms), the option resulting in more bicycle parking shall be used.

Table 17.20.40-A Minimum Requirements for Bicycle Parking Spaces

Use Categories	Specific Uses	Long-term Spaces (Covered or Enclosed)	Short-term Spaces (Near Building Entry)
Residential Categories			
Household Living	Multi-family	1 per 4 units	2, or 1 per 20 units

- B. Exemptions. Section 17.20.040 does not apply to single-family and two-family housing (attached, detached, or manufactured housing) or home occupations.
- C. Location and Design. Bicycle parking should be no farther from the main building entrance than the distance to the closest vehicle space, or 50 feet, whichever is less. Long-term (*i.e.*, sheltered) bicycle parking should be incorporated whenever possible into building design. Short-term bicycle parking, when allowed within a public right-of-way, should be coordinated with the design of street furniture, as applicable. Racks shall allow frames and wheels to be locked. Shared facilities will be allowed.
- D. Visibility and Security. Bicycle parking for customers and visitors of a use shall be visible from street sidewalks or building entrances, so that it provides sufficient security from theft and damage.
- E. Options for Storage. Long-term bicycle parking requirements for multiple family uses and employee parking can be met by providing a bicycle storage room, bicycle lockers, racks, or other secure storage space inside or outside of the building, including beneath roof overhangs and awnings.
- F. Lighting. For security, bicycle parking shall be at least as well lit as vehicle parking.
- G. Reserved Areas. Areas set aside for bicycle parking shall be clearly marked and reserved for bicycle parking only.
- H. Hazards. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance areas (see Diagram “A” – 17.04.090).

FINDINGS: The applicant proposes a multi-family residential development with a total of 26 dwelling units as described in Chapter 17.03. As such, a minimum of 6.5 long-term bicycle parking spaces and 2 short-term bicycle spaces are required.

The Site Plan (Attachment A.1) indicates space will be available for approximately 25 bicycles inside the Recreation Building, meeting the requirement that long-term bicycle parking spaces are covered or enclosed. The Site Plan also indicates that two additional bicycle parking spaces will be located outside of and adjacent to the entries of each the Recreation Building and the Common House. Details for bicycle parking were not provided. As such, **a condition of approval is included to require that the final plans submitted for permits include provision for a minimum of 7 long-term bicycle parking spaces inside or covered and a minimum of 2 short-term bicycle parking spaces near the entry of a common building. Conformance with the bicycle parking standards shall be verified prior to occupancy.** As conditioned, the proposal is consistent with these requirements.

17.20.050 Standards for Transportation Improvements

- A. **Permitted Uses.** Except where otherwise specifically regulated by this ordinance, the following improvements are permitted outright:
1. Normal operation, maintenance, repair, and preservation activities of existing transportation facilities.
 2. Installation of culverts, pathways, medians, fencing, guardrails, lighting, and similar types of improvements within the existing right-of-way.
 3. Projects specifically identified in the Transportation System Plan as not requiring further land use regulation.
 4. Landscaping as part of a transportation facility.
 5. Emergency measures necessary for the safety and protection of property
 6. Acquisition of right-of-way for public roads, highways, and other transportation improvements designated in the Transportation System Plan except for those that are located in exclusive farm use or forest zones.
 7. Construction of a street or road as part of an approved subdivision or land partition approved consistent with the applicable land division ordinance.

FINDINGS: The proposed use exceeds the scope of these permitted improvements. As such, the standards of HRMC 17.20 are applicable to the proposal.

B. Uses Subject to Site Plan Review.

1. Construction, reconstruction, or widening of highways, roads, bridges or other transportation projects that are
 - a. Not improvements designated in the Transportation System Plan; or
 - b. Not designed and constructed as part of a subdivision or planned development subject to site plan and/or conditional use review.
2. An application for site plan review is subject to review under *Site Plan Review* (Chapter 17.16); however, the decision criteria do not apply. In order to be approved, the site plan permit shall comply with the Transportation System Plan and applicable standards of this title, and shall address the criteria below. For State projects that require an Environmental Impact Statement (EIS) or EA (Environmental Assessment), the draft EIS or EA shall be reviewed and used as the basis for findings to comply with the following criteria:
 - a. The project is designed to be compatible with existing land use and social patterns, including noise generation, safety, and zoning.

- b. The project is designed to minimize avoidable environmental impacts to identified wetlands, wildlife habitat, air and water quality, cultural resources, and scenic qualities.
 - c. The project preserves or improves the safety and function of the facility through access management, traffic calming, or other design features.
 - d. Project includes provision for bicycle and pedestrian circulation as consistent with the Comprehensive Plan and other requirements of this ordinance.
3. Street and interchange improvements (defined as parking removal, access modifications in IAMP blocks, new lanes, new streets, signalization modifications). The site plan review shall include findings and solutions addressing safety, mobility, and the effect of traffic beyond the immediate vicinity, pedestrian system, bike system, parking and economic enterprise will be protected and/or enhanced by the proposed. "The following facility(ies) shall be considered in the study area for all traffic analysis unless modified by the City Engineer: All access points and intersections signalized and un-signalized adjacent to the proposed site, if the proposed site fronts an arterial collector street the analysis shall address all intersection and driveways along the site frontage and within the access facing distances extending out from the boundary from the site frontage roads through and adjacent to the site. All intersections that receive site generated trips that comprise at least 10% or more of the total intersection volume. All intersections needed for signal progression analysis. In addition to these requirements the City Engineer may determine any additional intersections or roadway links that may be adversely affected as the result of the proposed development.

FINDINGS: These standards apply to transportation improvements such as new roads that are not included in the City's Transportation Plan. The proposed improvements to Adams Creek Place are within an existing local street public right-of-way and no transportation improvements described in HRMC 17.20.050.B.2 are proposed, thus the standards in HRMC 17.20.050.B.2 are not applicable. Instead, the Site Plan Review criteria in HRMC 17.16 are applicable as described above.

17.20.060 Traffic Impact Analysis

- A. Purpose. The purpose of this section of the code is to implement Section 660-012-0045(2)(e) of the State Transportation Planning Rule that requires the city to adopt a process to apply conditions to development proposals in order to protect and minimize adverse impacts to transportation facilities. This section establishes the standards for when a proposal must be reviewed for potential traffic impacts; when a Traffic Impact Analysis (TIA) must be submitted with an application in order to determine whether conditions are needed to minimize impacts to and protect transportation facilities; what must be in a TIA; and who is qualified to prepare the analysis.
- B. Typical Average Daily Trips and Peak Hour Trips. The latest edition of the *Trip Generation* manual, published by the Institute of Transportation Engineers (ITE) shall be used as standards by which to gauge average daily and peak hour (weekday and/or weekend) vehicle trips, unless a specific trip generation study that is approved by the City Engineer indicates an alternative trip generation rate is appropriate. A trip generation study may be used to determine trip generation for a specific land use which is not well represented in the ITE Trip Generation Manual and for which a similar facility is available to count.

- C. Applicability and Consultation. A Traffic Impact Analysis shall be required to be submitted to the city with a land use application when (1) a change in zoning or plan amendment is proposed or (2) a proposed development shall cause one or more of the following effects, which can be determined by field counts, site observation, traffic impact analysis, field measurements, crash history, Institute of Transportation Engineers *Trip Generation*; and information and studies provided by the local reviewing jurisdiction and/or ODOT:
- a. 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);
 - b. An increase in use of adjacent streets by vehicles exceeding the 20,000 pound gross vehicle weights by 10 vehicles or more per day
 - c. The location of the access driveway does not meet minimum intersection sight distance requirements, or is located where vehicles entering or leaving the property are restricted, or such vehicles queue or hesitate, creating a safety hazard; or
 - d. The location of the access driveway does not meet the access spacing standard of the roadway on which the driveway is located; 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 applicant shall consult with the City Engineer or his/her designee at the time of a pre-application conference (see Section 17.09.120 Pre-Application Conferences) about whether a TIA is required and, if required, the details of what must be included in the TIA.

