

## Jennifer Gray

---

**From:** Gorgeview@gorge.net  
**Sent:** Sunday, February 28, 2021 10:18 AM  
**To:** Jennifer Gray; Kate McBride; Dustin Nilsen  
**Subject:** CC Proposed changes to City Code regarding Parking

Dear Mayor and City Councilors,

I am very concerned about the suggestion in the new code for Middle housing to reduce the parking to less than one space per unit. The proposal of .75 spaces per occupancy is not practical in Hood River. I support the affordability and choices offered for this goal but already parking on most of our neighborhood streets is crowded and sometimes impossible. On my street, Columbia, many of the homes are older and do not have garages or off street parking. If they do, they have one space off street enough for one car. Almost every resident on Columbia has two cars, so at least one, if not two are parked on the one side of the street that allows parking. That leaves no room for visitors. It is also very congested and not safe, which is why they added a stop sign two years ago. There are several R2 properties also on this street, which at the time they were built also only required one parking spot per unit, (on 10th Street) so that adds even more cars and parking on 10th is also always full. If you want to see how that idea works, check it out in the evenings when folks are home, there is not a spare parking spot most nights. Any of these home could add ADU's or be torn down or added onto bring more density with minimal or no new parking requirements.

We all currently need to use our cars for shopping errands, appointments, communizing to work, etc. Please be realistic for this point in time in our community and keep the current parking requirements.

Thank you for your time considerations on these important issues.

Ann Frodel  
1009 Columbia Street  
Hood River  
Sent from my iPad

## Jennifer Gray

---

**From:** rrawson@gorge.net  
**Sent:** Monday, March 1, 2021 8:52 AM  
**To:** Jennifer Gray  
**Subject:** Public testimony

**Categories:** Yellow Category

Good morning, Jennifer,  
I would like to offer input on this evening's work session.  
I hope to speak to the missing middle issue.  
Thank you,  
Becki Rawson

## Jennifer Gray

---

**From:** Dustin Nilsen  
**Sent:** Monday, March 1, 2021 5:46 PM  
**To:** Jennifer Gray; Kate McBride; Tim Counihan; Jessica Metta; Megan Saunders; Erick Haynie; Mark Zanmiller; Gladys Rivera  
**Subject:** FW: Parking Setbacks

Attached are some last minute comments received I wanted to forward.

**Dustin Nilsen, AICP**  
**Director of Planning & Zoning**  
City of Hood River - [CityofHoodRiver.gov](http://CityofHoodRiver.gov)  
211 2nd Street · Hood River, OR 97031 P 541.387.5210



**From:** Irving, Bill <bill@copperwest.com>  
**Sent:** Monday, March 1, 2021 5:03 PM  
**To:** Rachael Fuller <R.Fuller@cityofhoodriver.gov>  
**Cc:** Dustin Nilsen <D.Nilsen@cityofhoodriver.gov>; Bill Irving <B.Irving@cityofhoodriver.gov>; Kate McBride <K.McBride@cityofhoodriver.gov>; Mark Frost <M.Frost@cityofhoodriver.gov>  
**Subject:** Re: Parking Setbacks

Hi,

I find it odd that the PC would have a number of meetings which included written and oral testimony from the public and specific deliberations that the final codeset developed by staff would differ from the PC recommendations.

PLEASE SHARE THIS WITH COUNCIL. Sorry this is after the noon packet deadline.

Here is a quick highlight of areas differing from the PC recommendation I would like to specifically share.

- Cottage cluster - At PC we understand that there would be a defined term "Cottage". This term would be used throughout the code as such and that the term "cottage cluster which was vestige of concepts (common open space and private open space) we had eliminated from the codeset was no longer needed.
- Not mentioned specifically at PC (we did discuss code organization, the use of defined terms, numberation and pagination), but I (Bill Irving) would suggest that definitions are organized in alphabetical order.
- Building height - During a strategic planning commission in late 2020 the PC identified as a "priority project". We were told by staff that this project "did not make the council work plan". PC is in agreement that the current definition for Building Height in 17.01.060

