

Jennifer Gray

From: Alison Bryan <alisonb@gorge.net>
Sent: Saturday, March 6, 2021 8:45 AM
To: Jennifer Gray
Subject: Support for affordable housing

Dear City of Hood River,

As a bilingual counselor, with 16 years at the HR Middle School, I have been glaringly aware of the paucity of decent affordable housing in Hood River. The people who work in our restaurants, tend our gardens and orchards, clean our houses, provide personal care for the elderly, etcetera, deserve to live in decent housing, close to their work, and good for their children.

We of course need this closely coordinated with parks, with safe connectivity to walking and biking paths. No one should have to navigate along main arterial streets in order to get to school, to work, to the grocery stores. We also need to use the west side of Hood River County which likewise must find ways to build affordable housing adjacent to the city, in the UGB areas first, and also using the non arable 2 acre lots that are just into the County.

I commend your efforts to these ends.

Alison McDonald
4150 Post Canyon
(first house in the county!)



March 8, 2021

Regarding: City of Hood River Code Changes

Dear Mr. Nilsen,

I am writing on behalf of the Big River Community Land Trust to voice our general support for the code changes to address "Missing Middle Housing". We are in support of the housing densities and types proposed. These changes will directly impact the availability and affordability of homes for sale for low to middle income earners in Hood River and are vital to helping the City reach their housing goals for this sector of the community.

We would request that the City consider allowing a little more flexibility in some of the site design components such as parking. Each site is different and allowing developers to propose what will work best to accomplish City goals may be more effective than the current prescriptive approach.

Thank you for your continued work on affordable and attainable housing for the City of Hood River. Your work is appreciated!

With Gratitude,

A handwritten signature in blue ink, appearing to read "Anne Medenbach", is written over the typed name and title.

Anne Medenbach
Board President

bigriverclt@gmail.com

Jennifer Gray

From: Arthur Babitz <arthur.babitz@icloud.com>
Sent: Monday, March 8, 2021 11:20 AM
To: Jennifer Gray
Subject: Missing Middle Housing Testimony

Jen— Please add this testimony to the distribution for tonight’s hearing:

Mayor, Members of the Council: As a former Planning Commission member I am happy to see the city making progress on addressing the citywide code issues that have limited the generation of the variety of housing types needed to sustain our community. I think the proposal before you addresses many of the issues, but I think two foundational areas need more analysis than is offered in the draft:

1) Building Height:

A) The new calculation is a major departure from the current one. It has not been adequately tested to fully understand the effect it will have on development of real parcels in the city. Building height calculations are tremendously impactful on what can be developed on a lot, and it is easy to see circumstances where this will result in less, not more being allowed on a lot. This is a big deal; let’s get it right.

B) The building height proposal appears to transition from reliance on pre-construction grade (LIDAR map datum) to relying on height above foundation. The city moved to pre-construction grade based height definition in response to significant litigation on this issue 15 years ago, when a property owner effectively built a mound to get better views.

2) Parking location:

There are significant changes to where off-street parking is allowed. These are important changes which can easily result in less ability to develop needed housing, not more. We all know our current parking standards don’t work: they result in curb cuts for gear storage garages which reduce the actual available neighborhood parking. The proposal seems to be motivated by the desire to hide the cars instead of actually managing parking supply/demand. I can easily see circumstances where this draft code would prevent any multi-unit development on existing R-3 lots.

I know this proposal has been years in development. It’s great to see some specific word and numbers on paper. My two areas of concern shouldn’t stop progress, but I believe you should require very targeted technical analysis so your major code amendments actually have the desired effect of generating the needed variety of housing types.

Thank you.

—Arthur

Arthur Babitz
arthur.babitz@icloud.com
Hood River, OR, USA

March 5, 2021
1368 Rawson Rd.
Hood River OR 97031

Dear Hood River City Council,

I'm writing to express my strong support for your current draft changes to the city's housing code addressing the needs to incorporate a "missing middle". I have been familiar with this concept for several years and attended the local presentation from Portland leaders on this topic. Since then, I've noticed the plethora of new single family homes on city lots, the vast majority of residential building permits in the city, and often thought that more creative alternatives could go far towards addressing our continual housing crisis.

This is an excellent start and I applaud your forward thinking. Of course there are concerns about parking, cars, and congestion and I'm confident you have appropriately considered these concerns. For those who are mostly worried about vehicles and congestion, I would like to point out that the biggest concern should be **people**, not cars.

We are well along the way of the alarming trend of people who work here not being able to afford to live here. That is an issue when a mountain biker fractures her femur at Post Canyon, and the surgery technician may not be able to make an emergency surgery in a timely fashion due to being priced out of the local market. Or when your medical clinic staff can't get to work from 45 minutes away because of inclement weather and you can't get the appointment you've been waiting weeks for. Perhaps your mom or dad is in assisted living and the staff can't get to work from 40 minutes away, leaving a facility dangerously understaffed leading to fall risks.

While these scenarios may sound alarmist, they are very consistent with the reality with which I'm familiar as a 30 year employee at Providence Hood River Memorial Hospital. Our valuable employees in whatever sector you choose to analyze are facing ever increasing threats to their ability to do the good work for which they are trained and to raise their families in the community in which they often have been raised themselves.

Thank you for your hard work on this issue, your thorough research, and your dedication to the comprehensive plan for our city.

Sincerely,

Rebecca Rawson, Family Nurse Practitioner

Jennifer Gray

From: Becky <dbraun@gorge.net>
Sent: Monday, March 8, 2021 11:42 AM
To: Jennifer Gray
Subject: Housing

We moved here with our son in 1999 and were lucky to find an affordable house to buy then.

We raised our son here.

Now his friend, also raised in the valley, is trying to buy a house and is being out bid at every turn, competing against buyers purchasing with cash.

I think that has to be turned around.

Rebecca Nelson

1193 22nd st

HR

Sent from my iPhone

Jennifer Gray

From: Becky Brun <beckybrun@gmail.com>
Sent: Monday, March 8, 2021 3:57 PM
To: Jennifer Gray
Subject: Writing in support of new zoning code

Dear Hood River City Council Members,

Thank you for the opportunity to write in support of the proposed updated zoning code to allow for Missing Middle Housing. It's been many years since Eli Spevak came and spoke to City Council about the importance of multi-unit and clustered housing types, which allow us to use land more efficiently and foster connections among neighbors.

I am thrilled to see this coming to fruition in Hood River. Everyone's housing story is different. For the vast majority of the people I know - business owners, families, singles, and empty-nesters - a modest home in a safe, walkable neighborhood is all they want. This new code will help encourage a wider variety of housing types at a critical time in our city's growth. It's great to see that developers will not have to go through a Planned Unit Development process to permit cottage cluster developments, which I hope will encourage a new wave of this type of development in the near future. And hopefully some of the time and cost savings they realize can get passed along to the homebuyer.

I commend the staff and the Planning Commission for the hard work that went into creating this code, which I hope will lead to an increase in a variety of housing types here in Hood River.

Becky Brun
1215 Nix Dr.
Hood River

Jennifer Gray

From: Bob Schuppe <schu@gorge.net>
Sent: Monday, March 8, 2021 7:30 AM
To: Jennifer Gray
Subject: Fwd: Testimony..MISSING MIDDLE public hearing, 6 March, 2021

----- Forwarded Message -----

Subject:Testimony..MISSING MIDDLE public hearing, 6 March, 2021
Date:Mon, 8 Mar 2021 07:26:31 -0800
From:Bob Schuppe <schu@gorge.net>
To:j.gray@cityofhoodrover.gov

Good Evening

Several years ago, the City of Hood River and specially Kevin Libury, along with a paid planning consultant firm conducted a long series of public input planning sessions to consider "down zoning" residential land on the West Side of Hood River...That group reached recommendations that were than forwarded to the City Planning Dept...And, than to the City Council for changes in land use code within the City...

I assume that this upcoming hearing on "MISSING MIDDLE" housing is the result of this process.

Therefore, your Council decision process must include all of the recommendations of this West Side Study and NOT just re zoning....A critical conclusion the public hearing process for the West Side change was to realize that not only zoning must be considered but also all livability issued tied to increased density...Coincident with any zone and density changes must be made to:

`` TRANSPORTATION PLANS AND FUNDING TO ACCOMMODATE THAT GROWTH

PEDESTRIAN ISSUES LIKE SIDEWALKS, CROSSWALKS AND BIKE LINES...AND FUNDING

The study recognized, as you must also, that changes in zoning cannot occur unless it is tied to funding to accommodate the transportation, pedestrian and bicycle needs.

We cannot just rezone and than let these other issues catch up. They must all be tied together and proceed together or **NOT AT ALL**

thank you,



Virus-free. www.avg.com

Jennifer Gray

From: Bonnie New <bnew1@live.com>
Sent: Thursday, March 4, 2021 8:49 PM
To: Jennifer Gray
Subject: Testimony for March 8 City Council mtg
Attachments: Email to Mayor & CC re workforce housing, for City goal-setting 1-2019.pdf;
GTA_Housing_Statement_Flyer.pdf

Hello, Jen.

Would you please include my comments below and the two attachments in the materials for City Council's review of "Missing Middle Housing Code Changes," scheduled for 6pm next Monday, March 8? Again, could I ask you to confirm to me that you've received them?

Thanks,
Bonnie

Mayor McBride and City Councilors,

I am writing to bring to your attention the results of a housing questionnaire circulated to some Hood River-area employers in Fall 2018 by the AGA Housing Committee. We had initiated the questionnaire seeking comments from local businesses and industry associations to hear if/how they might be affected by the local workforce housing situation. The results (attached) were presented to then-mayor Paul Blackburn to inform City Council's annual goal-setting discussion in January 2019.

My reason for re-presenting this information now is that I feel it's highly relevant to your current consideration of proposed code changes that will allow development of "missing middle" type housing. It has been over two years since the initial data gathering, and there has been little improvement in workforce housing options here in Hood River. The current proposed code changes represent a significant step in responding to the needs expressed by our business leaders, and summarized in the 2019 report:

"We've received back early responses from a variety of industry sectors, including medical services, social services, hospitality, manufacturing, and tech. Responses were provided in all cases by the business owner(s), or association director, or his/her management designee. Their responses are so uniform and compelling that I believe they should inform City Council's upcoming goal-setting discussion.

"EVERY business, including the City of Hood River, responded that inability to find affordable housing in Hood River adversely affects hiring of new employees. Most said the same about retention of employees, and many said it was their top limitation to the growth and/or success of their business. The comments addressed lack of available and/or affordable options in both rental and for-purchase housing, and at all salary levels, from <\$15/hour (\$31,200/yr) to >\$40/hr (\$83,200/yr). A number of respondents noted that housing's limitations on their business growth/success also has downstream implications for their business's local suppliers and for retailers and service providers in the community.

"Here's a sampling of responses:

"**Steve Olson, CEO of SightLine Applications, Inc.** (tech):

- ... because housing is expensive and hard to find, we can really only focus [for hiring] on people already living in the Gorge...an important limitation

"**Jessica Metta, director of Gorge Tech Alliance:**

- lack of rentals and affordable housing to buy hinders hiring and can affect business decisions
- housing shortage makes it difficult to meet the demands for business growth
- ...must recruit world-class talent both from within and outside of the region... [but] job offers unravel when they cannot find adequate housing
- barrier to economic success
- [also submitted a GTA statement on housing needs (attached) prepared prior to receiving the questionnaire]

“Assisted living facility (anonymity requested):

- We cannot thrive as a business because staff cannot afford to live here.

“Thomas Keolker, owner of Hearts of Gold Caregivers:

- A number of caregivers have stopped working for me because they can't afford to live here any longer.
- I have had to turn business away because I don't have enough workers...
- ... business is suffering because I don't have enough caregivers...revenues have dropped considerably... finding it impossible to “grow” my business

“Rudy Kellner, co-founder and manager of pFriem Family Brewers:

- ... restricts our ability to hire and retain talented employees in all levels of employment positions across our company.
- Critical...top 3 issue to me.
- Our growth in this city is absolutely limited by the availability of reasonable housing, and we view it as a competitive disadvantage compared to breweries that operate in other places.”

Thank you for reviewing this information describing the housing experience and needs of Hood River's diverse business community, likely unchanged from the time it was collected 2+ years ago. I hope it will make clear the business community's interest in measures such as the code changes that will enable development of varied and affordable workforce housing in the near future.

Bonnie New

*Bonnie New
AGA Housing Committee
Hood River, OR*

(Sent by email)
1/10/2019

Good morning, Mayor Blackburn,

I am writing to offer input from the Hood River business community regarding workforce housing, including low-income housing, for consideration in City Council's upcoming goal-setting session this weekend.

I serve as head of the Housing Committee of the Aging in the Gorge Alliance (AGA), a local nonprofit advocating for the needs of elders (particularly low-income elders) and their caregivers in this area. The AGA's interest in workforce housing is on behalf of paid home caregivers – typically a low-wage position – and the individuals and agencies that employ them. Our experience is that the lack of affordable housing here, including low-income housing, is a HUGE limitation for building this local workforce sector (and therefore for meeting the needs of the growing number of elders here).