FINDINGS: The applicant submitted a Traffic Assessment Letter (Attachment A.5) that indicates the proposed development is expected to generate 174 new average daily trips, 11 new weekday AM peak hour trips, and 13 new weekday PM peak hour trips, which is below the threshold for requiring a Traffic Impact Analysis (TIA). The City calculates the guest suite in the Common House as an additional dwelling unit for traffic and parking purposes which will revise the trip generation but not above the threshold to require a TIA. A Traffic Impact Analysis was not required because no zone change is proposed; the project will generate fewer than 25 peak hour trips and fewer than 250 average daily trips; the development will not add more than 10 vehicles exceeding 20,000 pound gross vehicle weight per day; the driveway location is a permitted exception to access spacing standards; and the use is not expected to cause safety problems. At the pre-application conference held on April 26, 2019, the City Engineer did not require the applicant to provide a Traffic Impact Analysis. Instead, the applicant was required to provide a Transportation Assessment Letter (TAL) prepared by a professional engineer registered in Oregon and in conformance with HRMC 17.20.060.D.

Many of the comments submitted by nearby property owners included concerns about increased traffic that will be generated by the proposed development. As described in the applicant's TAL, total weekday vehicular trips are expected to increase by approximately 194 trips. Vehicular access for the proposed development will be via a single driveway that accesses Adams Creek Place at its intersection with Eugene Street. Both roads are public and are classified as local streets in the City's Transportation System Plan (TSP) with a speed limit of 25 mph. The TSP explains that local streets are designed to accommodate between 1,000 and 1,200 vehicles per day through residential areas. When a proposed development is expected to increase through-traffic on a residential local street by more than 200 vehicles per day, or 20 or more vehicles in the PM Peak Hour, the City may consider requiring traffic calming mitigation measures. Based on the TAL and the subsequent analysis of the City Engineer (Attachment C), traffic volume on the section of Eugene Street between the subject property and 17th Street will

increase from the current volume, however the proposed development is not forecasted to generate more than 200 vehicle trips per day on the adjacent residential local streets (that would trigger the requirement for traffic calming mitigation) and no safety hazards have been identified as a result of the development. As discussed in this report, with conditions of approval to ensure the sight distance standard is met for Adams Creek Place and the TAL is updated to reflect 26 dwelling units, the proposal meets the City's access management standards.

- D. Traffic Assessment Letter. If a TIA is not required as determined by Section 17.20.060.C, the applicant shall submit a Transportation Assessment Letter (TAL) to the City indicating that TIA requirements do not apply to the proposed action. This letter shall present the trip generation estimates and distribution assumptions for the proposed action and verify that driveways and roadways accessing the site meet the sight distance, spacing, and roadway design standards of the agency with jurisdiction of those roadways. Other information or analysis may be required as determined by the City Engineer. The TAL shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis.

The requirement for a TAL may be waived if the City Engineer determines that the proposed action will not have a significant impact on existing traffic conditions.

FINDINGS: The applicant submitted a Traffic Assessment Letter (TAL) prepared by Lancaster Engineering (April 23, 2020; Attachment A.5). The TAL indicates that a Traffic Impact Analysis (TIA) is not required based on the trip generation estimates developed using the *Trip Generation Manual*, 10th Edition, published by the Institute to Transportation Engineers. The applicant's TAL addresses existing conditions, trip generation and distribution, access spacing, and sight distance.

The applicant's TAL generally complies with the requirements of HRMC 17.20.060.D.

- E. Traffic Impact Analysis Requirements.
1. Preparation. A Traffic Impact Analysis shall be prepared by an Oregon Registered Professional Engineer who is qualified to perform traffic engineering analysis and will be paid for by the applicant.
 2. Transportation Planning Rule Compliance. See Chapter 17.08.050 Transportation Planning Rule Compliance.
 3. Pre-application Conference. The applicant will meet with the City Engineer prior to submitting an application that requires a Traffic Impact Analysis. The City has the discretion to determine the required elements of the TIA and the level of analysis expected.
- F. Study Area. The following facilities shall be included in the study area for all Traffic Impact Analyses (unless modified by the City Engineer):
1. All site-access points and intersections (signalized and unsignalized) adjacent to the proposed site. If the proposed site fronts an arterial or collector street, the analysis shall address all intersections and driveways along the site frontage and within the access spacing distances extending out from the boundary of the site frontage.
 2. Roads through and adjacent to the site.
 3. All intersections that receive site-generated trips that comprise at least 10% or more of the total intersection volume.

4. All intersections needed for signal progression analysis.
 5. In addition to these requirements, the City Engineer may determine any additional intersections or roadway links that may be adversely affected as a result of the proposed development.
 6. Those identified in the IAMP Overlay Zone (see Subsection I).
- G. When a Traffic Impact Analysis (TIA) is required, the TIA shall address the following minimum requirements:
1. The TIA was prepared by an Oregon Registered Professional Engineer; and
 2. If the proposed development shall cause one or more of the effects in Section 17.20.060(C), above, or other traffic hazard or negative impact to a transportation facility, the TIA shall include mitigation measures that are attributable and are proportional to those impacts, meet the City's adopted Level-of-Service standards, and are satisfactory to the City Engineer and ODOT, when applicable; and
 3. The proposed site design and traffic and circulation design and facilities, for all transportation modes, including any mitigation measures, are designed to:
 - a. Minimize the negative impacts on all applicable transportation facilities; and
 - b. Accommodate and encourage non-motor vehicular modes of transportation to the extent practicable; and
 - c. Make the most efficient use of land and public facilities as practicable; and
 - d. Provide the most direct, safe and convenient routes practicable between on-site destinations, and between on-site and off-site destinations; and
 - e. Otherwise comply with applicable requirements of the Hood River Municipal Code.
 4. If the proposed development will increase through traffic volumes on a residential local street by 20 or more vehicles during the weekday p.m. peak hour or 200 or more vehicles per day, the impacts on neighborhood livability shall be assessed and mitigation for negative impacts shall be identified. A negative impact to neighborhood livability will occur where:
 - a. residential local street volumes increase above 1,200 average daily trips; or
 - b. the existing 85th percentile speed on residential local streets exceed 28 miles per hour.

FINDING: A Traffic Impact Analysis was not required, thus HRMC 17.20.060.E – G are not applicable.

- H. Conditions of Approval. The city may deny, approve, or approve a development proposal with appropriate conditions needed to meet transportation operations and safety standards and provide the necessary right-of-way and improvements to develop the future planned transportation system. Factors that should be evaluated as part of land division and site development reviews, and which may result in conditions of approval, include:
1. Crossover or reciprocal easement agreements for all adjoining parcels to facilitate future access between parcels.
 2. Access for new developments that have proposed access points that do not meet the designated access spacing policy and/or have the ability to align with opposing access driveways.
 3. Right-of-way dedications for planned roadway improvements.
 4. Street improvements along site frontages that do not have improvements to current standards in place at the time of development.

5. Construction or proportionate contribution toward roadway improvements necessary to address site generated traffic impacts, i.e. construction or modification of turns lanes or traffic signals.

FINDINGS: HRMC 17.20.060.H authorizes conditions of approval needed to meet transportation operations and provide right-of-way improvements necessary to develop the future planned transportation system, including construction or proportionate contribution toward roadway improvements necessary to address site generated traffic impacts.

The proposed residential development will generate traffic impacting Eugene Street and other streets and intersections in the vicinity as addressed in the TAL.