has deficiencies in areas for sloped lots, upslope vs downslope lots in relation to street frontage, existing vs proposed, and using "roof peak" as the measurement point. We debated the merits of implementing the staff proposed codeset. PC opinion was that we should not have a separate building height standard for the middle housing and standard codeset. Our additional concern was implementing a codeset we believe was not vetted. PC believes that when resources are applied to this issue we will arrive at a different codeset than that as proposed in the middle housing draft. We unanimously voted (6-0) to NOT recommend forward with this including the new height definitions. PC recommended to reference and utilize definition as it exists in 17.01.060. Dustin indicated that building height could / would be addressed with the code overhaul project. PC would like to move forward with the building height portion of that project ASAP. We believe having staff, public, and PC focused on that element will keep things simpler from a process and testimony perspective. We want to move forward the overall effort versus taking testimony and starting deliberations on the codeset included in middle housing (which we did not do).

- Parking - Parking E.1 - We had lengthy debate and lots of testimony. General positions were either zero parking required or 1 parking space required. Zero parking advocates believe we need to prioritize housing for people over car storage. One car parking advocates agree but wanted to acknowledge the reality that we live in a rural environment where cars are integral to current lifestyle and available transportation options. We generally agreed that developers would build features (including parking) as required by the market. There was majority consent to move forward with a 0.75 parking requirement.
- Parking - E.2 contains a reference to Sec K which does not correctly correspond. Any references should use defined term "Building Height" sec 17.01.060
- Parking - E.3 This was another topic of long debate. Should some parking be allowed in the front yard setback (as we do in our current code) and can it exist between the street and buildings (as we allow in our current code) or should parking not be allowed in front setback or between unit and the street. The commission split 3-3 on this specific issue. We agreed on the pros/cons related to the issue. Parking at rear necessarily increases cost and impervious surface, decreases green area, and potentially makes the outdoor space of the units less desirable. Moving the parking to the rear, helps to maintain streetscape and potentially increases engagement with front porches of the streetside units. We had a motion to allow for some parking in the front setback for 18' / 50' or 36% of the lot frontage. We did not achieve a majority on this motion (3-3) as we were not in agreement on the cost / benefit. We wanted to specifically escalate this issue specifically to the council. We did have testimony from the building community which advocated that we allow some parking in the front setback as we do today.

I'd welcome questions from any councilors on these topics.

Thank you.

Bill Irving

On Mon, Mar 1, 2021 at 10:57 AM Rachael Fuller <[R.Fuller@cityofhoodriver.gov](mailto:R.Fuller@cityofhoodriver.gov)> wrote:

Bill,

## Jennifer Gray

---

**From:** Bonnie New <bnew1@live.com>  
**Sent:** Sunday, February 28, 2021 8:53 PM  
**To:** Jennifer Gray  
**Subject:** Comments for Special Agenda: Missing Middle Housing Code Workshop

Hi Jennifer,

Would you please include my comments below for the Council's March 2 agenda item "Missing Middle Housing Code Workshop?" And could I ask you to let me know you received this please?

Thanks,

Bonnie New

Mayor and City Council members,

I'm writing to you in my capacity as head of the Housing Committee of the Aging in the Gorge Alliance, and want to tell you why we are in firm support of the code changes that would allow missing middle housing in Hood River. For context, allow me to remind you the older adult demographic is headed toward being 25% of the county population by about 2030, so their housing needs are not inconsequential.

Missing middle housing is a great option for many older adults (aka seniors, elders; meaning those 65 and older), and for a variety of different reasons - e.g., downsizing, small household, less yard/house to maintain, more affordable, and neighbors close by for socializing and support. A significant plus for residents is the opportunity to maintain an active/connected lifestyle when housing is sited in a walkable neighborhood.

I wrote about the need for code changes enabling missing middle housing for elders in a recent [article](#) in our local paper, and noted that ongoing work on this by the City is looking very positive:

"An independent-living, middle-income elder will have similar problems [finding suitable housing in Hood River]. He might hope to rent or buy a small place such as an apartment, condo, cottage home, small house, or duplex/triplex, and could theoretically afford one - if they were available. HR's current building codes and zoning that favor large houses on large lots have made these smaller, more affordable "missing middle" housing options largely unavailable here. ...

"[T]here are positive things on the horizon -

- the City of HR is evaluating codes and zoning changes that will allow for a more varied and affordable housing stock, such as the smaller "missing middle" options mentioned above. ..."