We recently initiated a questionnaire seeking comments from other local businesses and industry associations to hear if/how they might be affected by the local workforce housing situation. We've received back early responses from a variety of industry sectors, including medical services, social services, hospitality, manufacturing, and tech. Responses were provided in all cases by the business owner(s), or association director, or his/her management designee. Their responses are so uniform and compelling that I believe they should inform City Council's upcoming goal-setting discussion.

EVERY business, including the City of Hood River, responded that inability to find affordable housing in Hood River adversely affects hiring of new employees. Most said the same about retention of employees, and many said it was their top limitation to the growth and/or success of their business. The comments addressed lack of available and/or affordable options in both rental and for-purchase housing, and at all salary levels, from <\$15/hour (\$31,200/yr) to >\$40/hr (\$83,200/yr). A number of respondents noted that housing's limitations on their business growth/success also has downstream implications for their business's local suppliers and for retailers and service providers in the community.

Here's a sampling of responses:

Steve Olson, CEO of SightLine Applications, Inc. (tech):

- ... because housing is expensive and hard to find, we can really only focus [for hiring] on people already living in the Gorge...an important limitation

Jessica Metta, director of Gorge Tech Alliance:

- lack of rentals and affordable housing to buy hinders hiring and can affect business decisions
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- A number of caregivers have stopped working for me because they can't afford to live here any longer.
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Rudy Kellner, co-founder and manager of pFriem Family Brewers:

- ... restricts our ability to hire and retain talented employees in all levels of employment positions across our company.
- Critical...top 3 issue to me.
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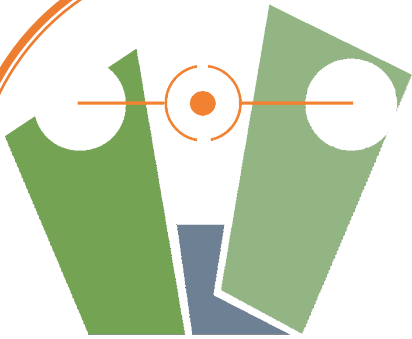
This illustration from Thomas Keolker, owner of Hearts of Gold Caregivers, is particularly relevant to **low-income housing** availability (caregivers are a very low-wage job, <\$15/hr):

- One of my caregivers holds a position in my agency and works full time at an assisted living facility in the area. Last spring or early summer she lost her housing and for months was living in a tent with her toddler and mother because she couldn't find housing that she could afford. Later her mother and daughter moved to the Seattle area temporarily and my caregiver was living out of her car. My caregiver has finally found an affordable apartment in Hood River, but she is still struggling despite working two caregiving jobs.

The City has previously set affordable housing, including low-income housing, as its #1 priority, based on detailed analyses. I hope the information provided by these businesses that are critical to our town's economic viability will be of value as the new City Council does its goal setting this weekend.

Thank you,
Bonnie New

*Bonnie New
AGA Housing Committee
Hood River, OR*



GORGE TECHNOLOGY
ALLIANCE

Columbia River Gorge Technology Alliance Encourages Solutions to the Regional Housing Shortage

The Ask: The technology businesses in the Gorge are concerned about the housing shortage.

We encourage all decision makers to pursue policies and programs to **develop additional housing across all price levels** to meet the needs of Gorge residents.

Summary:

- The Columbia River Gorge Technology Alliance (**GTA**) is a nonprofit industry association supporting the tech businesses of Hood River, Wasco and Sherman Counties in Oregon, Klickitat and Skamania Counties in Washington.
- Our tech company members are a significant contributor to the regional economy. Combined, they represent 2400 employees, an annual payroll of about \$170 Million and bring about \$800 Million in annual revenue to the Gorge.
- The housing shortage in the region is making it difficult for the tech companies to add new employees to **meet the demands for business growth**. This **hurts regional job growth and employment** and has **downstream effects to suppliers and local places where employees spend their leisure dollars**.
- To solve the problem, we encourage local, state and federal decision makers to facilitate the development of a variety of housing across a range of price levels by:
 1. Making the housing shortage a top priority,
 2. Ensuring our zoning and land use codes support the development of housing,
 3. Making capital available below market rates, and
 4. Working together with elected officials, business leaders and community members.



Gorge Technology Alliance

www.crgta.org • 515 East Second St., The Dalles, OR 97058 • 541-296-2266

Full Statement:

The Columbia River Gorge Technology Alliance, also known as the GTA, is a nonprofit industry association that has been working to grow and promote the tech businesses of the Gorge since 2005. We cover five counties- Hood River, Wasco and Sherman in Oregon, Klickitat and Skamania in Washington. We are coming to you today to address the housing concerns of our technology businesses as they relate to the long term economic competitiveness of the region.

As a membership organization, the GTA represents the tech businesses and has the honor of bringing them together to collaboratively solve issues. Currently, our tech company members combined represent 2400 employees, an annual payroll of about \$170 Million and bring about \$800 Million in annual revenue to the Gorge. Our tech companies are significant contributors to local charitable causes and provide jobs that tend to pay higher than average wages for the region. Their employees spend those wages at Gorge retailers, service providers and hospitality businesses.

Our tech companies are world-class and must recruit world-class talent both from within and outside of the region to power their innovation. These companies are currently facing a challenge in recruiting employees; while employees might be easily convinced to move themselves and their families to the Gorge to experience the amazing quality of life that we all enjoy, job offers unravel when they cannot find adequate housing. This problem is not unique to our tech companies. Other regional employers in healthcare, government and education have all had job offers fall apart when recruits cannot find rental housing in the region, leaving important jobs unfilled and businesses stymied.

New employees need rental housing while they make sure that the job, the company and the community are the right fit for them. The GTA is reaching out to our local, state and federal decision makers to encourage the development of housing to meet the needs of all of our residents. Each of our communities needs a variety of housing styles across a range of price levels. We encourage our federal, state and local leaders to make the housing shortage a top priority, to ensure that our zoning and land use codes support the goal of developing a variety of housing styles across a range of price levels and investments are made in below market capital specifically for the development of affordable housing. We encourage our elected officials, business leaders and community members to all work together to address the critical housing challenges in the Gorge.

Having adequate housing available for employees would alleviate one of the barriers to ongoing economic success for our tech companies. It would further assist our tech companies as they continue to grow, create more family-wage jobs and bring more revenue to the region so that we all may benefit.

March 8, 2021 Re: Middle Housing Code Hearing

Sent via email

To Mayor and City Council:

Attached are my previous comments that I wish to be included for the record in the Middle Housing hearing materials. I do not understand why they have been excluded from the advance packet. I have also attached a PDF of some parking photos to help illustrate some of the issues I've described previously.

You can view these photos as part of a slide show at [Parking and Bicycles in Hood River — Engage the Gorge](#)

I like a lot of the Middle Housing code. However, proposed code changes fail to prioritize the housing needs of locals – and it could do that. These issues should be resolved or mitigated by other code changes before moving forward. Specifically:

- Despite language, STRs may remain an allowed use (previously stated by Dustin Nilsen) - especially critical in zone C-1.
- Local traffic / parking disparities are not considered and this will cause neighborhood strife and safety issues in those locations.
- Excludes needed multi-family housing in C-2 which was specifically identified as needed in 2015 HNA and lamented in 2019 Housing Needs update.
- Considerations to making code more desirable for affordable housing not made.

Fixing these (and other) issues before finalizing this chapter will improve the probability that this code results in housing attainable for locals, including workforce and seniors.

Thank you for your consideration.

Brian Towey

To Mayor and Council,

RE: Middle Housing Code Addition. March 1, 2021

You are contemplating reducing requirements to less than half of what is currently required in a city with historic parking problems. This is a horrible mistake.

Go straight to the bottom if you want to see my recommendation for a sensible compromise.

Also, I made testimony at the January 4 Planning Commission meeting that is not included in tonight's packet. The minutes, even if they were included, are incomplete. I do not know what else has not been shared with you. As City Council you are responsible for ensuring an inclusive process – this falls short.

For those of you who haven't followed the process, or read tonight's packet, here is the link you received Saturday to a short recap of the issue distributed by Engage the Gorge. [Dense Housing - Hood River is like Berkeley? Or Sacramento? — Engage the Gorge](#)

Here are my notes from the Jan 4, 2021 meeting, mentioned above, that have been excluded from your advance packet:

Notes for Comments to Planning Commission Jan 4, 2021

I listened to the last meeting and the word "sustainability" kept popping up. Parking is a big part of that. Hood River has a known, long time, systemic parking problem that continues to worsen – let's call that an infrastructure challenge and it is not sustainable without other changes that aren't being considered here. Reducing parking requirements for infill developments will be harmful.

- **Cycling Routes and Safety – cars parked on the street are a massive threat to cyclists, there is no reason to add more when there is an alternative.**
- **Some neighborhoods already have severely compromised parking availability.**
- **Since we have examples of the result - the discussion starting point should be the number of spaces required now.**
- **Reductions in necessary parking won't make sense until we have a useful public transportation system, such as the cities for which these policies are meant – and we don't.**
- **Bill Irving is correct that people will buy whatever is available, so why not make those units sustainable – which means including parking infrastructure.**

People who live here have cars because they need them. It is the nature of where we are.

Reduced parking requirements are a safety issue, and they are a general livability issue. We should not offer ourselves up as some sort of urban experiment.

A cottage code is long overdue, you shouldn't doom it to failure by taking shortcuts that are going to cause acrimony and confusion.

Nothing has changed.

Recommendations go much further than is necessary to address a newly contemplated niche market.

This this new product fails to address the desired need of housing for locals. Locals need parking, by the way – the data confirms it.

- To justify these radical changes, the new proposal was presented as “standard.” – **this is not standard for cities of our size**, in rural areas, or with our limited public transportation system.
- The Planning Commission and Director explicitly acknowledge that this code is **not going to result in affordable / attainable housing**.
- The discussion was guided to reduce parking requirements to create density, **not designed to produce affordable / attainable housing** – there is a distinction. See past STR regulation failures.
- Possible harm to other City priorities (or challenges) were **not considered - cycling, safe routes, walkability, livability**.
- The discussion around the number of parking spaces required **STARTED at one** – current regulations usually require two per dwelling unit (R-3 can be 1.5).
- The number of **dwelling units per lot is being doubled**, dangerously increasing street parking pressure.
- We already have **parking availability crisis** in all commercial zones and localized issues in many very parking-constrained residential neighborhoods that this will exacerbate.
- If this is such a great idea, **why are there different regulations for R-1 zones?**

The code being presented was pre-ordained and is not right for Hood River. The process was obviously designed to reach this conclusion and stifle dissent. HR planning used a consultant only experienced in large urban planning (SERA) and started the parking discussion at a highly reduced level (rather than our current level).

You are contemplating **reducing requirements by nearly two thirds in a city with historic parking problems**. Data shows that Hood River households typically have multiple cars. Perhaps regulations like this can work in neighborhoods designed for high-volume on-street parking, but our established neighborhoods weren't built for that. **If these regulations make sense as in-fill in mature R-2 and R-3 zones, then they make sense in R-1, as well.**

Here are two questions to ask yourself as you consider these changes:

- **Where will the cars park on our narrow streets with already constrained parking?**
- **How will your kids navigate the crowded streets on their bicycles and walking to school?**

Thank you for your consideration,

Brian Towey

Recommendation: You know this is bad code because R-1 is being treated differently than other residential zones (note: housing activists have recently called this practice racist). As an alternative to what is proposed, consider the new R-1 regulations in all zones (at one dwelling per 1,650 sf – including R-1) and 1.5 parking spaces per dwelling unit. Density and SDC bonuses (including parking) should be considered only for dwellings that meet objective and defined affordable / attainable standards.

Photos of a few of the affects of congested parking on livability and accessibility in Hood River.

R-3 Zone, near 18th and Columbia - photos taken mid-day. Parking prohibited on south side of street. Homes on this street require 2 spaces per unit. Overflow parking happens east of 15th (500 feet away) and on 20th street to the west.



Cascade, near Hood River Crossing - photos taken mid-day. 60 parking spaces for 39 similar sized units. Bike lane severely compromised by overflow street parking. This is what 1.5 parking spaces per unit looks like. The bike lane is interrupted again as it approaches 13th and the site of 46 unit complex with 70 parking spaces and congested street parking.



Stella Lane off of Belmont, R-2 zone - photos taken mid-day. These homes have two parking spots per dwelling and the overflow parking is mostly occupied. Young lane is an R-1 zone with two spaces required per dwelling. These are “attainable” units of modest size. The parking pressure in this neighborhood is in(famous).



May near 29th, R-2 zone - photos taken mid-day . The bike lane required the removal of on-street parking in the east-bound direction. Reports of constrained parking and the resulting conflicts between neighbors is well known.





Hazel and East Hazel has very little on-street parking. The impact 8 or 10 units added to this neighborhood without parking infrastructure is unknown and could make some



Jennifer Gray

From: Daniel H. Valois <dvalois@gmail.com>
Sent: Saturday, March 6, 2021 3:42 PM
To: Jennifer Gray
Subject: Housing

I moved to Hood River in 2008. I have been working in the IT industry. I have been wanting to buy a house since the moment I got here but nothing has presented itself in an affordable manner. I ended up getting pushed out and purchasing a house in The Dalles. I still consider Hood River my community but I am forced to live in The Dalles and commute over an hour to the top of Mount Hood because of the lack of affordable housing options in the Hood River valley. I'm hoping that when enough people get pushed out of Hood River and into the Dalles my home value will go up and perhaps I will be able to come back into the Hood River valley.