The City Engineer reviewed the applicant's TAL and provided the following comments (Attachment C):

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.

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.**

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.

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.**

As discussed in HRMC 17.16, **conditions of approval are included to require payment of proportionate share for improvements at 5 intersections that meet warrants for a traffic signal based on additional vehicular trips expected with this development. Conditions of approval also are included to require the applicant's Traffic Assessment Letter to be updated to more accurately reflect access spacing standards, trip generation & distribution, and the restriction of vehicular access on Sherman Avenue.** Other standards and conditions are discussed above in Chapter 17.16.040, Public Facilities to address sight distance and frontage improvements.

In addition, The City Engineer provided comments regarding adequate right-of-way widths adjacent to the subject property:

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).

- 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.
- 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.

Conditions of approval are included to require 20 feet of right-of-way dedication on Adams Creek Place and right-of-way dedication on Sherman Avenue to achieve 30 feet of ROW from the apparent centerline of ROW to the south.

As conditioned, the proposal is consistent with HRMC 17.20.060.

- I. Traffic analysis within an IAMP Overlay Zone. All development applications located within an IAMP Overlay Zone that are subject to the provisions of Chapter 17.16 (Site Plan Review) or Chapter 16.08 (Land Divisions) may be required to prepare a Traffic Impact Analysis. City of Hood River Transportation System Plan policies call for the City, in coordination with Hood River County and ODOT, to monitor and evaluate vehicle trip generation impacts at Hood River interchanges and on street systems in interchange areas from development. This requirement will not preclude Oregon Department of Transportation, City of Hood River, or Hood River County from requiring analysis of IAMP study intersections under other conditions. Development approved under this article shall be subject to the following additional requirements.

FINDINGS: The subject property is not located within an IAMP Overlay Zone, thus HRMC 17.20.060.I is not applicable.

6. CHAPTER 17.22 – NATURAL RESOURCE OVERLAY

17.22.010 Requirements for Wetlands

- A. **Purpose and Intent.** The purpose of this section is to protect and restore wetlands and the multiple social and environmental functions and benefits these areas provide individual property owners, the community, and the watershed. This requirement is based on the “safe harbor” approach as defined in Oregon Administrative Rules 660-23-0100(4)(b). Specifically, the purpose and intended is to:
1. Protect habitat for fish and other aquatic life,
 2. Protect habitat for wildlife,
 3. Protect water quality for human uses and aquatic life,
 4. Control erosion and limit sedimentation,
 5. Reduce the effects of flooding,
 6. Provide a stream “right of way” to accommodate lateral migration of the channel and protect the stream and adjacent properties,
 7. Provide opportunities for recreation and education,
 8. Protect open space, and
 9. Minimize the economic impact to affected property owners.

The intent of this section is to meet these goals by modifying the location, but not the intensity of development, where possible. The requirements for wetlands restricts filling, grading, excavation and vegetation removal in significant wetlands for their protection and limits new structures in significant wetlands in Hood River. This section provides procedures for correcting map errors and for granting a variance for parcels that have no buildable site through application of this section.

FINDINGS: The application complies with the intent of these requirements by locating development outside of wetlands identified on the subject property.

C. Requirements for All Wetlands.

1. Compliance with State and Federal Regulations. All activities wholly or partially within wetlands are subject to Division of State Lands permit requirements under the Removal-Fill Law and U.S. Army Corps of Engineers permit requirements under Section 404 of the Clean Water Act. Where there is a difference between local, state or federal regulations, the more restrictive regulations shall apply.
2. Division of State Lands Notification Required.
 - a. The City shall provide notice to the Division of State Lands, the applicant and the owner of record, within five (5) working days of the acceptance of any complete application for the following activities that are wholly or partially within areas identified as wetlands on the Local Wetlands Inventory or within twenty-five (25) feet of such areas:
 - (1) Subdivisions;
 - (2) Building permits for new structures;

- (3) Other development permits and approvals that allow physical alteration of the land involving excavation and grading, including permits for removal or fill, or both, or development in floodplains and floodways;
- (4) Conditional use permits and variances that involve physical alterations to the land or construction of new structures; and
- (5) Planned unit development approvals.
- b. This section does not apply if a permit from the Division of State Lands has been issued for the proposed activity.
- c. City approval of any activity described in this section shall include one of the following notice statements:
 - (1) Issuance of a permit under ORS 196.600 to 196.905 by the Division of State Lands required for the project before any physical alteration takes place within the wetlands;
 - (2) Notice from the Division of State Lands that no permit is required; or
 - (3) Notice from the Division of State Lands that no permit is required until specific proposals to remove, fill or alter the wetlands are submitted.
- d. If the division of State Lands fails to respond to any notice provided under this section within thirty (30) days of notice, the City approval may be issued with written notice to the applicant and the owner of record that the proposed action may require state or federal permits
- e. The City may issue local approval for parcels identified as or including wetlands on the Local Wetlands Inventory upon providing to the applicant and the owner of record of the affected parcel a written notice of the possible presence of wetlands and the potential need for state and federal permits and providing the Division of State Lands with a copy of the notification of comprehensive plan map or zoning map amendments for specific properties.

FINDINGS: The City provided notice of the application to the Oregon Department of State Lands (DSL) in accordance with HRMC 17.22.010.C. and will fulfill any additional notice requirements in association with the notice of decision. The wetlands identified on the subject property are subject to compliance with state and federal regulations for wetlands.

Oregon law (ORS 196.795-990) requires people who plan to remove or fill material in waters of the state to obtain a permit from the Department of State Lands (DSL). "Waters of the state" are defined as "natural waterways ...intermittent streams, constantly flowing streams...wetlands and other bodies of water in this state, navigable and nonnavigable..." As described in Attachment G, DSL reiterated the requirement for permits in the event of 50 cubic yards or more of removal, fill, or other ground alteration in wetlands and concurred that, based on the preliminary plans, no disturbance to wetlands is proposed. **A condition of approval requires if any site work within delineated wetlands is proposed is proposed, the property owner is responsible for contacting DSL and obtaining any applicable state or federal permits prior to commencing site work.**

D. Procedures for Identifying Significant Wetlands. The regulations of this section apply to wetlands identified and mapped as significant in the Hood River Local Wetlands Inventory located in the City and the Urban Growth Area. Significance determinations are based on criteria contained in Oregon Administrative Rules 141-86-0300 through 0350 as adopted by the Division of State Lands (DSL). This section applies to wetlands inside the Hood River city limits and to wetlands outside the city limits and inside the urban growth boundary upon annexation of such land.

Wetlands identified in the Hood River Local Wetlands Inventory are shown on maps that may not have site-specific accuracy.

1. The Division of State Lands is the final arbiter of wetland presence and boundaries.
2. Precise wetland boundaries may vary from those shown on the Hood River Local Wetland Inventory map. For any proposed development impacting a significant wetland or within twenty-five (25) feet of a significant wetland, the applicant shall conduct a wetland delineation and submit it to the Division of State Lands for review and approval. The more precise boundary obtained through a DSL-approved wetland delineation shall be used for review and development, and can be identified, mapped, and used for review and development without a change in the Hood River Local Wetland Inventory mapping.
3. Property owners who believe wetlands have been incorrectly mapped on their properties can request corrections to the map by submitting written verification from the Division of State Lands that confirms that there are no wetlands on the property or contains the correct location of the wetlands.

FINDINGS: City's Local Wetland Inventory identifies Adams Creek traversing the subject property south to north. It does not identify wetlands or possible wetlands on the subject property. Because of the presence of surface water drainage (Adams Creek) and the proximity of the proposed development to Adams Creek, the city recommended the applicant contact DSL during the planning and design phase of the project. DSL recommended the applicant conduct a wetland investigation.