Know that there is a large group of HR residents who would benefit from the creation of missing middle housing here. I encourage you to develop and implement the necessary code changes so Hood River can have a more varied housing stock, better able to meet the housing needs of elders.

Sincerely,  
Bonnie New

*Bonnie New  
Hood River, OR*



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.*



## Jennifer Gray

---

**From:** nancy roach <nancyaroach@gmail.com>  
**Sent:** Monday, March 1, 2021 3:02 PM  
**To:** 'nancy roach'; Jennifer Gray  
**Subject:** FW: Comments

**Categories:** Yellow Category

Here are Chris' comments. Like I said, I will read them tonight during my time. Feel free to pitch this if you don't need it.

---

**From:** Dr. Swisher <dr.swisher@littleshreddersdental.com>  
**Sent:** Monday, March 1, 2021 12:57 PM  
**To:** nancy roach <nancyaroach@gmail.com>  
**Subject:** Comments

Hello. My name is Chris Swisher. I am a pediatric dentist and owner of Little Shredders Dental.

Recently, housing has become a substantial issue for our employees and thus our business. Over the last few years, we have lost numerous employees that could not afford to live and work in Hood River. All of them moving to other areas where they can afford to purchase homes.

Replacing employees is not a simple task. It takes months to years to properly train a new hire. Each time we lose someone it takes a significant toll on the business, our patients, and our community.

As you can see, the issue is deeper than just affordable housing. The lack of housing will eventually have an impact on the services delivered and the health of our community.

We need to find a housing solution that continues to help our small businesses provide for our community.

Thank you for your time.

### **Christopher Swisher DDS**

board certified pediatric dentist

[Little Shredders Dental](#)

[1615 Woods Court](#) | Hood River, OR 97031

off [541-490-4993](#) fax [541-436-4418](#)

[www.littleshreddersdental.com](http://www.littleshreddersdental.com)

## Jennifer Gray

---

**From:** David Bullock <davidcbull@hotmail.com>  
**Sent:** Saturday, February 27, 2021 5:57 PM  
**To:** Jennifer Gray  
**Subject:** changes to middle housing code

My wife and I Wendy live at the corner of seventh and May st. We are against the newly proposed changes that would allow 4 plex's in our neighborhood with reduced parking. thank you.

David Bullock

## Jennifer Gray

---

**From:** Lenore Perconti <Lenore.Perconti@skihood.com>  
**Sent:** Monday, March 1, 2021 5:21 PM  
**To:** Jennifer Gray  
**Cc:** Matt Troskey; Greg Pack  
**Subject:** Missing Middle Topic

Hello, I am late for the noon deadline to sign up to comment. Just in case, here is a comment from Mt Hood Meadows. I plan on attending tonight

Mt Hood Meadows is supportive of the proposed Missing Middle Housing Code. As an employer, the lack of local, affordable housing for middle income workers contributes challenges in retention and recruiting. Mt Hood Meadows also recognizes this to be a community engagement and diversification issue. We cannot expect our workforce to be engaged members of the community while they face housing insecurity. Homeowners are more likely to join the PTA, raise families, volunteer, foster children, become leaders at their church, and otherwise contribute to the community.

Meadows employs a core group of year round staff and seasonal managers. These are skilled administrators, tradespeople, professionals and managers who want to be here, want to contribute to the community and want to be able to see life in the Gorge as sustainable long term. We have seen too many times our employees cite the dismal prospect for home ownership as the reason they chose to seek employment and move their families to a more affordable location.

Pursuing the Missing Middle Code will contribute to the sustainability of this community and the employers who are committed to doing business here.

Thank You.

-Lenore Perconti

Get [Outlook for Android](#)

## Jennifer Gray

---

**From:** nancy roach <nancyaroach@gmail.com>  
**Sent:** Monday, March 1, 2021 9:17 AM  
**To:** Jennifer Gray; jessicapatricelli@hotmail.com; 'Eddy Patricelli'  
**Subject:** Submission for council packet for tonight / from Eddy Patricelli

Hi Jennifer – Eddy Patricelli (cc'd above along with his wife, Jess) asked me to submit the following for the City Council packet. Thank you! Nancy

My name is Eddy Patricelli. I'm a co-owner at Big Winds Hood River and Oregon E-Bikes.