Jennifer Gray

From: Greg Crafts <gregc@msn.com>
Sent: Monday, March 8, 2021 10:07 AM
To: Jennifer Gray; Rachael Fuller
Cc: Kate McBride
Subject: please add to tonight's City Council Packet..thanks!

To: Hood River City Council

From: Greg Crafts

RE: Missing Middle housing code

Dear Council:

First, thank you for developing a cottage housing code. In the past, we had to use the PUD process to increase density in order to create more affordable homes. Frankly, it was like trying to put a square peg in a round hole. So thank you again!

After all this work I want to make sure these rules will be used by the development community to the maximum extent possible. To that end, I want to raise a few issues that will impede real-life implementation:

- 1) **Parking** I know this is a hard topic. Allowing no parking in front of or next to homes will decrease the likelihood of cottage homes and increase the likelihood of traditional single-family homes and townhouses. I agree that aesthetically, parking in back looks better. In real life, especially with sloped and/or narrow lots, this will make cottages impossible. In addition, it creates more impermeable surfaces and decreases the open space for the owners. This works best if the lot is on an alley, which a small proportion of the lots in Hood River have.
- 2) **Alleys** In HR, alleys are 10 feet wide ... if you walk the alleys, you'll see that some people have put up fences very close to the alleys, and in some cases, the alleys have been used to increase yard space. In addition, many of the homes with alleys are older and likely to go thru re-development in the next 20 years. Requiring all access to be off the alleys will throw a lot of traffic volume into the alleys, which will really change the character of the neighborhood.
- 3) **10 feet apart** I believe Fire regulations require building to be 6 feet apart. The proposed Middle Housing requires homes to be 10 feet apart. The 10 feet requirement will incentivize developers to create attached housing (think townhouses or triplexes). This will result in bigger and bulkier structures which may look out of place in a neighborhood.
- 4) **Planning, Building and Fire Review** Missing Middle zoning will not be useful if a developer uses it to create a project and then gets turned down by the City's Building department. For example, in real life, I had a project that was OK'ed by Planning. Then Building interpreted a code to say that the lot lines had to be at least 3 feet from the exterior wall of a detached building. As a result, I had to drop a house from the project, which increased the cost of the homes to all the buyers. Some of the discussions of Missing Middle have assumed the lot line could be at the wall of a detached home. Will Building approve that? Mike Kettler raised a similar concern at your meeting last week. In addition, Fire has strict rules around driveway widths and access to the entire property.

The difference between Planning, Fire and Building review has been raised by multiple builders in a variety of forums. Some work has to be done to make sure this problem does not occur in real life. I am concerned that if builders hit this type of bump in the review process, they may not give it a 2nd chance.

Again, thank you for your time and energy on this topic. Missing Middle code will be a welcome addition to the tool-box of tools available to a developer trying to make homes more affordable in Hood River.

Greg



March 8, 2021

RE: Middle Housing Code

Dear Mayor McBride and City Councilors:

Thrive Hood River is a 44-year old land use advocacy organization with a mission to enhance the livability of our urban and rural communities - including ensuring that everyone has a place to call home. We want to commend the Council for taking on this much needed work to use Hood River's zoning code to address the mismatch between what the market is producing - expensive, larger homes- and the homes most needed by Hood River's population - more affordable and smaller homes.

The new code provisions provide a legal path and financial incentives for developers to build smaller, less costly homes in all of Hood River residential zones. Builders have reviewed the draft code and told the City that they will build homes under this code.

We support the draft generally but recommend these changes to the Parking section of the draft code:

- 1) Require .75 onsite parking spaces per dwelling unit rather than the 1 space per unit shown in the March 8th draft code
- 2) Allow on-street parking credits to apply towards meeting parking minimums.
- 3) Allow for limited parking in the front setback per the proposal discussed by the Planning Commission which permitted 50% of required parking to be in the front setback provided it was less than 36% of the frontage

We recognize that parking can be a divisive and emotional issue. However, the City should assess parking standards with data. The number of cars per household is correlated with household size and income. Larger households and wealthier households own more cars than smaller households and poorer ones.

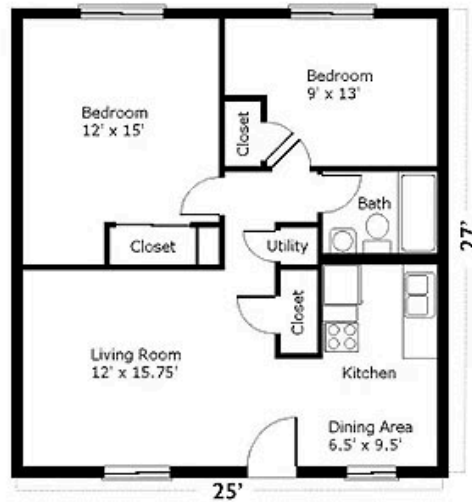
The Middle Housing code enables small to moderate sized homes (1,200 sq. feet maximum) that will likely be inhabited by smaller households. According the 2015 Housing Needs Analysis, 35% of Hood River households contain just one person. Most one-person households have one car or less. Many of the new Middle Housing units will be inhabited by renters. According to the [American Community Survey](#), 58% of rental households have one car or less (18% have no car and 40% have one car). Even among owner-occupied homes, 25% have one car or less.

1) Require .75 onsite parking spaces per dwelling unit

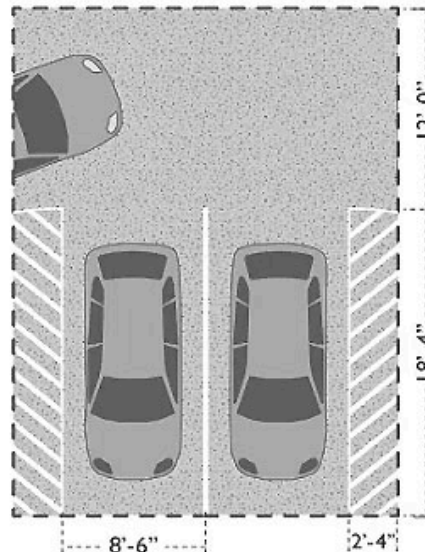
When you are deciding on parking standards, realize that increasing parking requirements is deciding that a home for a car is more important than a home for a person. Requiring more than one space per unit limits the feasibility of developing Missing Middle housing on many lots in Hood River. The result will be that large townhouses or single-family homes will be built instead.

Parking Requirements

Living Space Vs. Parking Space



size for 2 bedroom apartment: 675 FT²



size for 2 parking spaces: 650 FT²

Sources: Transportation Cost and Benefit Analysis II – Parking Costs Victoria Transport Policy Institute (www.vtpi.org)
Graphic Adapted from Graphing Parking (<https://graphingparking.com/2013/07/23/parking-across-cascadia/>)

We recommend that the Council go back to the proposal for .75 parking spaces per dwelling unit. Under the draft code, this results in 1 space per unit because the code requires rounding up. The place that it helps is in four-plexes which would be allowed to have 3 parking places for 4 units. This might be the incentive needed to build a four-plex rather than a three-plex.

2) Allow on-street parking credits to apply towards meeting parking minimums.

Tigard, Ashland, Cascade Locks and Corvallis all allow on-street parking to count towards parking minimums. While not suitable everywhere, there are many neighborhoods and properties with an abundance of on-street parking – think of situations like a corner lot with two faces of street frontage.

Here is Tigard's Code:

18.410.090 On-Street Parking Credit

A. Applicability. The following uses may partially or fully meet off-street parking requirements using the on-street parking standards of this section:

1. Residential uses in the R-3.5, R-4.5, R-7, and R-12 zones; and
2. Religious Institutions.

B. Credit. Each on-street parking space may substitute for one required off-street parking space.

C. Standards. An on-street parking space utilized for this credit must meet the following standards:

1. On-street parking must be allowed on the side of the street where the space is to be provided.
2. The space must be a minimum of 24 feet long;
3. The space must be located along an improved and curbed right-of-way;
4. The space must be located adjacent to the subject site;
5. The space must not extend into the required vision clearance area as defined in Chapter [18.930](#), Vision Clearance Areas, and must not violate any other applicable street standard as determined by the City Engineer; and
6. If the use is a Religious Institution, local residential streets may not be utilized for on-street parking credit.

D. No exclusive use. On-street parking spaces credited for a specific development or use may not be used exclusively by that development or use but must be available for the general public. Signs or actions limiting general public use of on-street spaces are prohibited

3) Allow for limited parking in the front setback per the proposal discussed by the Planning Commission which permitted 50% of required parking to be in the front setback provided it was less than 36% of the frontage.

We agree that placing parking behind homes leads to the friendliest streetscape and pedestrian experience. Limiting curb cuts and cars in front is a great goal of this code. However, because of Hood River's topography and size and shape of some lots, prohibiting all parking in the front setback would make many sites unfeasible for Missing Middle housing. We think the option discussed at the Planning Commission is a good compromise.

Thank you for your work on this code and commitment to helping provide housing choices in Hood River. We appreciate you tackling this important work.

Best regards,



Heather Staten,
Executive Director

Jennifer Gray

From: Janet Hamada <JanetH@nextdoorinc.org>
Sent: Monday, March 8, 2021 10:28 AM
To: Jennifer Gray
Subject: For City Council meeting tonight: In favor of Code Changes

Ms. Gray,

Please pass on my comments below to the Mayor and HR City Council for the Monday, March 8 hearing re: [missing middle housing code changes](#).

Mayor and City Councilors,

As a local employer, I am glad to see that the Council is moving ahead with city code changes that will allow development of varied workforce housing. Lack of housing stock in affordable price ranges, for both purchase and rental, has long been detrimental to The Next Door's hiring and employee retention efforts.

By far, the hardest challenge for us is recruiting qualified staff from outside of the Gorge, or those who do not already have housing. We've had lots of candidates turn us down due to this. Additionally, we've had staff leave jobs before they wanted to because they wanted to buy their own home and could not, so they ended up leaving the area.

I thank you for your efforts and encourage you to pass the proposed code changes so that we can finally make progress on the workforce housing needs of Hood River.

Please let me know if you have any questions.

Sincerely,
Janet

Janet L. Hamada, MSW
Executive Director
Pronouns: she/her
The Next Door, Inc.
O: 541-436-0301
C: 541-490-7904
Hood River Office: 965 Tucker Road, Hood River, OR 97031
The Dalles Office: 1113 Kelly Ave, The Dalles, OR 97058



Jennifer Gray

From: McGrory, John <johnmcgrory@DWT.COM>
Sent: Monday, March 8, 2021 11:58 AM
To: Jennifer Gray
Subject: FW: Re: tonight's meeting

Jennifer:

Please circulate the following to the Council in advance of tonight's meeting. Also, I plan to appear via zoom. Thank you.

Dear members of the Hood River City Council:

My house is at 21 E. Hazel. That is on the south side of E. Hazel, about a hundred yards west of Indian Creek Trail trailhead. East Hazel is a major walkway these days, maybe because of Covid, or maybe I am just noticing it now because I spend a lot of time looking out my window. It is really wonderful to see so many families walk down the street on their way to the Indian Creek Trail, or just out for a stroll. The families are sometimes with dogs, wandering back and forth across the road. Parents are pushing strollers. Different groups are interacting with one another. These walkers come from my neighborhood and many from neighborhoods south and southwest of the downtown area. Of course there are also runners and bikers who go by on a regular basis, often with headphones on, comfortable with the knowledge they have of the area and the relative safety from traffic. This happens from morning to dark. I talk with them from time to time, when I am on my own walks or runs. It gives me a good feeling. It makes me understand and appreciate that this is a road and a neighborhood that is appreciated and enjoyed by people from all over the city. That this is our community. That this is Hood River.

I know this little snippet about my neighborhood is not unique. I see the similar things happening in other parts of town. Residents put those plastic statues of kids in the middle of their neighborhood streets to remind cars that children are present. We are happy to go slow. We like that this is a community that values the safety of our kids. When we see children with training wheels on their bikes wobbling all over our neighborhood streets we are grateful that this is the kind of town that allows that to happen. For those of us who are older, it reminds us of teaching our own kids to ride a bike. And when a ball rolls in front of our car in those neighborhoods, we know the ball will inevitably be followed by the someone who is about 3 feet six inches tall whose zeal has prevented her from realizing she has even run into the street. We were those kids once. We were their parents once. Some of us still are. Those neighborhoods are part of our community. They are part of what makes Hood River the special place it is to those who live here.

So what happens when you impose the middle housing development on these neighborhoods? For one thing, you are creating housing that does not include what I will call "play space" for children. You create minimum, and realistically not in any way useable, yards. This will exacerbate the danger of people, primarily children, having to use the streets. Second, you fill the streets with more parked cars. Do you think one of the problems we have in this city is that we don't have enough parked cars narrowing our streets? Read your own parking study for the answer. Or, do what most residents do, use your common sense. Having to fight your neighbor for the parking spot in front of your own house is an uncomfortable hassle and causes tension in the neighborhood. Having the streets filled with parked cars narrows the street and reduces visibility. It endangers pedestrians, cyclists (yes, Councilors, cyclists—do you recall this is Hood River?) and car passengers, and it disrupts traffic.