As described in Attachment A.7, Schott & Associates conducted a wetland investigation and wetland delineation on the subject property. The wetland delineation (June 2019) was submitted to DSL. The boundaries of these wetlands received concurrence from DSL in 2019 (WD2019-0419; Attachment A.8). The three wetlands identified and delineated on the site are depicted on the Site Plan and civil plans. The wetlands total approximately .04 acres and were claimed jurisdictional by DSL.

The applicant provided findings prepared by Schott & Associates (6/3/20 letter, Attachment A.7) that indicates the wetlands to not qualify as locally significant wetlands, based on functional and quality criteria contained in Oregon Administrative Rules 141-86-0300 through 0350 as adopted by the Department of State Lands (DSL).

E. Land Use and Permit Requirements for Significant Wetlands.

1. Permitted Uses. The following uses are permitted within significant wetlands. Applicable state and/or federal permits shall be obtained.
 - a. Passive recreation and land management activities that require no structures, such as bird watching, canoeing, nature walks, land survey, wetland delineation or wetland monitoring.
 - b. Fishing or hunting consistent with state, local and federal law.
 - c. Educational uses or research.
 - d. Construction of permeable trails, boardwalks and viewing platforms, information kiosks, and trail signs.
 - e. Wetland and waterway restoration.
 - f. Removal of non-native vegetation.
 - g. Removal of trees that are a hazard to life or structures.
 - h. Mowing grass to comply with local or state fire prevention requirements.

- i. Planting or replanting with native plant species.
 - j. Channel maintenance to maintain storm water conveyance and flood control capacity, as required by local policies, state and federal regulations, or intergovernmental agreements.
 - k. Emergency repairs by the City or other public agencies to protect life and property.
 - l. Compensatory mitigation required by state or federal permit. Removal of fill material or any refuse that is in violation of local, state or federal regulations.
 - m. Maintenance of existing structures within the existing footprint of the structure.
 - n. Construction of discharge outlets for treated stormwater or wastewater.
2. Prohibited Uses. Within locally significant wetlands the following practices are prohibited unless specifically authorized by a variance:
- a. New development or expansion of existing development.
 - b. Placement of fill material, grading, or excavation.
 - c. Road construction.
 - d. Construction of stormwater or wastewater management or treatment facilities.
 - e. Construction of new septic drainfields.
 - f. Channelizing or straightening natural drainageways.
 - g. Storage or use of hazardous or toxic materials.
 - h. Clearing of trees and brush with motorized equipment including, but not limited to, chain saws and bulldozers.

FINDINGS: The Site Plan and civil plans identify the location of the wetlands on the subject property. As described above, the on-site wetlands have not been identified as locally significant, however the project narrative and correspondence from Schott & Associates state that no development or site disturbance is proposed within the wetlands. None of the ‘prohibited uses’ listed above are proposed within the delineated wetlands. As described above, some low intensity activities, such as removal of non-native vegetation and channel maintenance for flood prevention are permitted within wetlands, subject to any applicable state or federal permits.

E. Procedure. Any decision by the City on a land use application concerning the wetland protection requirements herein may be appealed to the Planning Commission and City Council pursuant to Title 17.

FINDINGS: The subject application is being processed as a Quasi-Judicial Action in accordance with HRMC 17.09.040. Any appeal of this decision will be heard by the City Council.

F. Variances.

- 1. In cases where a property owner believes the application of this ordinance imposes a hardship or renders an existing lot or parcel unbuildable, a property owner may request a variance. Granting of a variance requires findings that satisfy all of the following criteria:
 - a. The proposed development requires deviation from the Riparian Corridor requirements; and
 - b. The application of the requirements of this ordinance without a variance would prevent any reasonable economic use of the property.
 - c. The variance requested is the minimum variance which would alleviate the hardship.
- 2. Applications for variances shall be processed as an Administrative Action under section 17.09.030.
- 3. A variance granted under this section is for a variance from strict application of the provisions of this section only.

FINDINGS: No variance from wetland standards is requested in association with this Site Plan Review application.

As conditioned, no further city wetland protections measures are required.

17.22.020 Requirements for Riparian Corridors

- A. **Purpose and Intent.** The purpose of this section is to protect and restore water bodies and their associated riparian areas, in order to protect and restore the multiple social and environmental functions and benefits these areas provide individual property owners, communities, and the watershed. The requirements for riparian corridors is based on the “safe harbor” approach as defined in Oregon Administrative Rules 660-23-0090(5) and (8). Specifically, this section is intended to:
1. Protect habitat for fish and other aquatic life,
 2. Protect habitat for wildlife,
 3. Protect water quality for human uses and aquatic life,
 4. Protect associated wetlands,
 5. Control erosion and limit sedimentation,
 6. Promote recharge of shallow aquifers,
 7. Provide a stream “right of way” to accommodate lateral migration of the channel and protect the stream and adjacent properties,
 8. Reduce the effects of flooding,
 9. Protect open space;
 10. Reserve space for storm water management facilities, other utilities, and linear parks, and
 11. Minimize the economic impact to affected property owners.

The intent is to meet these goals by modifying the location, but not the intensity of development, where possible. The requirements excludes new structures from buffer areas established around rivers, streams and other water bodies in Hood River and also prohibits vegetation removal or other alteration in these buffers and establishes a preference for native vegetation in the buffers. For cases where buffer establishment creates a hardship for individual property owners, this section provides a procedure to apply for a variance. In limited circumstances, changes to the buffer width shall be allowed provided the changes are offset by appropriate restoration or mitigation, as stipulated in this section.

FINDINGS: City’s Local Wetland Inventory identifies Adams Creek traversing the subject property south to north. The City’s As described below, Adams Creek is not identified as a significant riparian corridor subject to buffer requirements.

Consistent with the purpose and intent of the City’s riparian corridor standards, the proposed development is located outside of Adams Creek and associated seeps.

- C. **Procedures for Identifying Significant Riparian Corridors.** The inventory of riparian corridors contained in the Comprehensive Plan includes maps of riparian corridors and specifies which water areas are fish-bearing. Inventory information on fish presence and use of waters may become outdated over time or new information may become available. In all cases the most current available information on fish presence and use from the Oregon Department of Fish and Wildlife shall be used to identify riparian corridors subject to the requirements of this section.

Based on the classification contained in this inventory, the following significant riparian corridors shall be established:

- a. Along all fish-bearing rivers, streams and other waters with an average annual stream flow greater than 1,000 cubic feet per second (cfs) the riparian corridor boundary shall be seventy-five (75) feet from the top of bank; i.e. Columbia River and Hood River.
- b. Along all lakes, and fish-bearing streams with average annual stream flow less than 1,000 cfs, the riparian corridor boundary shall be 50 feet from the top of bank; i.e. Indian Creek and Phelps Creek.
- c. Wells Island in its entirety.
- d. At any location specified in a conditional use permit as mitigation for permitted development in a significant riparian corridor.
- e. For the safe harbor area only the measurement of distance to the riparian corridor boundary along the Columbia River shall be from the full pool elevation of seventy-seven (77) feet. For all other waters the measurement of distance to the riparian corridor boundary shall be from the stream or pond edge, except that Wells Island is included in its entirety within the riparian corridor boundary. The measurement in all cases shall be a horizontal distance.
- f. Significant riparian corridors identified in the Comprehensive Plan are shown on maps that may not have site-specific accuracy. Property owners who believe the maps are in error or that their properties lie outside the depicted significant riparian corridor can request a site review by City planning staff. City staff can correct the map or request that the property owner submit a survey, performed by a qualified surveyor (Public Land Surveyor), showing the correct significant riparian corridor boundaries. The survey must show the stream or pond edge and the applicable significant riparian corridor boundaries on a scaled parcel base map.