Housing is THE biggest barrier our businesses face in attracting and retaining employees. From bike mechanics, to marketing managers, to co-owners (me!), Hood River's current housing dynamic cries out for middle incoming housing.

As things stand, we can't offer our employees a path to home ownership, no matter how generous our salaries. Often, offering wages that cover rent in Hood River is a triumph.

As a small business owner, every person we hire is vital. We aren't Wal-Mart. Our businesses target affluent customers, who demand quality service. Our hires must be skilled, educated, and talented.

Hood River's natural surroundings attract quality hires. Housing is what drives them away. If not at first, over time. Our employees struggle to look long while renting. That, or a commute from neighboring areas takes its toll. But what *really* pushes them away is watching housing prices rise, rise, rise.

I know this firsthand. Steve Gates invited me to move my family to Hood River in 2015. My wife and I naively thought we'd sell our home in Florida to buy one here. Six years later, we're still searching ...

Thank you for considering my support of the Missing Middle code.

Eddy Patricelli  
1416 Taylor  
Hood River

## Jennifer Gray

---

**From:** sldeighan1@aol.com  
**Sent:** Saturday, February 27, 2021 12:30 PM  
**To:** Jennifer Gray  
**Subject:** Changes in density of housing and in parking space requirements in Hood River

I have been a resident of Hood River for six years and live on Cottage Lane, a small PUD street off of 29th St. In the past several years we have experienced first hand the effects of increased housing density with the development of duplex units on 29th St and Talon Ave. While I have no problem with the idea of housing developments being made more dense to be more affordable for Hood River residents, I am concerned that planning changes be realistic, safe and environmentally sound.

The immediate effect of duplexes with one car garages on 29th Ave has been extreme parking congestion and safety hazards. The enforcement of one side only parking on 29th St has helped the situation some, but the tightness of turning right from Cottage Lane onto 29th St remains to be a blind turn. Cottage Lane doesn't allow residents to build fences as we have mostly common space "yards", so our children play on the Cottage Lane street. I increasingly worry that one day there will be an accident on 29th St and Cottage Lane.

I also notice that some of the front yards of these newly built duplexes are constructed of non permeable material. This land was only a few years ago a small ranch and it continues to be a wetland. I believe a rather large holding pond has had to be constructed to slow the water flow from the development. Are we requiring enough environmental impact studies when we consider current housing density, much less even more dense housing? Are we thinking of the true state of our households in Hood River when we plan for more people to give up their cars to walk or bike or take public transportation? Currently our infrastructure has minimal public transportation, minimal sidewalks, narrow curb-less streets and poor or no traffic control devices. Most people have cars and maybe another van or off road vehicle in order to reach recreation areas.

In summary, I ask that considerations be made involving safety, current infrastructure, realistic statistics about Hood River residents' lifestyles and environmental impacts when considering increases in housing density and decreased parking spaces. I would also like to see more neighborhood parks-- so needed if residents' children have to play in the neighborhood streets.

Sincerely,  
Shannon Nelson-Deighan  
2851 Cottage Lane  
360-259-1508  
Sldeighan1@aol.com