I will be more specific and talk about my East Hazel neighborhood, where, as mentioned, people come from all over to spend time with their families. When one turns off Serpentine onto E. Hazel, the road narrows to about 12 feet wide before it widens out on its way to the Indian Creek trailhead. And if you want to go down to E. Eugene, which runs north

of E. Hazel, the road narrows to 10 feet in places. I cannot imagine the problems that would be caused by allowing development of this area under the proposed ordinance. The parking and traffic issues would be horrendous and would endanger the pedestrians, cyclists and other drivers. Have the neighbors weighed in on this issue? No. why not? They are not aware of this proposed ordinance. And that is another real problem. Unlike PUDs, once this ordinance is approved, a developer will only need to apply for a permit to create the project. Neighbors need not be informed. Neighbors are powerless to weigh in, even if they become aware of it. At least with PUDs, there are mandatory neighborhood meetings and public hearings. Not so with the proposed ordinance. A real life, current example of this is a proposed PUD on East Eugene, below my house. The property contained a single family dwelling and was recently purchased by a national developer located in Denver, Colorado. The developer proposes to put two houses and 8 townhome-like units on the property. At the mandated public neighborhood meeting, there was an outcry of opposition because of the effects it would have on the neighborhood. Those objections will have to be considered by the Planning Commission. Whether or not the PUD is the right way to develop the property is beside the point. What is the point is that the neighbors were given written notice of the proposed development and by law will have their positions considered when the Planning Department goes through the approval process. NOT SO WITH THE PROPOSED DEVELOPMENT. The opinions of those affected by the developments will have no say whatsoever. All that will be required is a permit. Is that the way we do business in Hood River? Is that the way neighbors should treat each other? Is that the way you should allow our City to treat its present residents? Think about these questions as you deliberate, and be honest about your answers.

Let me leave you with a few, hopefully more concise, comments:

1. Don't insult us by citing a State mandate about what our housing must look like in 2035 or 2045 as an excuse to ruin our neighborhoods.
2. Don't insult us by telling us this will provide "affordable housing." The prices for this housing will be dictated by the market, not by the cost of development. These housing units will sell for multiples of what an average Hood River wage earner can afford. This should be apparent by looking at the 2015 Housing Study, as supplemented in 2019, and at recent housing price trends in the City. In any event, to my knowledge neither you nor the Planning Commission has done an analysis of what these units will sell for. If I am right about that, how can that be excusable. As public servants, you have an obligation to do more than you have.
3. Don't try to tell us this housing will fit within the flavor of existing neighborhoods. While that hopefully will be true as to some neighborhoods, it is definitely not true as to all. Yet, in prior meetings you have rejected a more targeted approach and you insist that the ordinance apply everywhere.
4. Don't tell us it is ok to plan for housing with 1 or less on-site parking for cars. That may work for some neighborhoods in Portland, where there is a mass-transit infrastructure worth hundreds of millions of dollars, but it would be unrealistic and harmful to many Hood River neighborhoods.
5. Don't try to tell us the proposed ordinance fits within the comprehensive Plan, the Parking Plan, or the Traffic Study. There is no evidence that issues raised by those reports have been considered. If they have been, where is the analysis?

Lastly, and most importantly: Don't continue to hide this proposal from the people of Hood River. Your notice of this meeting is unlawful, and not only because it was insufficient as to timing. It was also insufficient as form. Under Oregon statutes, for changes this sweeping to property rights, the notice should be delivered by mail to all property owners. Why pass an ordinance that will be subject to legal challenge? And even if the mailing notice is not required by statute, why not do it anyways? Why don't you be open and transparent with those who have elected you?

John McGrory

MISSING MIDDLE HOUSING TESTIMONY 03/08/2021

Kate Hoffman 801 Oak Street, Hood River

Good morning,

Thank you all, as always, for volunteering your time to review testimony and address the important quality-of-life issues that affect the residents of the city of Hood River.

I was hoping to attend tonight's Zoom meeting in person, but not sure I will be able to make it due to my work schedule. I submit this written testimony instead.

I want to enter my *very robust* support of changes to the Hood River zoning code promoting the construction of "missing middle" housing into the record. Housing is one of the most important issues to myself, and to almost every single person I am friends within the Gorge, young and old alike. Though I will personally keep fighting for the construction of more multi-unit apartment buildings and subsidized multi-family construction, I believe that the "missing middle" is at very *least* a compromise between those of us who want to see more housing availability asap, and the very vocal few who continue to battle against *any* form of higher-density housing (aka anything but single-family homes).

Missing middle housing benefits the community on a wide range of levels. I am sure that you have also done research on this issue, but I have attached a couple brief resource documents that I find applicable and easy to understand.

- "Missing Middle" housing serves a wide variety of residents that need smaller and less expensive housing options than traditional single-family zoning permits.
- It encourages neighborhood diversity and unity, through the interaction of different types of residents together in a semi-co-housing environment.
- Multi-unit housing has a lower carbon footprint than single-family homes.
- It encourages consideration of alternate forms of transportation, due to the reduction in required or available parking (I can speak personally to the fact that having nowhere to park in previous places I have lived, I instead became a bicycle commuter, public transportation-rider, and car share participant).
- This type of housing supports diversification of the local workforce and allows those in various industries and income levels to work and live together.

Those are just the few I have time to include here.

I cannot stress enough how much the City Council needs to take action as soon as possible on housing. Almost **nothing** has happened in this arena in the 5 years I have lived in Hood River, though it keeps being touted as a "priority issue."

I know that the anti-housing voices in our community are loud and persistent, but in my experience, there are far more residents that support progressive housing policies than those who do not. I have had hours of conversations with people in this silent majority about the need for multi-family housing. Sadly, their reasons for not appearing in person to participate in local politics are familiar: not able to attend Zoom meetings, not

having the technology to do so, not understanding issues like "zoning" and "affordable housing" enough to feel confident to participate, etc.

Again, I truly believe this to be a viable option forward and a beginning for action on fixing Hood River's housing affordability crisis. You have plenty of support on this issue!

Sincerely,
s/ Kate Hoffman

Multifamily Benefits

THE HOUSING AFFORDABILITY TOOLKIT

Developed in Partnership with
HR&A Advisors

The Benefits of Multifamily Housing

Comprising 15% (20.6 million units) of the nation's housing stock, multifamily rental housing plays a vast and diverse housing role that serves an essential and evolving purpose in communities across the country.

At its core, multifamily housing increases the **density, variety, and efficiency** of a municipality's housing.

Multifamily housing broadly improves our cities in four far-reaching ways:

- Invigorating **economic vitality** by improving the livelihood of workers and businesses
- Improving **fiscal health** by increasing the tax base and efficiently using public resources
- Increasing **environmental sustainability** by efficiently building and operating residential units
- Enhancing **quality of life** by allowing for healthy, culturally vibrant, and place-based lifestyles

This document explores the extensive benefits of multifamily housing while dispelling several misconceptions.

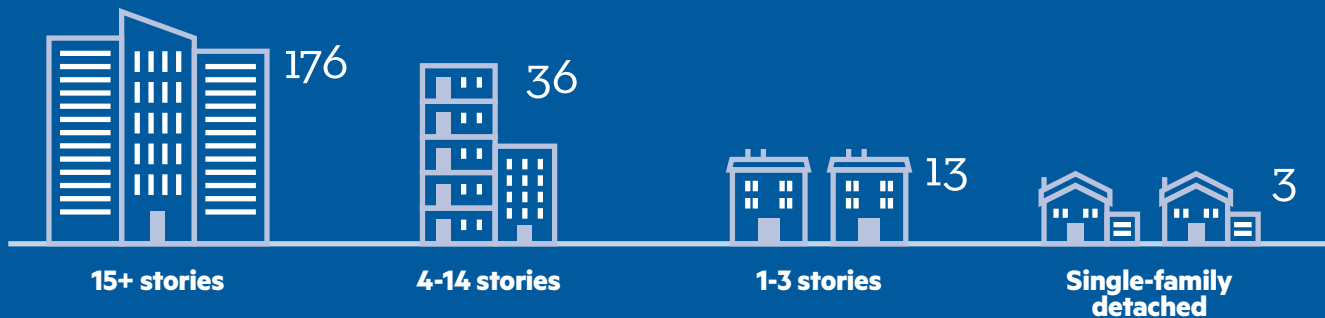
The Benefits of Multifamily Housing

In any market, multifamily housing exhibits three fundamental characteristics that allow it to yield a far-reaching set of benefits.

Increased Density

Multifamily housing allows for more housing units to be built on any given parcel of land. Increasing the density of households can quickly expand the tax base and commercial vitality of an area. It also allows for more much-needed housing to be built in desirable areas with greater employment, easier access to transit, and generally a higher quality of life, as these areas typically are more land-constrained and expensive to build in.

AVERAGE NUMBER OF UNITS PER ACRE BY HOUSING TYPE¹



Wide Variety

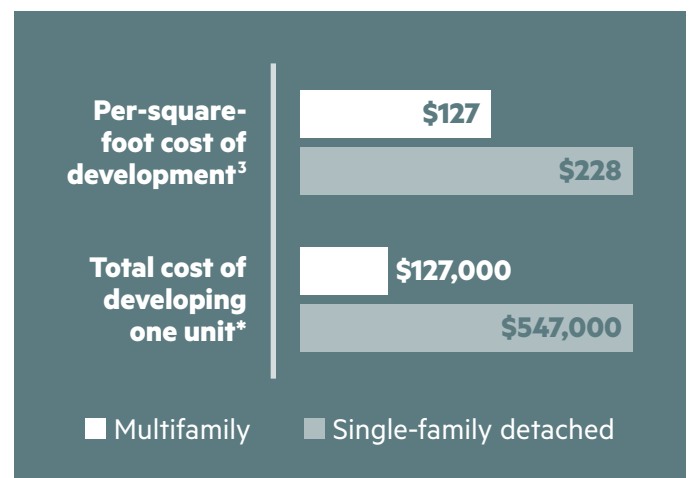
Multifamily housing serves a wide range of household types and needs. The wide range of available unit types, locations, and price points allows multifamily housing to accommodate a unique variety of household types, income levels, and lifestyle preferences.

Greater Efficiency

Multifamily housing is cost-effective and efficient to both build and operate. Development costs for multifamily housing are far lower on a per-unit basis than single-family. Multifamily housing also makes more efficient use of utilities and other infrastructure.

“Multifamily rental housing offers a powerful tool to increase residential density in downtown and suburban locations, while also accommodating a socio-demographically diverse population.”

– Journal of Housing Studies²



*Assuming median unit sizes of 2,400 SF for a single-family detached home and 1,000 SF for an apartment.

¹ HR&A analysis of CoStar and U.S. Census data.

² Rebecca Walter, 2018. “The geographic and sociodemographic transformation of multifamily rental housing in the Texas Triangle.”

³ Craftsman Handbook.

Economic Growth and Vitality

Multifamily housing stimulates and sustains local economies, neighborhood health, and overall economic competitiveness.

Multifamily housing supports the expansion and diversification of the local workforce.

An expanding housing supply often both indicates and allows for an expanding economy. Multifamily housing is the most efficient way to increase the supply of housing, which is necessary to accommodate employment and household growth. A lack of housing supply will either prevent growth or lead to the displacement of existing households.

Housing density can improve the productivity and lifestyle of people who work in employment centers with high traffic volume. As jobs cluster within employment centers that experience growing levels of traffic, commute times can be ameliorated if people can find and afford housing near where they work. Because apartments allow housing to be efficiently built in desirable areas near employment and transit, people living in apartments have shorter commute times on average.

Multifamily rental housing attracts critical segments of the workforce, such as younger households and households earning modest incomes. While multifamily housing serves households of all ages and income levels, it is uniquely able to provide young people with the mobility and urbanism they often prefer and is able to provide affordably priced housing options in good locations.

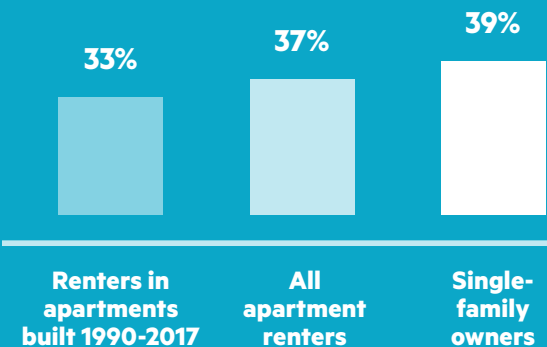
At a national level, housing constraints and regulations are estimated to have lowered aggregate economic growth by

36%

between 1964 and 2009.¹

Due to a lack of housing in productive but highly regulated cities (such as New York City and San Francisco), people have consistently been priced out of optimal jobs.

SHARE OF HOUSEHOLDS COMMUTING 30 MINUTES OR MORE TO WORK²



Of households younger than 35:

7.1 MILLION

rent multifamily

6.2 MILLION

own single-family³

¹ Chang-Tai Hsieh and Enrico Moretti, 2015. "Housing Constraints and Spatial Misallocation."

² "NMHC Quick Facts." NMHC tabulations of 2016 American Community Survey.