FINDINGS: Adams Creek traverses the subject property south to north. The City has not identified Adams Creek as a significant riparian corridor. A wetland delineation conducted in association with the proposed development confirmed the creek is not a fish-bearing stream (Attachment A.7). The stream and associated seeps identified and mapped in the wetland delineation are, however, waters of the state and subject to state and federal regulations.

D. Land Use Requirements.

1. The permanent alteration of significant riparian corridors by grading or by the placement of structures or impervious surfaces is prohibited, except for the following uses provided they are designed to avoid and minimize intrusion into the riparian corridor, no other options or locations are feasible, and any applicable state and/or federal permits are obtained:
2. Removal of riparian vegetation in significant riparian corridors is prohibited, except for:
3. Exceptions: The following activities are not required to meet the standards of this section if applicable:

FINDINGS: As described above, Adams Creek is not a significant riparian corridor. No significant riparian corridor is present on the subject property, thus HRMC 17.22.020.D is not applicable.

- E. **Variances.** In cases where a property owner believes the application of this section imposes a hardship or renders an existing lot or parcel unbuildable, a property owner may request a variance. Granting of a variance requires findings that satisfy all three (3) of the following criteria:

1. The proposed development requires deviation from the Riparian Corridor requirements; and
2. Strict adherence to the requirements of this section and other applicable standards would effectively preclude a use of the parcel that could be reasonably expected to occur in the zone, and
3. The property owner would be precluded a substantial property right enjoyed by the majority of landowners in the vicinity.

FINDINGS: The applicant does not request a variance to these requirements.

F. Compliance with State and Federal Requirements. All activities wholly or partially within riparian corridors are subject to applicable Division of State Lands permit requirements under the Removal-Fill Law and U.S. Army Corps of Engineers permit requirements under Section 404 of the Clean Water Act. Where there is a difference between local, state or federal regulations, the more restrictive regulations shall apply.

FINDINGS: The Oregon Department of State Lands submitted comments in response to the notification of the application (Attachment G). 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, and within waters of the state.

The Site Plan depicts two proposed pedestrian water crossings: a ‘walkway bridge’ over a seep between Buildings 1 and 3 and a ‘pedestrian bridge’ over Adams Creek as part of the Sherman Avenue sidewalk design exception. The applicant states the bridges will not disturb waterways, however construction details for the bridges has not been provided. A Federal permit may be required by the US Army Corps of Engineers. As such, **a condition of approval is included to require the that the applicant/property owner shall obtain any required state or federal permits for proposed ground disturbance below the ordinary high water of waterways and within waters of the state.**

17.22.040 Violations. Any activities within a significant wetland, riparian corridor, and Columbia River Waterfront not authorized under this ordinance are a violation. Violators shall be subject to the enforcement procedures pursuant to this title. A violation of this ordinance shall be considered a separate offense for each day the violation continues.

FINDINGS: If any violations of this ordinance occur, the applicant will be subject to the enforcement procedures detailed in the Hood River Municipal Code.

17.22.050 Conflicts. To best protect important functions and values of wetland, riparian corridor, and Columbia River Waterfront in the event that the requirements of this section conflict with other ordinance requirements, the City shall apply the requirements that best provide for the protection of the resource.

FINDINGS: In the event that the requirements of this section conflict with other ordinance requirements, the City will apply the requirements that best provide for the protection of the resource.

7. CHAPTER 17.09 – REVIEW PROCEDURES – selection sections to avoid duplication

17.09.040 Quasi-Judicial Actions

A. The Planning Commission, Landmarks Review Board, and Council, on appeal, have the authority to review and approve, approve with conditions, or deny applications processed as quasi-judicial actions.

FINDING: Pursuant to HRMC 17.09.030.B, the subject application was processed as a quasi-judicial action. The Planning Commission has the authority to review and approve, approve with conditions, or deny the proposal. Applicable review procedures and provisions in Chapter 17.09.040 are referenced throughout this staff report.

E. **Staff Report.** The Director shall prepare a written staff report for each quasi-judicial action that identifies the criteria and standards that apply to the application and summarizes the basic findings of fact. The staff report may also include a recommendation for approval, approval with conditions, or denial.

FINDING: The findings and recommended conditions of approval were prepared pursuant to HRMC 17.09.040.E.

17.09.130 Neighborhood Meeting Requirement

A. Applicants are encouraged to meet with adjacent property owners and neighborhood representatives prior to submitting their application in order to solicit input and exchange information about the proposed development. If required by subsection (B), an applicant will be required to contact all adjacent property owners within 250 feet of the development proposal to arrange a neighborhood meeting before the application is deemed complete. If a neighborhood meeting is mandatory, written verification of the date, time, attendance, and outcome of the meeting is required for a complete application, as well as a copy of the written notice, official mailing list, and affidavit of mailing.

FINDING: Pursuant to HRMC 17.09.130.B, the City required the applicant to host a neighborhood meeting. The applicant hosted a neighborhood meeting on January 13, 2020. The applicant submitted the mailing list, copy of the mailing, affidavit of mailing, copy of meeting information, and a recap of the neighborhood meeting to verify the date, time, attendance, and outcome of the meeting with the application submittal consistent with HRMC 17.09.130.

Comments from several of the neighbors (Attachment J) included concerns about the timing of the neighborhood meeting and the applicant's response to concerns raised at the meeting. Staff strongly encouraged the applicant to communicate with surrounding property owners and mitigate neighbor concerns to the extent practicable. If there the applicant fails to meet any

HRMC 17.09.040.F.5 states that the applicant has the burden of proof to show why the application complies with the applicable criteria or can be made to comply through applicable conditions. The Planning Commission has the authority to review and approve, approve with conditions, or deny the proposal based upon applicable standards and criteria. This staff report includes recommended conditions of approval to ensure the application complies with applicable criteria and standards. If concerns raised by parties of interest include applicable standards or criteria not adequately addressed in this staff report, the Planning Commission has the authority to revise or add conditions of approval accordingly.

- B. Notwithstanding subsection (A), a neighborhood meeting is required for the following types of applications:
1. Subdivisions
 2. PUDs
 3. Other development applications that are likely to have neighborhood or community-wide impacts (e.g., traffic, parking, noise, or similar impacts), as determined by the Planning Director.

FINDING: As discussed previously, due to the neighborhood interest in the application, scope of the project, and increased traffic anticipated in association with the project, the City required the applicant to host a neighborhood meeting consistent with HRMC 17.09.130.B.

III. **CONCLUSION:**

The subject property is a large site, approximately 2.4. acres, that is currently developed with a single-family dwelling. The applicant proposes to replace the existing dwelling with 26 dwelling units in 3 multi-family residential buildings, two common buildings, a shared parking lot with carport/garage structure, pathways and walkways, street frontage improvements, and associated site improvements. While the proposed development represents a significant change from existing conditions, the proposed use, multi-family residential, is a permitted use in the R-3 zone, the City's high-density residential zone. The proposal does not request the maximum number of units permitted, it exceeds the required minimum landscape area, and it includes upgrades to the existing network of neighborhood streets and pedestrian facilities.

The City's Housing Needs Analysis (2015) documents a lack of a sufficient number of multi-family housing units in the City of Hood River. Further, multi-family housing is considered "needed housing" under state law (ORS 197.303). Oregon Administrative Rules (660-008) require that a local government may adopt and apply only clear and objective standards, procedures, and conditions to regulate the development of needed housing on buildable land. The standards, conditions and procedures may not have the effect, either in themselves or cumulatively, of discouraging needed housing through unreasonable cost or delay.