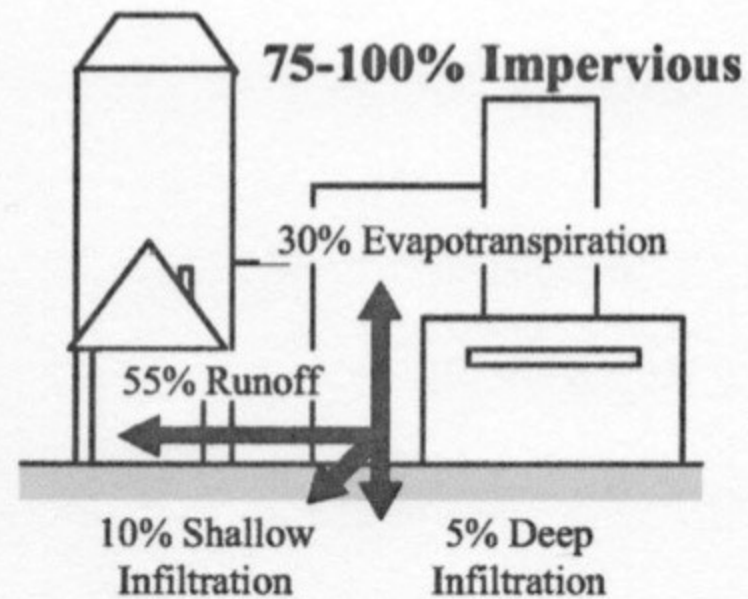
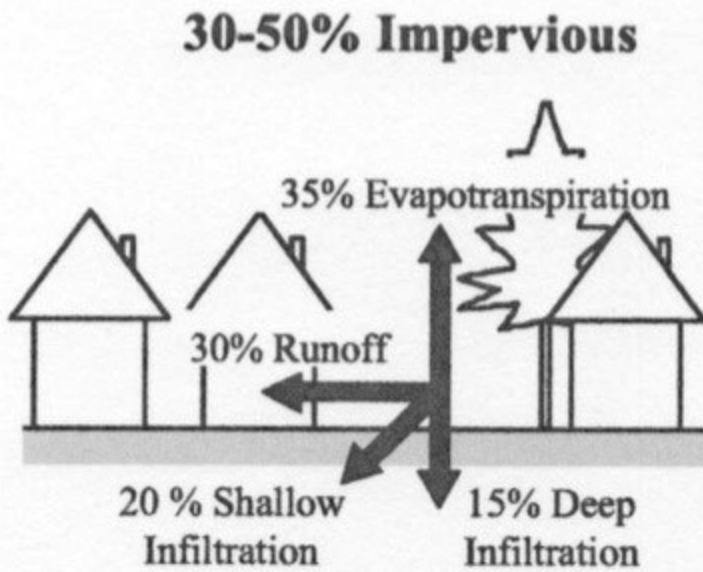
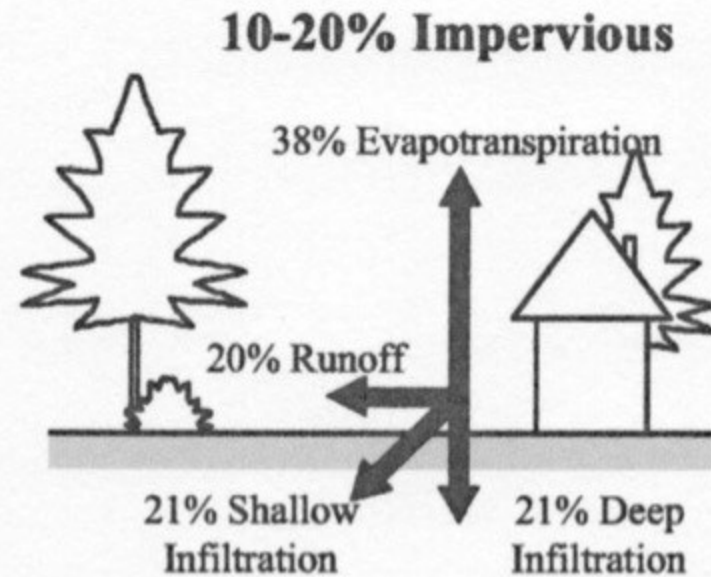
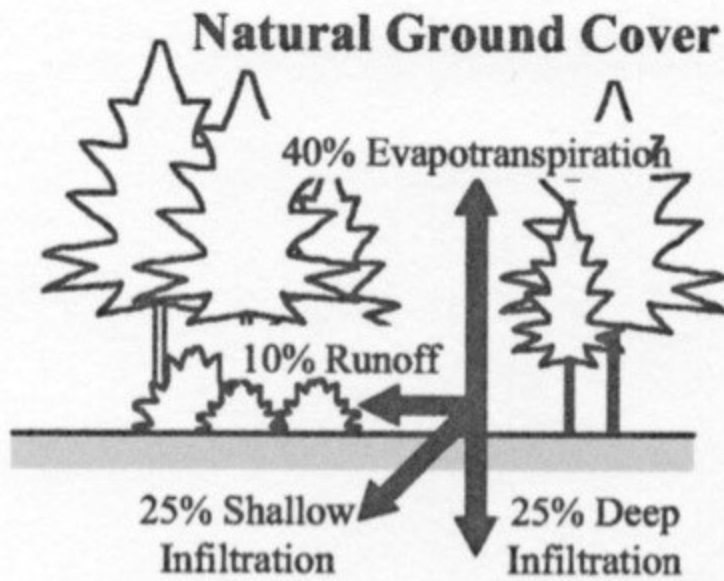
## Jennifer Gray