³ 2016 American Community Survey.

Economic Growth and Vitality

Multifamily housing stimulates and sustains local economies, neighborhood health, and overall economic competitiveness.

Denser housing and denser cities support the formation and growth of businesses.

Denser urban areas are more economically productive due to the networks that form when firms and people locate near each other. As ideas are more freely exchanged between both collaborators and competitors, urban areas benefit from advancements in innovation.¹ Multifamily housing contributes to this effect by significantly increasing urban density.

“**Emerging sectors of the economy often place a premium on access to specialized business services, professional contacts, restaurants, and employee housing...these aspirations can best be realized in mixed-use agglomerations.**”

– Paul G. Lewis, *Shaping Suburbia*²

PERCENTAGE OF PIPELINE PROPERTIES PLANNED AS MIXED-USE⁴

2010-2014

28.8%

2016-2021

34.9%

Multifamily housing enables neighborhood investment and commercial activity.

Multifamily housing development is a signal and stimulator of neighborhood growth.

The development of multifamily housing tends to encourage the concentration of households and incomes needed to support new retail and commercial development. At a time when retail footprints across the nation are receding, a notable increase in mixed-use developments containing residential with retail and/or office indicates that denser housing can attract and support commercial activity.³

In other cases, multifamily housing is the necessary piece to transform areas filled with predominantly commercial uses (office, retail, public facilities) into vibrant, 24-hour mixed-use districts, as has been the case for downtowns across many major cities.

“**Residential has been the big story over the last couple decades. Downtown, prior to that, evolved as the location for commercial office and retail, and then for the major arts and cultural institutions.**”

– Jon Scholes, President & CEO of the Downtown Seattle Association⁵

1 Glaeser and Gottlieb, 2009. “The Wealth of Cities: Agglomeration Economies and Spatial Equilibrium in the United States.”

2 Paul G. Lewis, 1996. “Shaping Suburbia: How Political Institutions Organize Urban Development.”

3 Forbes, 2018. “How Retail Real Estate Continues To Change.”

4 Axiometrics, 2016. “Mixed Use Trending in Apartment Markets.”

5 U.S. News Real Estate, 2016. “How Commercial Real Estate Is Changing Residential Housing.”

Fiscal Health

Multifamily housing improves fiscal health by both increasing revenues and decreasing costs, positioning local budgets to more effectively serve the public good.

Multifamily housing efficiently increases tax revenues for local governments.

Greater household density increases the tax base through expanding the number of both households and businesses. Denser households contribute more to property and sales taxes. Moreover, by stimulating commercial growth, multifamily housing can further increase local sales and business taxes.

Denser development generates

10 TIMES

more tax revenue per acre than conventional suburban development.^{1*}

2011 MUNICIPAL PROPERTY TAX YIELD (PER ACRE) OF SELECT BUILDINGS IN RALEIGH, NC

6-story mixed-use (multifamily & retail)	\$110,500
3-story office	\$30,100
3- to 4-story multifamily residential	\$26,100
Major shopping mall	\$22,200
Single-family residential	\$2,800
Walmart	\$2,100

Multifamily housing reduces fiscal burdens by efficiently using public infrastructure and services.

Municipalities save significantly on costs incurred by critical physical infrastructure, such as new roads, water lines, and sewer lines. Savings are experienced in upfront capital costs, operations and maintenance costs, and eventual replacement costs.

Denser development also leads to savings on the costs of ongoing delivery of public services, such as police, ambulance, and fire services.

Compared to conventional suburban development, denser development saves

38%

on the **delivery of upfront infrastructure,** and

10%

on the **cost of delivering public services.**^{1*}

*These results were arrived at by compiling findings from 17 studies, which span city, state, and national scopes.

1 Smart Growth America, 2013. "Building Better Budgets: A National Examination of the Fiscal Benefits of Smart Growth Development."

Environmental Sustainability

Increased urban density benefits the environment by reducing carbon impact and preserving open space and natural amenities.

Density reduces the energy required to build, operate, and service residential units.

Multifamily housing lowers the energy intensity of creating a housing unit, or the “embodied energy” of extracting materials and building the structure. The energy savings can be substantial, as embodied energy can range from 10 to 45 percent of the total energy impact of a building through its lifecycle.¹

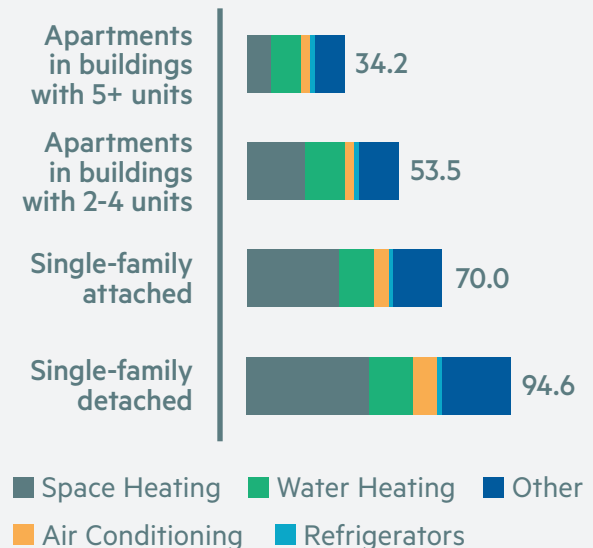
Multifamily properties require less energy to maintain on a per-unit basis, resulting in both energy and cost savings for residents and property managers. This energy impact is substantial, as residential and commercial buildings consume 41 percent of the nation’s energy each year.³

Multifamily housing decreases the resources used for infrastructure and services. Surrounding infrastructure, such as, roads, public transportation, street lighting, water pipes, and sewage treatment, also contributes to embodied and operational energy use. Multifamily housing makes uses of these resources much more efficiently.

Denser housing allows for the preservation of open spaces and natural amenities.

By requiring a smaller land footprint, multifamily housing helps to **preserve open space and undeveloped land, natural amenities that can be difficult to preserve in sprawling areas.**

ENERGY CONSUMED PER RESIDENTIAL UNIT (MILLIONS OF BTUS)² 2017



Energy consumption can be measured on a per-unit or per-square-foot basis. Both metrics show apartments use less energy after taking into account home size, climate, and other important characteristics (including whether the apartment renter pays utility costs directly).⁴

Planned, compact growth uses

20%-45%

less land than unplanned, sprawling, “overspill” development.⁵

1 Nichols and Kockelman, 2014. “Life-Cycle Energy Implications of Different Residential Settings.”

2 HR&A analysis of 2017 Energy Information Administration data.

3 Takano et al., 2015. “Life cycle energy balance of residential buildings.”

4 Obrinsky and Walter, 2016. “Energy Efficiency in Multifamily Rental Homes: An Analysis of the Residential Energy Consumption Data.”

5 Burchell et al., 1998. Costs of Sprawl Revisited: The Evidence of Sprawl’s Negative and Positive Impacts.

Quality of Life

Multifamily housing improves quality of life by improving public health, allowing for vibrant public spaces and amenities, and providing housing options for a variety of lifestyles.

Density increases connectivity.

Density allows for cities to be walkable and cyclable, for streetscapes to be attractively designed for high volumes of foot traffic, and for a wide variety of people to interact with each other. Not only does this improve the aesthetic experience of living in a city, it can positively affect public, physical, and mental health.

50%

of surveyed Americans would like to walk or bike more instead of driving.¹

Density allows vibrant public spaces and cultural amenities to exist and thrive.

Denser housing helps to preserve open space and public facilities and contributes to the volume and diversity of people who make these spaces interesting. Valuable cultural spaces that require high volumes of patronage to remain viable are made possible by densification.

“For consumers who want to be able to go to the opera regularly or go to live major league baseball games, living in large cities is a necessity.”

– Ed Glaeser, Professor of Economics at Harvard³

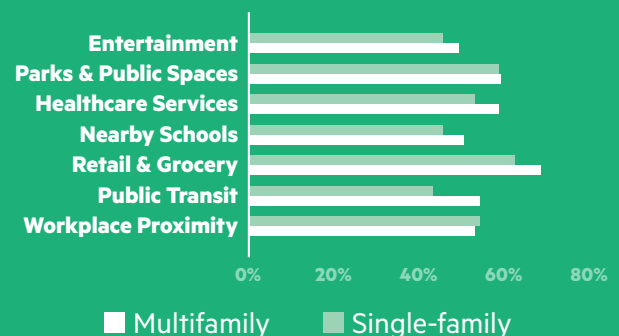
7 IN 10

renters are willing to downsize in order to live in a dense urban area.²

Varied housing provides choosing power.

By efficiently increasing the stock of housing available in a city, multifamily housing allows people to more easily choose where they live. People might be able to live nearer to their work or avoid being displaced from or priced out of a neighborhood or municipality they prefer. They may choose to adopt a lifestyle that is unique to multifamily housing, such as ease of maintenance and walkability.

% OF SURVEYED HOUSEHOLDS VERY SATISFIED WITH...⁴



1 Smart Growth America, 2003. "Measuring the Health Effects of Sprawl."

2 Fannie Mae, March 2017. Consumer Omnibus Results.

3 Ed Glaeser et al. 2000. "Consumer City."

4 <http://www.fanniemae.com/resources/file/research/housingsurvey/pdf/nhs-study-affordability-perceptions.pdf>

Misconceptions

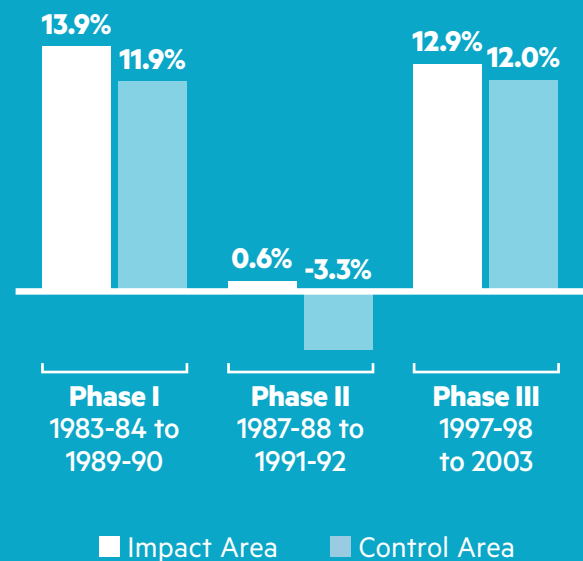
Contrary to some misconceptions, multifamily housing does not negatively affect property values, public schools, traffic, and emissions. In many markets, these community issues are in fact improved.

Single-family homeowners are understandably concerned about two community goods: property values for single-family homes and the viability of local public schools. Many studies have sought to understand the effects of multifamily housing on these goods.

Property values for single-family homes are not harmed, and in fact are often boosted, by the arrival of nearby multifamily housing development. Time series analyses of seven areas in Boston found that home values were generally boosted by being near pioneering multifamily housing developments over the course of thirty years, relative to areas without such development.¹ This study has been replicated in numerous cities, such as Portland, Richmond, and in numerous cities and regions, with similar results.²

Similarly, multifamily housing does not place undue strain on local public schools. This concern is premised on the assumption that multifamily developments will bring in too many families with school-age children while yielding lower tax revenues. In fact, residents of multifamily housing typically have far fewer children, while the net impact of multifamily housing on a city's fiscal health is positive when considering the increase in tax revenues.

CHANGE IN HOME VALUES IN BOSTON NEIGHBORHOODS WITH NEW MULTIFAMILY (IMPACT) AND WITHOUT (CONTROL)¹



AVERAGE NUMBER OF SCHOOL-AGE CHILDREN PER 100 UNITS OF HOUSING³

52

in single-family homes

27

in apartment units

61

in **new** single-family homes

22

in **new** apartment units

¹ Pollakowski et al., 2005. "Effects of Mixed-Income, Multi-Family Rental Housing Developments on Single-Family Housing Values."

² Streets MN, 2016. "No, Large Apartment Buildings Won't Devalue Your Home."

³ NAHB Special Studies, 2017.

* For recent mover households.

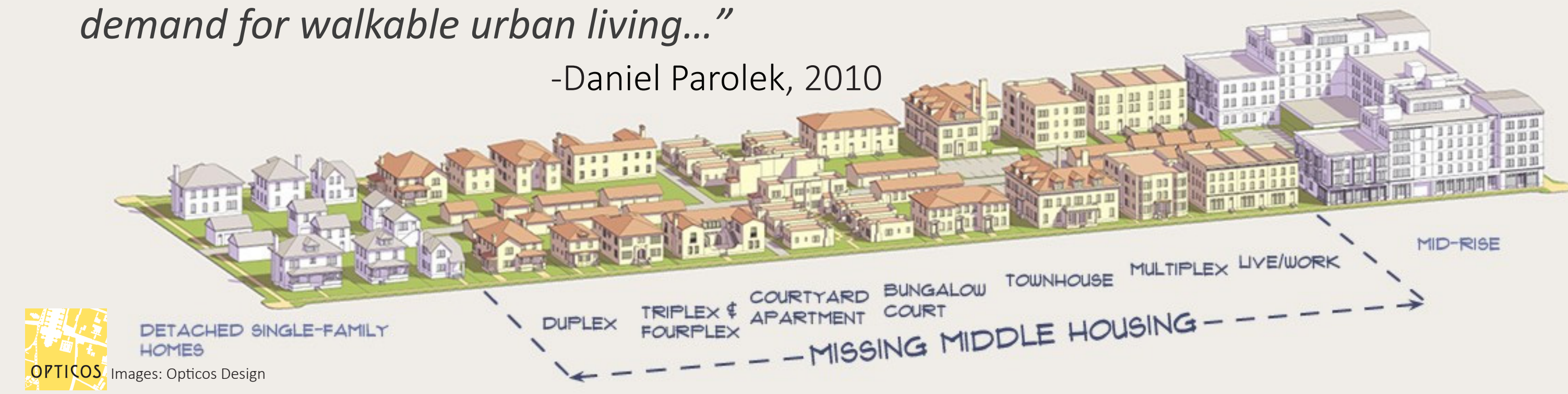
Study Goals

This study looks to understand barriers to increasing housing type diversity through missing middle housing. Missing middle housing speaks to a 2-10 unit range of housing rarely seen post WWII. Considering municipal planner, consulting planner, and developers' experiences, I look to propose solutions to enable the creation of missing middle housing.