The subject property includes several natural and topographic features including steep slopes, a stream that conveys public storm water, 3 delineated wetlands, and numerous large, mature native trees. The applicant has designed the project to fit the site and protect much of the natural features. Clustering the development to the north and west of the site avoids onsite wetlands, most steep slopes, and the mature vegetation present along the eastern portions of the site. The project plans submitted represent preliminary plans. Throughout this report, staff has identified plan elements which require revision or additional detail to meet city standards. The required revisions are enumerated in the proposed conditions of approval, which are necessary to ensure compliance with the HRMC as the project develops from Site Plan approval through final engineering and building review.

Several property owners in the vicinity of the subject property have raised concerns about the compatibility of the proposal – including increases in anticipated traffic, parking, and retention or protection of natural features. Staff has encouraged and continues to encourage the applicant to work with neighboring residents to address issues of compatibility and to ensure that vegetative buffers and other reasonable measures are considered in the project design to help integrate the development into the existing neighborhood.

Based on the findings included herein and the conditions of approval listed below to ensure

compliance with city standards, staff concludes that the proposed development meets the criteria for site plan approval of permitted uses in the High Density (R-3) zone.

IV. RECOMMENDATION: Based on the above findings of fact drafted in this report, staff recommends that the Planning Commission approve the Site Plan Review for proposed multi-family development with conditions of approval as recommended below.

V. DRAFT CONDITIONS OF APPROVAL: Based on the foregoing findings and except as conditioned below, this Site Plan Review to application to construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements is APPROVED in general conformance with the applicant's proposal, the preliminary site plan and related plans and all representations and statements made by the applicant or any of its authorized representatives. This approval is granted subject to the requirements that the applicant, owner or subsequent developer (the "developer") shall comply with all applicable code provisions, laws and standards and the following conditions. These conditions shall be interpreted and implemented consistently with the foregoing findings:

Planning Department

1. The property owner shall obtain a Demolition Permit prior to removing any existing buildings or structures on the subject property.
2. Buildings 1, 2, and 3 shall be designed and constructed in conformance with the requirement that each building include at least 4 dwelling units with separate housekeeping facilities.
3. Building 1 shall be designed, sited, and constructed such that it meets the 10-foot setback required from a public right-of-way. No structures, buildings, or projections are permitted in the 10-foot setback from the Adams Creek Place or Sherman Avenue public right-of-way.
4. The Carport/Garage shall be designed, sited, and constructed such that it meets the 10-foot setback required from a public right-of-way.
5. The Carport shall be designed, sited, and constructed such that it meets the 5-foot setback required from the side and the rear property lines.
6. All buildings shall be designed, sited, and constructed in conformance with setback standards. Projections shall not exceed 15 inches in a side or rear setback.
7. Prior to issuance of building permits, existing grade elevations for all building corners and proposed roof peak elevations for all buildings shall be provided to evaluate and verify proposed building heights.
8. Prior to issuance of building permits, a revised site plan that demonstrate conformance with parking standards, including ADA standards, shall be submitted for review and approval by the Planning and Building Departments. The development shall be designed and constructed to include at least the minimum number of required parking spaces.

9. All parking areas and driveways (except as provided in the water line easement on the northern portion of the site) shall be hard surfaced prior to occupancy. Hard surfacing means asphalt, concrete or other similar surface that is accepted by the City Engineering Department. The applicant shall submit materials and method of construction to the Engineering Department as part of the construction documents and building permit submittal for approval prior to construction.
10. Plans submitted for building permits shall include all proposed rooftop vertical projections or mechanical equipment.
11. Any new fences all be included on a final Site Plan prior to issuance of building permits. All fences must be designed and constructed in conformance with HRMC 17.04.050.
12. The proposed location, height, and materials of all proposed retaining walls shall be included in the construction drawings submitted for building permits. Retaining walls must comply with the standards in HRMC 17.04.060.
13. The proposed development shall be designed and constructed to provide a vision clearance area for the parking lot service drive consistent with the standards of HRMC 17.04.130(4).
14. A tree protection plan shall be submitted to the Planning Director for review and approval prior to the issuance of a construction site permit, demolition permit, or building permit. Approved tree protection measures shall be installed prior to any grading or demolition work on the subject property.
15. The final stormwater, grading, and site plans shall demonstrate that significant trees and large woody plants will be preserved except where necessary for building placement, sun exposure, safety, or other valid purpose.
16. The final Site Plan, Landscaping Plan, and Grading Plan shall be designed and the development shall be constructed to retain existing vegetative buffers along Sherman Avenue and the western property line to the extent possible.
17. The final Landscaping Plan and Grading Plan shall be designed to include the removal of invasive species. Invasive species, such as blackberry, shall be removed from the subject property prior to occupancy.
18. To prevent erosion and preserve steep slopes on the subject property, the final Grading Plan and Stormwater Management Plan shall be designed to minimize grading on steep slopes to the extent practicable.
19. All outdoor storage and garbage collection areas on the site shall be screened through the use of vegetative materials or appropriate fencing and covered to prevent runoff into the sanitary sewer system. Prior to issuance of building permits, details of screening methods shall be submitted to the Planning Director for review and approval. Any trash/recycling enclosure shall be appropriately sized and designed in accordance with the specifications of the service provider (Hood River Garbage Service, Inc.).
20. Prior to issuance of a building permit, building plans shall demonstrate that any new mechanical equipment located on the exterior of the building will be screened from view and meet the

requirements of the city's noise ordinance. The property owner shall demonstrate conformance with the screening requirement for mechanical equipment prior to occupancy.

21. The construction plans for the proposed Carport/Garage shall not include an uninterrupted façade length greater than 100 feet pursuant to HRMC 17.16.050.G. All buildings shall be designed and constructed in conformance with the uninterrupted façade length standard. All the proposed buildings shall be designed and constructed with a variety of design elements in conformance with HRMC 17.16.050.G.
22. A final landscaping plan shall be submitted to and approved by the Planning Director prior to the issuance of a construction site permit or building permit. The final landscaping plan shall be designed to contribute to privacy, reduce the visual impacts of large buildings and paved areas, screen, and emphasize or separate outdoor spaces of different uses or character, and include:
 - plant species suitable for the subject property, taking into consideration climate, soils, and surrounding natural vegetation;
 - provisions for ensuring erosion control on sloped areas, screening of the development from adjacent properties, and shade within a reasonable time;
 - landscaping of a minimum of 20% of the subject gross site area (approximately 20,909 square feet);
 - a mix of deciduous and evergreen trees and shrub meeting the following standards:
 - Deciduous trees shall have straight trunks, be fully branched, have a minimum caliper of one and one-half (1½) inches and be adequately staked for planting;
 - Evergreen trees shall be a minimum of three (3) feet in height, fully branched and adequately staked for planting;
 - Shrubs shall be a minimum eighteen (18) inches in height and spaced not more than four (4) feet apart for planting
 - Ground cover, defined as living material and not including bark chips or other mulch, shall be planted on a maximum eighteen (18) inches on center between plants and rows.
 - A watering system.
23. The Final Landscaping Plan shall include landscaping planted in combination along the perimeter and in the interior of the lot designed to guide traffic movement and lessen the visual dominance of the lot. Trees that will provide shade shall be included in the perimeter and interior parking lot landscaping.
24. All approved landscaping shall be installed or guaranteed prior to occupancy of the building; and the owner shall be responsible for the establishment and maintenance of all landscaping in accordance with the approved landscaping plan. If plantings fail to survive, it is the responsibility of the property owner to replace them.
25. A pedestrian connection to Andy's Way either from the shared parking lot to the southwest corner of the subject property or along the western edge of the property to the southwest corner of the subject property shall be constructed by the owner/developer prior to occupancy.
26. The final plans submitted for permits shall include provision for a minimum of 7 long-term bicycle parking spaces inside or covered and a minimum of 2 short-term bicycle parking spaces near the entry of a common building. Conformance with the bicycle parking standards shall be verified prior to occupancy.