---

**From:** Susan Crowley <crowley.susan.g@gmail.com>  
**Sent:** Monday, March 1, 2021 4:59 PM  
**To:** Kate McBride; Tim Counihan; Megan Saunders; Mark Zanmiller; Erick J. Haynie; Jessica Metta; Gladys Rivera  
**Cc:** Jennifer Gray; Dustin Nilsen  
**Subject:** Public Comment supplement: Storm runoff and lot coverage

Councilors, I hope to offer brief public comment this evening on the issue of lot coverage standards, and offer this EPA graphic to supplement my comments in lieu of a screen share:

# Effects of Imperviousness on Runoff and Infiltration



Source: Adapted from Arnold and Gibbons, 1996

(Excerpted from an Environmental Protection Agency EIS)



With regards,

Susan

**Susan Crowley**

**[crowley.susan.g@gmail.com](mailto:crowley.susan.g@gmail.com)**

**PO Box 963, Hood River, OR 97031**

**541-386-2686 (text and phone)**

Date: March 1, 2021

Attn: Hood River Planning Commission

From: Tina McAnarney  
Hood River resident

RE: Comments on proposed Middle Housing Code

---

I am writing to comment on the proposed Middle Housing code.

To start, I'd like to point out that it is inappropriate to draw comparisons between the small city of Hood River, which has a population of well under 10,000, and cities like Portland, Sacramento and Berkeley with significantly larger populations ranging from over 110,000 (Berkeley) to upwards of 500,000 (Portland and Sacramento). Portland, Berkeley and Sacramento are contextually a part of large and mid-size metropolitan areas that are able to support mass transit systems. While Hood River is only an hour from Portland, it will always be somewhat disconnected because of the significant amount of state and federal lands within the Columbia Gorge along the I-84 corridor between Troutdale and Hood River, on both sides of the Columbia River. As I am sure you are aware, the Gorge Commission has placed strict limits on the amount of additional lands that can be brought into Hood River and other cities within the Columbia Gorge. Future development in Hood River and throughout the Gorge will be constrained by geographical and regulatory constraints. So, in short, we will never approach the population size needed to support comprehensive public transit that will allow more than a limited number of households to live car-free.

The proposed middle housing code includes a parking ratio of 0.75 per home. While it is admirable that City leaders and planning staff wants to support policies that reduce dependency on fossil fuels and promote alternative modes of transit, realistically, members of our community who would be harmed the most by providing less than one parking spot per home are the working / middle class and lower income households who the Middle Housing code is intended to benefit. These households require cars to commute to work and many of them are not employed nearby such that walking or biking to work is a good option.