What is Missing Middle Housing?

"...a range of [2-10 unit] multi-unit or clustered housing types compatible in scale with single-family homes that help meet the growing demand for walkable urban living..."

-Daniel Parolek, 2010

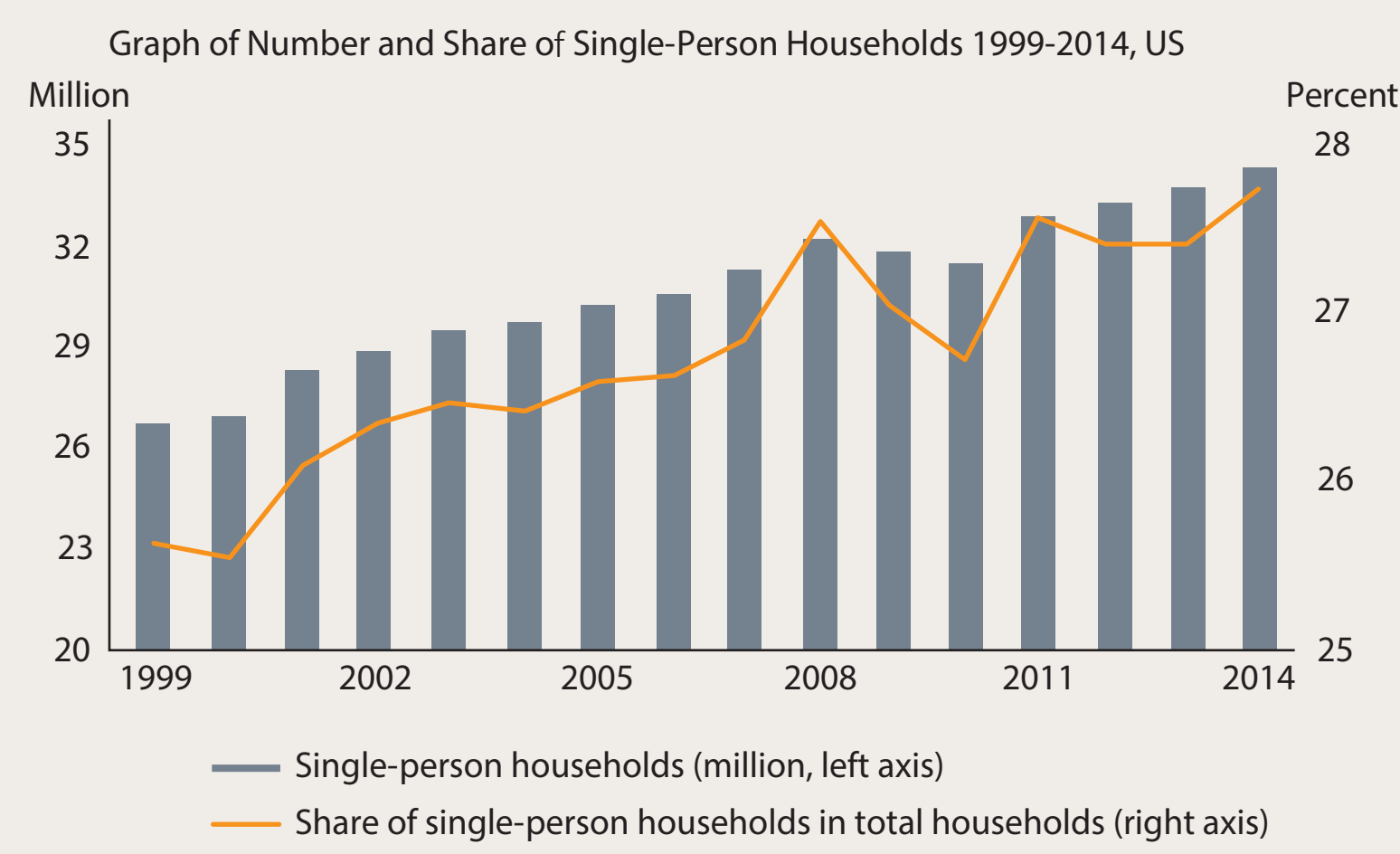


Post WWII, Federal policies and programs to create homeownership opportunities for returning veterans led to the large-scale development of single-family housing (Duany 2000, p.9; Larco 2010, p.71-72).

Why do we Need Missing Middle Housing?

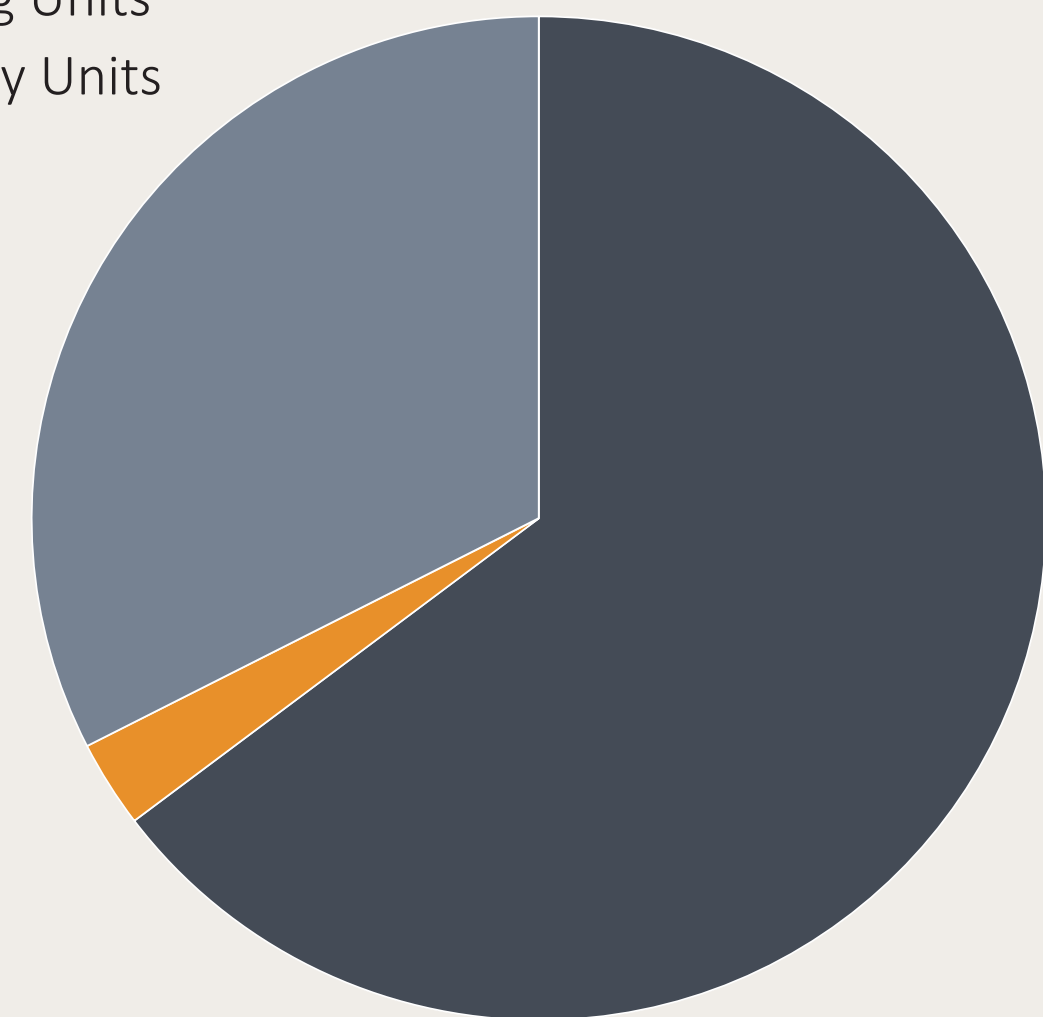
- Increase **housing options**
- Increase smaller **market-rate affordability**
- Maintain neighborhood **character**
- Increasing **density**
- Address changing **demographics**

Single person households are the fastest growing group in the US



2017 Census Data Percent Construction

- 5+ Dwelling Units
- 2-4 Dwelling Units
- Single Family Units



Demand for small lot attached housing exceeded supply by 35 million units in the state of California alone (Nelson, 2015)

Without housing unit diversity one of three household welfare situations may result:

1. Household is forced to relocated to an area where the housing type is available
2. Overconsumption of housing, which may cause affordability issues
3. Under consumption of housing, which results in overcrowding

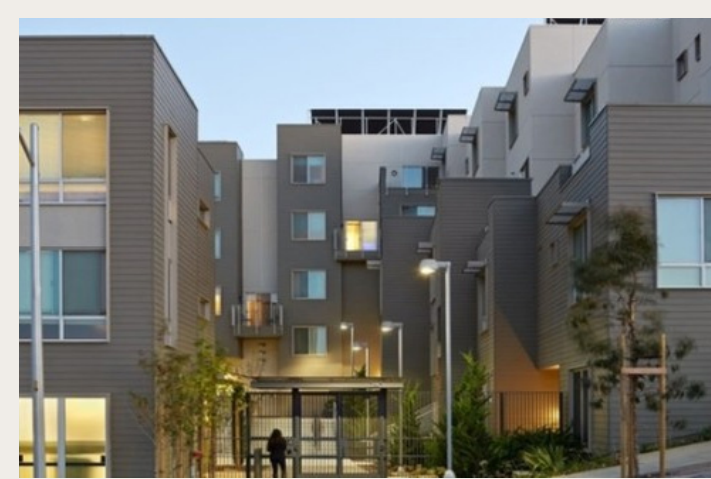
(Paulsen 2010, p. 410)

How can Barriers be Understood?



To understand the barriers to implementing missing middle housing I studied barriers to the implementation of **New Urbanist development** as a different, but comparable development technique. New Urbanist Developments provide a useful comparison for the following reasons:

- Focus on housing and infill developments
- Need for divergence from traditional planning methods
- Emphasis on walk-ability and housing type diversity



Hunters View, San Francisco, CA | Source CNU



Seaside Village, Seaside, FL | Source CNU



Glenwood Park, Glenwood Park, GA | Source CNU

10 semi-structured interviews were used to identify potential barriers and potential solutions to development, interviewees consisted of:

- **4 Municipal Planners;** two from municipalities with successful New Urbanist Projects
- **4 Planning Consultants** specializing in New Urbanist Developments
- **2 Developers** involved in New Urbanist Developments

MISSING MIDDLE HOUSING

Exploring Potential Barriers to the Production of 2-10 Unit Housing Developments

Gillian Cooper | Spring 2018 | Advisor: Professor Aslıgül Göçmen



Images: Strong Towns.org

BARRIERS

Regulatory Systemic

State Environmental Review Process

- Consultants working in states with strenuous environmental review processes saw these regulations as increasing project length and cost

Conditional Use Zoning

The rezoning process is a development deterrent due to:

- High risk
- High cost
- Susceptibility to community push back

Lag Time Between Comprehensive Plan and Zoning Code Updates

- 100% of interviewees agreed that the gap between plan and zoning updates is a barrier to development projects
- The EPA reflects that outdated codes prevent municipalities from getting the developments they want

"1-4 units is considered a single-family house by FHA, VA, Fannie Mae, and Freddie Mac and can be purchased with a standard 30-yr mortgage."

Our zoning codes should reflect this and allow for fourplex on any residential lot. -otherwise conservative banks will be more progressive and committed to housing choices than our city planners."