Public Works and Engineering Department

27. Prior to application for a Construction Site/Right-of-Way permit for the subject development, the applicant shall request and attend a pre-submittal meeting with the Public Works & Engineering Department.
28. All final project plans shall be prepared following the drafting standards and all required elements outlined in the Hood River Engineering Standards (HRES).
29. 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.
30. Hard copy civil plans and 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).
31. The Public Works and Engineering Department will assess System Development Charges for water, stormwater, sanitary sewer, and transportation at time of permit issuance. Fees shall be paid at time of permit issuance, current fees at time of permit issuance shall apply.
32. Prior to issuance of a demolition permit, construction site permit, or building permit, a detailed final grading plan shall be submitted for review and approval. The final grading plan is subject to City Engineering Standards and shall depict existing and proposed grades, and the locations and heights of all proposed retaining walls.
33. All grading, contouring, on-site surface drainage, and construction of on-site surface water storage facilities shall take place so that there is no adverse effect on neighboring properties, public rights-of-way, or the public storm drainage system.
34. A detailed construction erosion control plan shall be submitted for review and approval City Building and Engineering Departments prior to issuance of a demolition permit, construction site permit, or building permit. Prior to any development activity on the site, approved erosion control measures and tree protection fencing shall be installed.
35. A Geotechnical analysis shall be conducted and a Geotechnical Report, prepared by a licensed professional shall be submitted prior to the issuance of any demolition, construction site, or building permits.
36. All grading activities and retaining wall construction shall be consistent with the recommendations of the Engineering Department including:
 - 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.

37. A ten foot (10') public utility easement (PUE) is required along all frontage of public streets prior to issuance of a construction site permit or building permit. 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.

38. **Stormwater:** Prior to issuance of a construction site permit or building permit, the applicant shall submit a final stormwater management plan as described in the Hood River Engineer Standards for review and approval by the City Engineer. 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 20-foot easement is required over the existing stormwater main extending through the subject property from Eugene St. to Adams Creek. The easement shall be provided prior to issuance of a construction site permit or building permit.
- If a connection is made to the existing stormwater line or the line is relocated, the line shall be upsized to 12-inch.
- 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 catch basin will be required at the intersection of Adams Creek Place and Hazel Ave and one catch basin will be required at the intersection of Adams Creek Place and Eugene St.

39. **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.

- 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.
- 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.

40. **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'). The sewer system beyond the ROW will be private and must meet the requirements of the OPSC as administered by the County Building Department.

41. 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.

- All new utilities required to serve the proposed development shall be placed underground within the dedicated ROW. Any existing overhead utilities currently extending through the boundary of the subject property shall also be placed underground.

- For all existing overhead utilities running parallel to the subject property, the City will allow the owner 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 owner must sign an Improvement Agreement.
42. Sufficient right-of-way must be dedicated to the City to achieve 30 feet of ROW for Sherman Avenue from the apparent centerline of Sherman Avenue ROW to the south. Dedication shall be complete prior to issuance of a construction site permit or building permit.
 43. Twenty (20) feet of right-of-way shall be dedicated to the City for the construction of Adams Creek Place adjacent to the subject property. Dedication shall be complete prior to issuance of a construction site permit or building permit.
 44. 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.
 45. 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.
 46. Any required Improvement Agreements shall be completed per City standard form and recorded in the deed records of Hood River County before building permit authorization.
 47. Required Waivers of Remonstrance shall be completed per City standard form and recorded in the deed records of Hood River County before building permit authorization.
 48. Prior to issuance of permits, any proposed Design Exception shall be submitted to the City Engineer with a written request that clearly states the code section and adequate justification as to why the exception to the code should be approved. All approved design exceptions will be clearly listed on the cover sheet of the Final Approved Plans. It will be the property owner's 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.
 49. The Traffic Analysis Letter shall be updated and revised to include:
 - accurately reflects driveway spacing standards and new site distance triangles for the reconfigured access driveway;
 - accurately reflect the restriction of vehicle access on Sherman Avenue and the use of the existing driveway for pedestrians only; and
 - include the guest suite in the Common House (for a total of 26 dwelling units proposed) in the vehicle trip generation and trip distribution calculations.
 50. Prior to issuance of building or construction site permits, the developer shall contribute a proportionate share of the costs of intersection improvements at 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 consistent with the requirements of Hood River Municipal Code Chapter 3.20. The

amount to be contributed by the developer is determined using the city's proportionate share studies and the findings of the applicant's traffic study as revised and approved by the City Engineer. The developer shall sign a written agreement to pay the proportionate contribution; the agreement shall be prepared by the City of Hood River and shall specify that full payment, partial payment or the posting of acceptable security must be made to the City of Hood River on or before the commencement of any work on and issuance of any permit for the subject property under the development proposal.

51. The Applicant shall be required to provide half street frontage improvements on Sherman Avenue 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.
52. 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 the subject property to 17th Street. These improvements will require ADA curb ramps and ADA compliant driveway approaches for 3N10E35AA tax lots 7200, 7300, 7400, and 7500 to be completed by the applicant. The applicant shall provide copies of the engineering plans with details for these driveway approaches to the owners of the affected properties for their information.
53. The owner shall construct half street, plus ten feet (10'), frontage improvements on Adams Creek Place 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 3N10E35AA 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.

54. 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.
55. The intersection of the driveway access with Adams Creek Place 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.
56. Vehicular access to the subject development shall be prohibited via Sherman Avenue. The existing driveway approach from Sherman Ave. is allowed to remain for pedestrian access only. Bollards or other vehicular obstructions shall be installed to restrict vehicular access from Sherman Avenue. The proposed vehicular barrier shall be submitted for review and approval by the City Engineer and Fire Chief. 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.
57. The owner shall be responsible for constructing new ADA curb ramps as follows: At a minimum all curb ramps will be required to meet current ADA standards at the intersections of Eugene St. and Adams Creek Place, Eugene and 16th St., and Eugene 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.
58. Street Trees shall be installed along the Adams Creek Place and Sherman Avenue frontages pursuant to the provisions of HRMC 17.17.040 at a spacing of no more than 30 feet on center. Street tree species shall be selected from the City of Hood River Street Tree List and shall have a minimum caliper size at planting of 2 inches as measured 6-12 inches above the root ball. On the Sherman Avenue frontage, existing mature trees may be approved by the City Engineer to meet this requirement if there will be no damage from the development which will kill or weaken the tree(s).
59. Vegetation along the frontage of Adams Creek Place shall achieve the required sight distance standard of 280 feet. Existing vegetation shall be removed as necessary to achieve the required sight distance standard and new vegetation shall be planted and maintained to meet the standard.
60. 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.

61. The owner/developer shall install a street light at the intersection of Eugene St. and Adams Creek Place in conformance with City of Hood River Engineering Standards and in coordination with the Public Works Department and Pacific Power.
62. 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.

Building Department

63. The applicant shall confirm with the Building Official whether building permits are required for any retaining wall and, if so, obtain such permits prior to construction of retaining walls.

Fire Department

64. The developer shall demonstrate compliance with the requirements of the City Fire Chief prior to occupancy.
65. The curb along the frontage of Adams Creek Place adjacent to Building 1 shall be painted to restrict parking as required by the Fire Chief.
66. The driveway entrance to the subject development shall comply with Fire access standards.

Oregon Department of State Lands

67. The property owner/developer is responsible for contacting the Oregon Department of State Lands to obtain any applicable state or federal permits prior to commencing site work. 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, and within waters of the state.