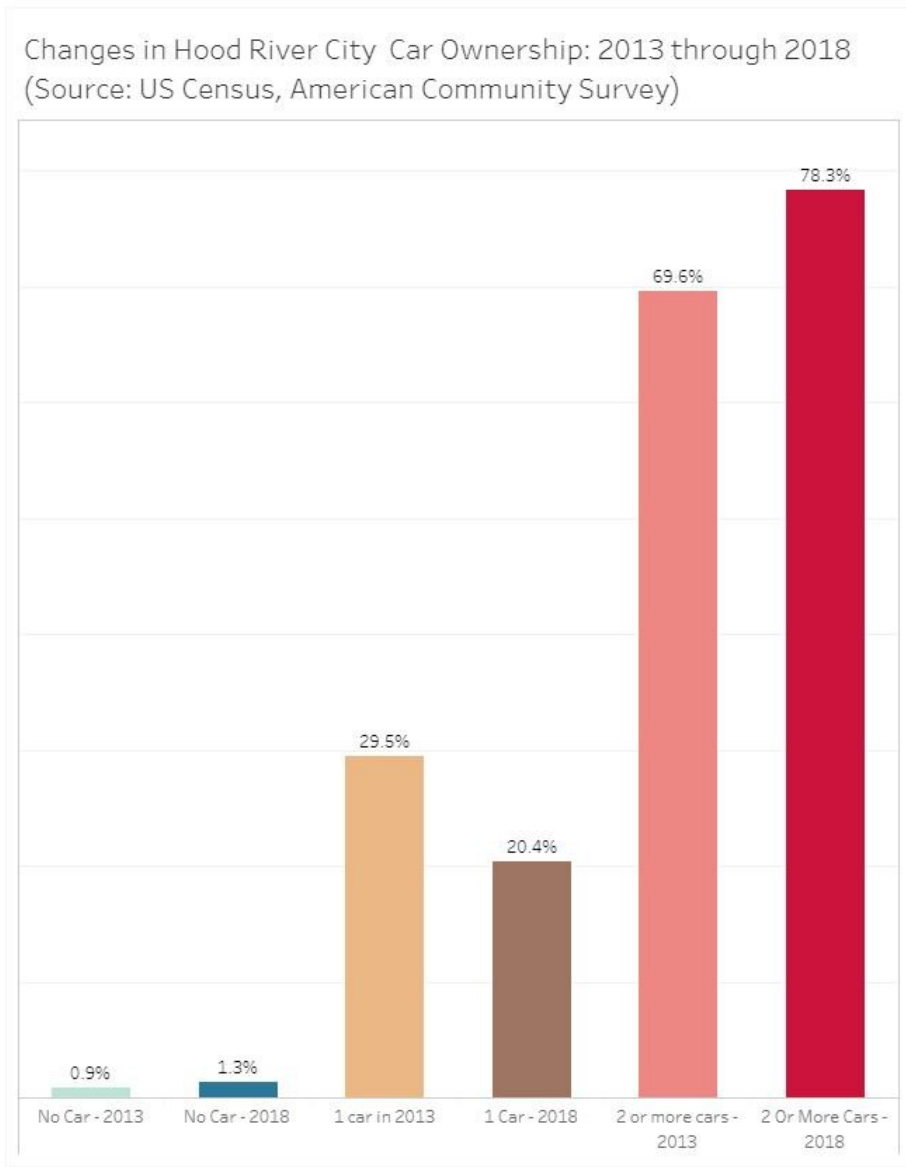
Currently, where my husband and I reside, on Hazel Avenue near the intersection of 30<sup>th</sup> Street on the West Side, there are multiple 3-4 bedroom townhomes with only one small garage and short driveway. Most, if not all of these townhomes, are rented out and occupied by as many as four adults, all of whom own a car. The lack of off-street parking provided at the townhomes has created a parking zoo on our street. On the next page is a sample photo of neighbor's car in front of one of the townhomes blocking the sidewalk – a constant problem in our area due to the lack of adequate off and on-street parking.



*Car blocking sidewalk in front of townhouse on Hazel Avenue, West Side.*

Homes on our street are within the R-2 Zone and, the townhomes may be in the R-3 Zone. All of my neighbors own at least two cars and most households own three or more cars. Imagine how much worse the parking situation will be in densely developed areas if the parking ratio for new development is 0.75. The ratio should be at least 1.00 and it should be higher for larger homes. Our city and region, even if it doubles in population, could not support a comprehensive transit system needed to significantly reduce car dependency. Allowing for the development of 4-plexes with a parking ratio of less than one will not serve the needs of middle income families. If anything, it will favor second home owners who aren't depending on their car to get to work and remote workers, who tend to be higher paid professionals. The table on the next page shows that nearly 80% of Hood River households own two or more cars. Car ownership has increased in recent years, not decreased.

Hood River residents car ownership and driving habits reflect those of residents of more rural counties and not those of urban counties like Multnomah County.



Lastly, if the proposed Middle Housing code will allow 4-plexes in residential zones R-2 and higher, 4-plexes should also be permitted in the R-1 zone, which allows for the largest lots. To ensure that new development is compatible with neighboring existing development, design codes should be imposed for new development in all zones. Excluding 4-plexes from the R-1 zone would not be equitable.

Given we are in the midst of a pandemic, where lower income households have been disproportionately economically impacted and burdened, I urge the Commission to take more

time to study the needs of middle income families and get direct input from middle income households before passing any new zoning and development codes.

Thank you for your consideration of my input.

Sincerely,

Tina McAnarney