(Consulting Planner Interview)

Developers' Bottom Line

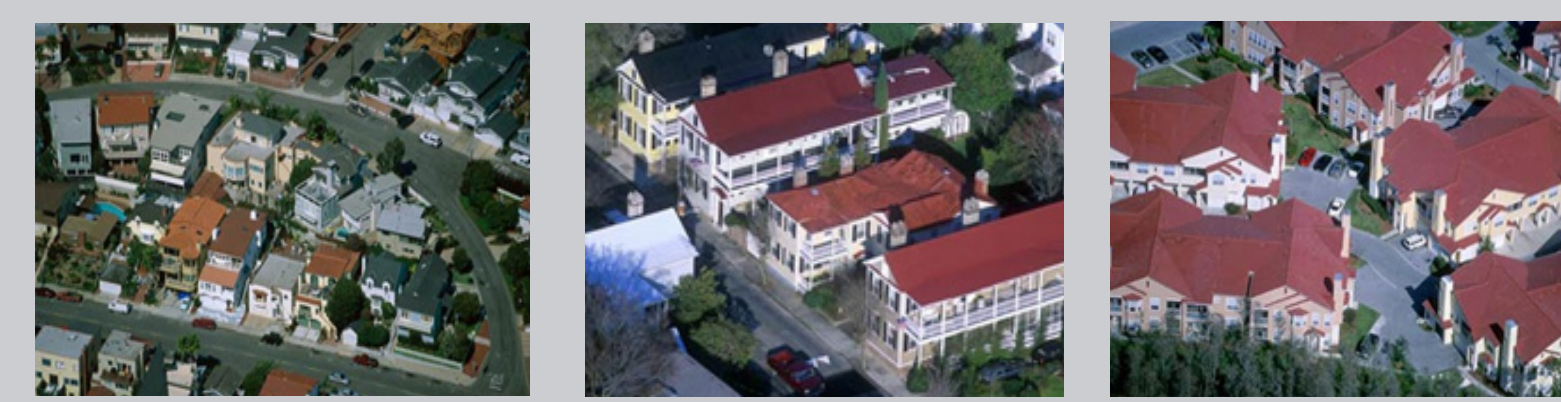
- Developers reflected that municipal planners fail to understand developer side processes when recommending projects

Burden of Impact Fees

- Impact fee allocation was seen as creating an unequal barrier to missing middle development
- As impact fees drive up the cost of development they are seen to be the downfall of many smaller projects

Negative Public Perception

- Public perception of density is a key barrier to the creation of missing middle housing
- National Association of Home Builders stated that 56% of home buyers interviewed stated that they **'do not want density'**; this creates issues as density does not speak to form



These three images from the Urban Land Institute are all the same density 10du/acre

"Density has become a four letter word."

-Developer Interview

Financial Social

SOLUTIONS

Environmental Streamlining Processes

- For processes such as the California Environmental Quality Act municipalities can perform streamlining processes to reduce cost and time burden on developers
- Environmental Impact Reports analyze potential development impacts within a municipality, such as increased traffic, storm water, and other impacts

Form-Based Codes

- Shifts primary regulation focus from use to form
- Enables by-right development through providing predictability in the built environment
- Form based codes have been seen to integrate municipal goals into regulating documents
- As form based codes speak to the comprehensive plan they can speak directly to community vision giving residents greater control of the types of developments seen

Creating a Collaborative Process

- Initiating collaboration between land use fields (engineering, building, storm water) allows for the collaborative creation of standards, in turn mitigating regulatory overlap
- Knowledge sharing between research and in field practice is essential to ensuring development speaks to demand
- 2 developers interviewed stated that municipalities with interdepartmental collaboration seemed to have more comprehensive standards

Evaluating Impact Fee Systems

- The use of impact fee schedule adjustment has been recommended for encouraging green infrastructure, in order to align fees with municipal goals
- Municipalities should take a progressive stance on impact fee schedules to promote the types of developments they want in their municipality

Highlighting Excellence in the Field

- Excellent existing developments provide illustrative examples for planners to point to when engaging the public in conversation about proposed developments
- Looking to excellent examples is a way of giving the public officials certainty when looking to change regulations

Utilizing the Charrette Process to Connect with Community

- A charrette process is a key way to enhance plans so that they speak to community desires
- Bridge the gap between developer and community vision
- When utilizing the process, planners must ensure to make participation accessible to all those in the community
- This process bridges the gap between community and developer project perception

Works Cited
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 Duany, Anders, Plater-Zyberk, Elizabeth, Speck, Jeff. Suburban Nation: The Rise of Sprawl and Decline of the American Dream. 2000. Print.
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Acknowledgements
 I would like to thank all of those who have assisted and supported the creation of this project. I am grateful for the continued guidance of my advisor Professor Aslıgül Göçmen and committee member Professor Yanji Kim. Additionally, I would like to thank Professor Jim LaGre for his guidance throughout this project. I would like to thank the planners and developers who generously donated their time for interviews for this project. Finally, I would like to thank my family who have provided me with continued love and support as well as my peers within the Department of Planning and Landscape Architecture.

Department of Planning and Landscape Architecture



Jennifer Gray

From: kristi chapman <chapmanhoodriver@gmail.com>
Sent: Sunday, March 7, 2021 8:05 PM
To: Jennifer Gray
Subject: Missing Middle hearing

Public Comment for the Planning Hearing:

I've followed the Westside Area Concept Plan for several years. I've sat and listened to many meetings and presentations that compare Hood River to other markets. The problem with this? The other markets being considered are nothing like the demographics of Hood River. Comparisons to Berkeley and Sacramento are not even remotely similar. Both cities have robust reliable public transportation and infrastructure which Hood River currently is lacking.

I personally have a single family 4 bedroom rental that happens to be zoned R-2 within the city limits. Currently it is rented to three amazing young men who are all very hard working members of our community. My home is the only long term rental in the neighborhood and there are more cars now then when our family lived there (2 vs. 3+). It has changed the feel of the very quiet street as one or more cars is now always parked on the street. Under the new zoning proposed, I potentially could reconfigure the lot and increase those cars parking on the street to 10-12. With little to no parking requirements proposed, that could make me very unfavorable to my neighbors. Plus, if any other neighbor decided to maximize their density, that would be an increase of potentially 6-10 additional cars per lot that would end up street parking.

In looking at the percentage of second homeowners in Hood River, do we actually need to create more housing for vacation homes? The planning commission did state that increasing density will not assure affordability without other adjustments. Let's make those other adjustments first so that this doesn't end up simply being second homes. I don't think we need to stress our town by densifying it to cater to second home ownership of cute cottages for weekend getaways.

Respectfully,
Kristi Chapman
Hood River County

Jennifer Gray

From: Lach Litwer <lach.litwer@gmail.com>
Sent: Monday, March 8, 2021 3:55 PM
To: Jennifer Gray
Subject: Middle Housing Code

Madam Mayor and Honorable Council members, I appreciate this opportunity to share comments relating to the proposed Middle Housing Code.

The city of Hood River is a wonderful place to live and work. However, for our city to thrive and for our children to find meaningful opportunities to stay and raise their own families, we must find a way to make quality housing options attainable.

I applaud Dustin Nilsen and the others who've put together this proposed Middle Housing code amendment for taking substantive steps to address this challenge. We cannot conjure new land in our existing city limits to help housing supply catch up with demand, but this proposal, by allowing greater density of housing at all levels of residentially zoned land doubles or better the number of homes that it is possible to build. Additionally, by ceasing the wasteful requirement of setting aside buildable land for car storage, the city will both increase buildable acreage and decrease the cost of building new homes there. I've included a graphic illustrating how a two car parking area occupies roughly the same square footage as a two bedroom cottage or apartment...

Some will say that reducing off street parking requirements will clog roads with parked cars. But this argument relies on the incorrect notions that roads aren't engineered with street parking in mind, or assumes that all street parking is occupied. Both these assumptions are incorrect.

We have a housing affordability crisis that is hurting our community, our businesses, and our growth. Allowing oversized yards to become homes, and cars to park on roads designed to accommodate them is the right solution for Hood River.

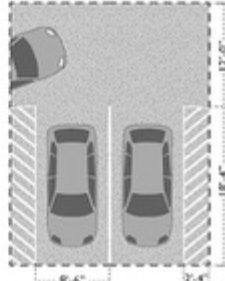
Thank you for your time!

Respectfully,

Lach Litwer
2204 Sherman Ave
Hood River, OR 97031

Parking Requirements

Living Space Vs. Parking Space



size for 2 bedroom apartment: 675 FT²

size for 2 parking spaces: 650 FT²

Source: Transportation Cost and Benefit Analysis 8 - Parking Costs: Victoria Transport Policy Institute (www.vtpi.com)
Graphic Adapted from Graphing Parking (<http://graphingparking.com/2013/07/23/parking-costs-continued/>)

Jennifer Gray

From: Marika S <marikacollins2@gmail.com>
Sent: Friday, March 5, 2021 6:19 PM
To: Jennifer Gray
Subject: Housing

Hello,

My name is Marika Smith. My family and I have experienced a slew of housing challenges over the past few years. I have been a teacher for the Hood River county school district for the past 5 years. We have had to move 5 times in those five years due to owners selling the homes we were renting.

We purchased a piece of property in 2019 in hopes to convert it into a livable space but the planning department was so challenging to deal with that we were unable to complete the project. This was the most devastating thing that happened to our family. Not only did we lose a tremendous amount of money we were left with no where to live.

My husband and I make a decent living however we can not afford to live in this community that we serve. I would like the opportunity to share my story in hopes that it will bring change to this issue that plagues so many people who work in this wonderful community.

Thank you,
Marika

--

Marika Smith
Reading Specialist
Parkdale Elementary
marikacollins2@gmail.com

March 7, 2021
1368 Rawson Rd.
Hood River OR 97031

Dear City Council and Staff,

I am writing to express my support for the current draft changes proposed to the housing code. I have lived in Hood River for 31 years and witnessed a steady and, more recently, an alarmingly unsustainable trend in housing prices. Accessibility to home ownership for the majority of our city's residents is near impossible.

I spent 30 years as a college instructor at CGCC and was very impressed with the dedication and caliber of our local students. The college has done a great job instituting programs with a focus on local employment needs and in preparation for advanced degrees for the students in our area. Now, sadly, we witness, a veritable "brain drain" where these well- educated students, many of whom started in Hood River's kindergarten classes and in whom we have invested likely over \$100,000 per student (current HRCSD cost per student is \$12, 500 per year) have no hope of building their lives locally and giving back to the community which nurtured and encouraged them. The stories of youth raised in our area who must now settle elsewhere are abundant.

Please continue your good work to allow flexibility in the housing code with the goal of increasing the number of potentially affordable units within the city of Hood River. Thank you for your service to our community.

Sincerely,

Patrick Rawson, MSW

The City Council will hold a hearing on the code on Monday, March 8th at 6 pm. The draft Missing Middle Housing code is a big improvement (check it out [here](#)). Local builders have told us that they will build these homes when the code is passed. Now the City Council needs to hear support from community members!

Would you be willing to share your Hood River housing story? Or, do you know someone who can tell the City Council about how the high cost and lack of availability of housing impacted them, their family, or business? We have seen that nothing is as persuasive to the Council as personal stories from community members.

To submit written testimony or request to speak in person via zoom, email Jennifer Gray j.gray@cityofhoodriver.gov by no later than noon on Monday, March 8 th to be included in the 6 pm meeting packet. If speaking, specify that you want to testify on the Middle Housing Code

update. Attendees that have registered will be unmuted by the IT Administrator for 3 minutes to address Council.

Jennifer Gray

From: Paula Chakowski <pchakowski@gmail.com>
Sent: Monday, March 8, 2021 12:23 PM
To: Jennifer Gray
Subject: Speak this evening

Hi!

I'm just seeing this email, and I think I'm about 15 minutes late, but I'm hoping I could speak tonight to the middle missing middle housing issue in Hood River.

I am a registered nurse here in Hood River and was fortunate enough to find a little house to buy about 5 years ago.

But I work with several professionals who can't find affordable housing.

Also, I live on a lot that is zoned R3 and would be more than happy to allow for some type of building at the back of the property to create some affordable housing for middle income but the zoning is restrictive on my narrow lot.

Thanks!

~paula~

March 8th 2021

Dear Jennifer and Hood River City Council,

I am writing to express my support for the current consideration to amend the housing code accommodating the “missing middle”.

I am a physician who runs the Family Medicine Residency program out of our local hospital and health care system. When recruiting new physicians, the issue of housing is always at the top of the list of concerns and residents’ salaries do not allow for much flexibility on top of their student debt burden. Besides that, I am very familiar with the hardworking support staff at One Community Health and Providence Hood River Memorial Hospital, many of whom have been raised in our community. However, due to the current housing crisis, the vast majority cannot afford to live where they work.

Finally, my adult daughters had the benefit of a great education in the Hood River school system and the chances of their returning to live, work and give back to their community are shrinking steadily due to the unprecedented housing pressures.

Thank you for your hard work on this issue and please continue to work on housing options to address our affordable crisis,

Sincerely,

A handwritten signature in black ink on a light-colored background. The signature reads "Robert W. Gobbo M.D." in a cursive, slightly slanted script.

Robert Gobbo, MD, Residency Director, Providence Hood River Family Medicine

Jennifer Gray

From: Susan Crowley <crowley.susan.g@gmail.com>
Sent: Monday, March 8, 2021 2:25 PM
To: Jennifer Gray; Kate McBride; Tim Counihan; Megan Saunders; Mark Zanmiller; Erick J. Haynie; Jessica Metta; Gladys Rivera; Erick Haynie
Cc: Rachael Fuller; Dustin Nilsen
Subject: Missing Middle

Jen, please add this email to the record for tonight's Middle Housing agenda item:

Dear Mayor McBride and Councilors,

As the packet of materials for tonight's meeting makes clear, the proposed Missing Middle ordinance has not been finalized, and unresolved issues remain for discussion tonight. It's difficult for the public to intelligently absorb or appreciate the potential impacts of a complex ordinance which is still having its goal posts moved around.