General

68. Sign permits shall be obtained from the City of Hood River prior to installation of any new signs on the site.
69. Plans for mail boxes shall be approved by the United States Postal Service.
70. The applicant/property owner is responsible for knowledge of existing easements and property lines. This approval does not condone nor require interference with existing easements, covenants, deeds or restrictions of record which affect this or adjacent properties.
71. Failure to comply with these conditions will nullify this permit.
72. This Site Plan Review permit is valid for a period of two (2) years from the written notice of the final decision, or the decision on an appeal, whichever is later. A single one (1) year extension may be granted by the director prior to the expiration date if the owner can demonstrate that circumstances or conditions, not known or foreseeable at the time of original application, warrant an extension of the permit. The extension request must be received by the department no later than thirty (30) days prior to the expiration of the permit.



CITY OF HOOD RIVER

PLANNING DEPARTMENT

211 2nd Street, Hood River, OR 97031 Phone: 541-387-5210

July 27, 2020

CITY OF HOOD RIVER PLANNING COMMISSION NOTICE OF PUBLIC HEARING

Notice is hereby given that Planning Commission will conduct a public hearing on **Monday, August 17, 2020** beginning no earlier than **5:30 p.m.** to consider the following land use applications. The City of Hood River is taking steps to limit exposure and spread of COVID-19 (novel coronavirus). In support of state and federal guidelines for social distancing, the City of Hood River will hold this **hearing online by using Zoom Conferencing (links below)**.

FILE NO. 2020-03 – Adams Creek Cohousing SPR

PROPOSAL: Site Plan Review to construct a multi-family cohousing development including 25 dwelling units in 3 buildings, a parking lot, carport, two common buildings, pathways and walkways, street frontage improvements, and associated site improvements.

LOCATION: 1419 Sherman Avenue. Legal Description: 3N10E35AA Tax Lot 4900.

APPLICANT: Urban Development & Partners, Joren Bass

OWNER: Sherman Avenue Holdings, LLC

CRITERIA: The Planning Commission will evaluate the proposal at a public hearing pursuant to the Quasi-Judicial Public Hearing Procedures and the following applicable criteria of the Hood River Municipal Code: Section 17.03.030, Urban High Density Residential Zone (R-3); 17.04 Supplementary Provisions; 17.16 Site Plan Review; 17.17 Landscaping and Development Standards; 17.20 Transportation Circulation and Access Management; 17.22.010 Requirements for Wetlands; and 17.09.040 Quasi-Judicial Actions.

RESPONSE: All interested parties shall present oral or written testimony at the public hearing on Monday, August 17, 2020. All interested parties are encouraged to submit written testimony to the Planning Department or submit oral or written testimony at the public hearing. The deadline for receipt of written testimony prior to the public hearing is **Thursday August 13, 2020**. Written testimony may be mailed or delivered to the City Planning Department, 211 2nd Street, Hood River, OR 97031; or emailed to j.kaden@cityofhoodriver.gov.

Should you wish to provide testimony at the public hearing, the conference video and call line information is below. We recommend that parties interested in participating in this manner contact City staff at least two hours prior to the meeting start time with their name, address, and how we can identify you in Zoom during the meeting (user ID or phone number). You may link into the Zoom Meeting at

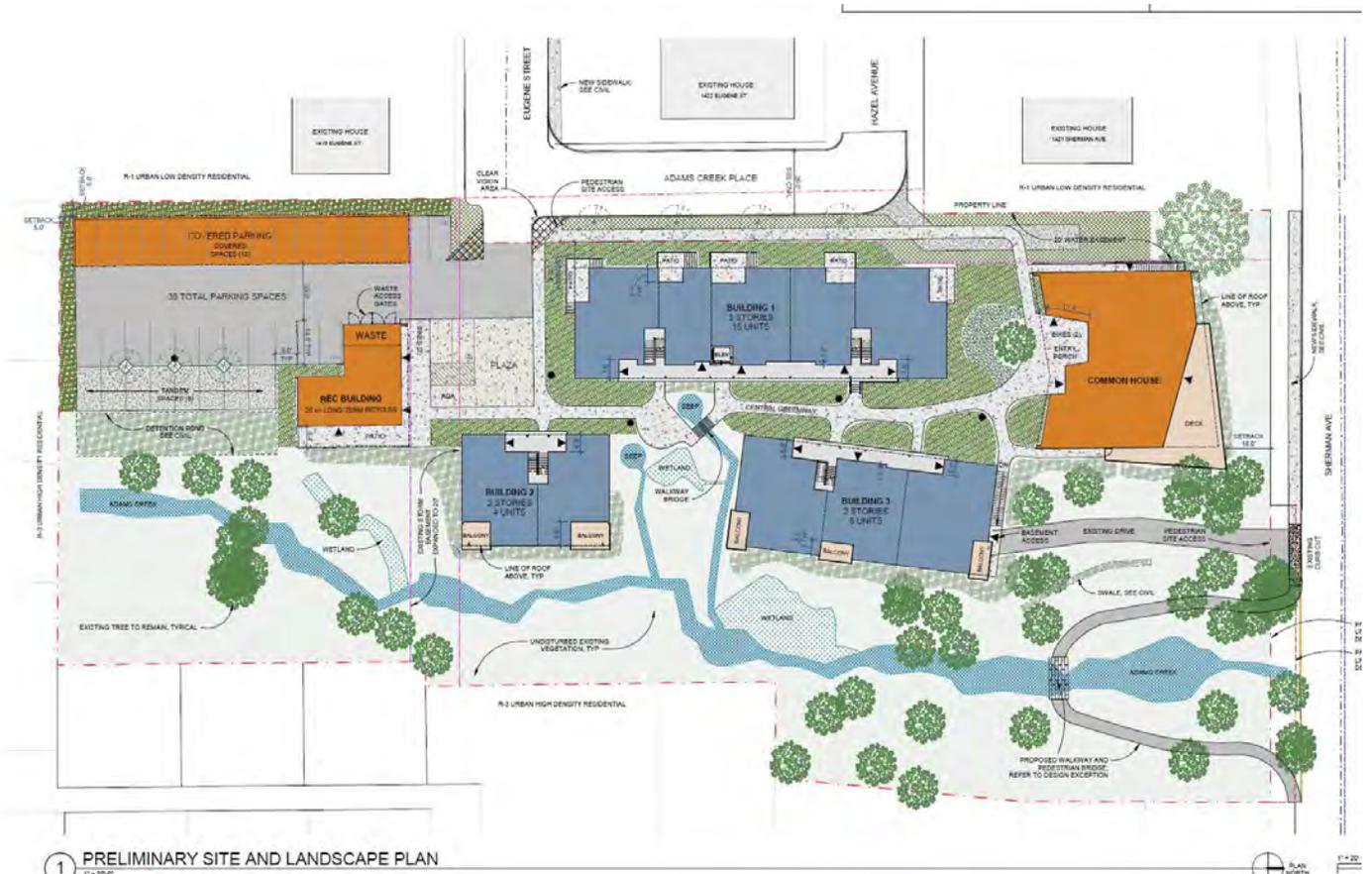
<https://us02web.zoom.us/j/83272180349?pwd=MGowdmtDYVZmQ3YyYUg1anBNcXAvQT09>

or call in at (669) 900-6833, enter Meeting ID: 832 7218 0349, Password: 615441. If you wish to receive a link to the meeting or may need special accommodations, please contact me below via email.

Failure to raise an issue to be raised in a hearing, in person or by letter, or failure to provide statements or evidence sufficient to afford the decision maker an opportunity to respond to the issue precludes appeal to City Council or the Land Use Board of Appeals based on that issue.

The Directors Decision, appeal, all documents and evidence submitted by or on behalf of the applicant, and applicable criteria are available for inspection. Please contact staff for electronic or paper copies of all materials.

STAFF CONTACT: Jennifer Kaden, Associate Planner or j.kaden@cityofhoodriver.gov



Location Map - File No. 2020-03