A fair and appropriate resolution would be to reschedule this hearing for public comment in April, after the public has had an appropriate interval to evaluate a *final* ordinance proposal. As of today, there is really no legislative item that is ready for public review and public hearing.

As an additional comment, tonight's packet material do not indicate that any persons other than the Planning Director will be speaking. It's imperative that the public hearing not be closed until persons who anticipated a continuance until the 15th — based on the packet contents — have a chance to be heard.

With best regards,

Susan

Susan Crowley
crowley.susan.g@gmail.com
PO Box 963, Hood River, OR 97031
541-386-2686 (text and phone)

Jennifer Gray

From: Susan Crowley <crowley.susan.g@gmail.com>
Sent: Monday, March 8, 2021 1:58 PM
To: Dustin Nilsen
Cc: Jennifer Gray; Rachael Fuller
Subject: Re: Middle Housing hearing testimony, March 8, 2021

Dustin, thanks for your response. Tonight's agenda was not clear on what would be occurring tonight by way of public hearing. The agenda lists only you as the speaker tonight, and your packet cover memo indicates you are recommending a Council motion to continue the public part of the hearing to March 15. It was not clear from any of these materials that any members of the public would be speaking tonight, but rather that public testimony would begin on the 15th.

I have not yet prepared my more detailed testimony on the merits of the Middle Housing proposals, and was planning on having until the 15th to do so after I see what changes, if any, Council makes tonight to the draft ordinance and findings. It's hard to intelligently comment on a proposal that's still moving its goal posts. I was simply intending by my note below to reserve my right to speak and give additional testimony at the point the goal posts firm up.

If indeed Council does not continue the hearing for public testimony to the 15th per your recommendation, please consider at minimum recommending Council keep the record open for written submissions before it makes any final decisions. But even better would be for the Council to consider deferring the public testimony to a date in late April after the public has a chance to digest the final version of the proposed Middle Housing ordinance.

Please add this email exchange to the record in this matter.

With regards,

Susan

(I have signed up for the public comment period tonight at 6:00, but that's just to make a general comment not directed to this particular file. Sorry for any confusion.)

Susan Crowley
crowley.susan.g@gmail.com
PO Box 963, Hood River, OR 97031
541-386-2686 (text and phone)

On Mar 8, 2021, at 12:57 PM, Dustin Nilsen <D.Nilsen@cityofhoodriver.gov> wrote:

Susan,

Thank you for following up, it's helpful to anticipate attendance of those who are calling in or wishing to participate. I expect that we will have testimony tonight, with a number of speakers wishing to address the Council, and we have you scheduled as speaker for the hearing. I believe Jen has also compiled the

written information you have provided ahead of time and provided to Council which is also part of the record and preserves your issues regardless of whether you choose to speak tonight or not.

Please let me know if I am misreading your wish to participate as part of the hearing and you are simply looking to address Council under general audience business.

Dustin Nilsen, AICP

Director of Planning & Zoning

City of Hood River - CityofHoodRiver.gov

211 2nd Street • Hood River, OR 97031 • P 541.387.5210

<image001.png>

From: Susan Crowley <crowley.susan.g@gmail.com>

Sent: Monday, March 8, 2021 12:30 PM

To: Dustin Nilsen <D.Nilsen@cityofhoodriver.gov>

Cc: Jennifer Gray <J.Gray@cityofhoodriver.gov>

Subject: Middle Housing hearing testimony, March 8, 2021

Dustin and Jen, I see that to preserve my place on the list of those who wish to give testimony on the Middle Housing proposal (File 2020-37), the Feb. 17 public notice states that I need to give notice at least two hours in advance of tonight's hearing to Dustin.

Please accept this email as my notice, although as I understand it, based on Dustin's cover memo in the Council packet and the agenda, tonight's hearing will be limited to Dustin's presentation. I have already submitted written email materials to you for inclusion in tonight's record.

Please advise if any of the above assumptions are in error.

Very best regards,

Susan

Susan Crowley

crowley.susan.g@gmail.com

PO Box 963, Hood River, OR 97031

541-386-2686 (text and phone)

Begin forwarded message:

From: City of Hood River <no-reply@cityofhoodriver.com>

Subject: City Council Meeting - March 8, 2021

Date: March 4, 2021 at 4:17:30 PM PST

To: <sgcrowley@earthlink.net>

Reply-To: City of Hood River <no-reply@cityofhoodriver.com>

Jennifer Gray

From: Susan Crowley <crowley.susan.g@gmail.com>
Sent: Sunday, March 7, 2021 3:34 PM
To: Jennifer Gray; Dustin Nilsen
Cc: Kate McBride; Tim Counihan; Megan Saunders; Mark Zanmiller; Erick J. Haynie; Jessica Metta; Gladys Rivera; Erick Haynie
Subject: Missing Middle Code Public Hearing (LEG 2020-37); record submissions
Attachments: Request to reschedule hearing, 3-3-21.pdf

Jen and Dustin, please add this email and its attachments to the record of the above matter.

If I'm reading the agenda for this Monday's meeting correctly, the public hearing on the Middle Housing code file (2020-37) set to start March 8 will include only Dustin's presentation, with the public input at the hearing continued to March 15. Please place me on the list of those who would like to appear at the public portion of the hearing on this matter, which I'm now assuming will begin on March 15. Please advise if my assumption as to the new date is correct.

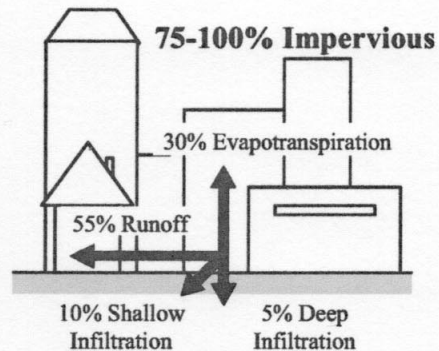
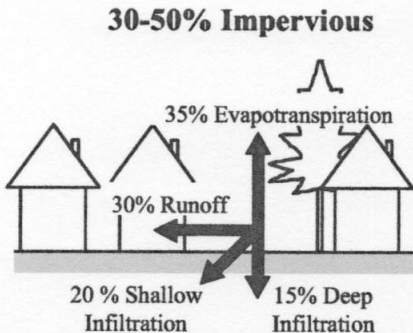
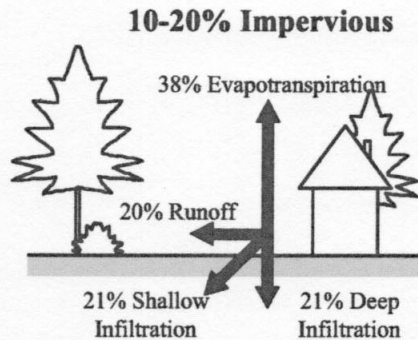
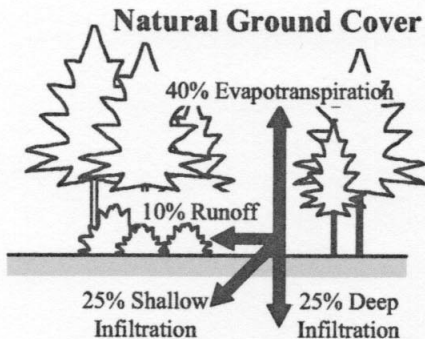
My participation in the rescheduled hearing is not intended to waive my objection to the notice process and request for a new notice process. A continuance does not cure the city's error as to adequacy of notice. Please place my earlier objection to the inadequacy of public notice on the 2020-37 record, if you haven't already done so. I've attached a PDF copy below.

Attached also is a standard EPA graphic I offered recently during public comment that shows the rate at which increasing impermeable lot coverage significantly increases storm water runoff. Please add this to the record as well for Council's consideration.

With best regards,

Susan

Effects of Imperviousness on Runoff and Infiltration



Source: Adapted from Arnold and Gibbons, 1996

(Excerpted from an Environmental Protection Agency EIS)

Susan Crowley

crowley.susan.g@gmail.com

PO Box 963, Hood River, OR 97031

541-386-2686 (text and phone)

Susan Garrett Crowley
PO Box 963, Hood River, OR 97031
crowley.susan.g@gmail.com
541-386-2686 (phone or text)

DT: March 3, 2021
TO: Dustin Nilsen
CC: Mayor McBride, Hood River City Councilors, Dan Kearns, Rachael Fuller, Kirby Neuman-Rea
RE: FILE 2020-37 (Missing Middle)
Request to reschedule March 8 public hearing: inadequate notice

Dustin, I'm requesting a rescheduling of the Missing Middle public hearing set for this coming Monday, March 8. The formal public notice of the March 8 public hearing appeared on page B-6 in the Public Notices section of the *Columbia Gorge News*, as is required by law. A PDF is attached. However, that notice was published on February 17. It was late, and does not meet the minimal requirement of 20 days' notice under the city's ordinance. HRCP 17.09.050(D) requires:

“(1) At least twenty (20) days before the first legislative hearing before the Council, notice of the hearing shall be published in a newspaper of general circulation.”

HRCP 1.04.070 tells us how to compute that 20 days:

“Except when otherwise provided, the time within which an act is required to be done shall be computed by excluding the first day and including the last day . . .”

The counting process begins on February 18, the day after publication. The 20th day is March 9, the earliest day a hearing could be scheduled. The hearing was prematurely scheduled for March 8. I ask that the city re-issue a notice with a rescheduled hearing date, and allow the legally required number of days to run before a public hearing is held.

This is not a *de minimus* error; public ability to meaningfully participate is prejudiced for several reasons. The minimal notice given — even if it had been timely — is inadequate to satisfy Goal 2 of the city's Comprehensive Plan, which requires more than a *pro forma* listing that few people read in a newspaper of record. HRCP Goal 2 (PLAN REVIEW AND REVISIONS) requires:

“When a public hearing is required, a notice *will* be published in the newspaper, and the radio station *will* be notified, as well as *any other means of notification possible*.”

The city has recently made commendable investment in enhancing public information vehicles. Nevertheless, the city's e-newsletter of Feb. 21 did not mention a March 8 public hearing, although it was propagated after the decision was made and noticed to hold a hearing on March 8. There is no mention of a March 8 hearing on the city's Facebook page. No email has

gone out on city's extensive email lists to give advance notice of a March 8 public hearing. No press releases by the city or press stories specifically mentioning a March 8 hearing have appeared in the local press. If there were radio notices of a specific hearing date, it would be interesting to know when they occurred. I don't believe there has been a specific announcement of a March 8 hearing date at Council meetings. The sole reference at a Council meeting to a March 8 hearing of which I'm aware occurred Monday evening in passing conversation between Council and staff at the end of the night.

There are other factors indicating notice insufficiency, as well:

Since the changes in this proposal will apply to all city property owners in residential zones, HRCP 17.09.050(D) requires the city to send "written individual notice" of the hearing to each such property owner in the city, as required by ORS 227.186. That statute specifies that if an ordinance is adopted that "limits . . . land uses previously allowed" they are entitled to individual written notice. ORS 227.186(3) and (9)(b). This applies to the proposal here, which does limit certain previously allowed uses.

Moreover, ORS 227.290 requires notice and hearing to persons "owning property affected" when the city proposes to "alter building setback lines." Under this statute, individualized notice to all city residential and C-1 owners would be appropriate, since all residential and C-1 property is "affected" under this proposal.

The city was required in its February 17 notice to indicate the "geographical reference to the subject area," which in this case is the whole city area zoned residential or C-1. HRCP 17.09.050(D)(2)(c). The notice did not explicitly do so, leaving even those who happened to find the listing un-alerted as to how sweeping the changes might be.

Only citizens on the city's email notice list will get notice late tomorrow afternoon when the March 8 agenda announcement is sent. That leaves only two working days to absorb complex material that will affect the city profoundly and prepare testimony if they so desire. If Council is really serious about its goal to inform and involve the public, the best way to show it is to reschedule this hearing to encourage citizen participation and to offer a receptive ear. It's also the lawful thing to do.

With best regards,

Susan

Jennifer Gray

From: Zev Braun <zevbraun@bu.edu>
Sent: Monday, March 8, 2021 11:50 AM
To: Jennifer Gray
Subject: Testimony for middle housing zoning

Hello,

I would like to submit testimony in favor of the proposed “missing middle housing” zoning idea.

As someone who grew up in Hood River from 1st grade through high school, it hurts me when childhood friends tell me they cannot buy housing in the community they know and love. These longtime local residents, who have supported local and family businesses for years, and plan to continue doing so, cannot plan for the future due to their inability to find stability. Housing is the key to this stability, and without it, many say they will have to move away where housing prices are more affordable.

Do we want Hood River to turn into a wealthy vacation town, where most property owners move between multiple homes, service industry workers need to be housed in specific dormitories, and the diversity that makes our community strong disappears? I sure as heck don't want Hood River and the Gorge's unique culture to be diluted and dissolved by money and extreme privilege, and don't think you do either.

We must slow this massive influx of wealth and housing prices to a more manageable rate of change, or surely lose that which makes our community worth living in. Please stand strong against these forces, and envision what would make our community healthiest in the long term.

Thank you for the chance to testify,
Zev

— —

Zev Braun

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