



Middle Housing Code Update

Citizens Advisory Committee Meeting #2

November 18, 2020

Agenda

- Code audit & concepts discussion
 - Middle housing feasibility overview
 - Parking considerations for all types
 - Cottage clusters analysis & key issues
 - Master planned communities implementation
 - Interest areas/discussion
- Open house preview
- Public comments

What Are We Planning For?

- Duplexes, Triplexes, Quadplexes, Townhouses and Cottage Clusters
- New construction or additions/conversion of existing buildings
- In existing and new neighborhoods

Middle Housing “Tour”

- What will these new housing types look like, and how will they differ from historical examples?
- What could be challenging design issues:
 - For feasibility of building these types?
 - For integration with surrounding neighborhood?

New and Old Duplexes



Corner Duplex



Corner Duplex/Townhouses

©2016



Detached Duplex



New Duplex (No Driveway)



New Duplex (Shared Driveway)



New Duplex



Row of New Duplexes



New Triplex



New Triplex—or Townhouses?



New Triplex: Front



**New Triplex: Back,
with Parking**



Quadplex: Multiple Entrances



New Quadplex: Infill



New Quadplex: New Neighborhood



Two-Unit Townhouse



Three-Unit Townhouse



Six-Unit Townhouse



Five-Unit Townhouse (Rear Garages)



Townhouses (Front Garages & Driveways)



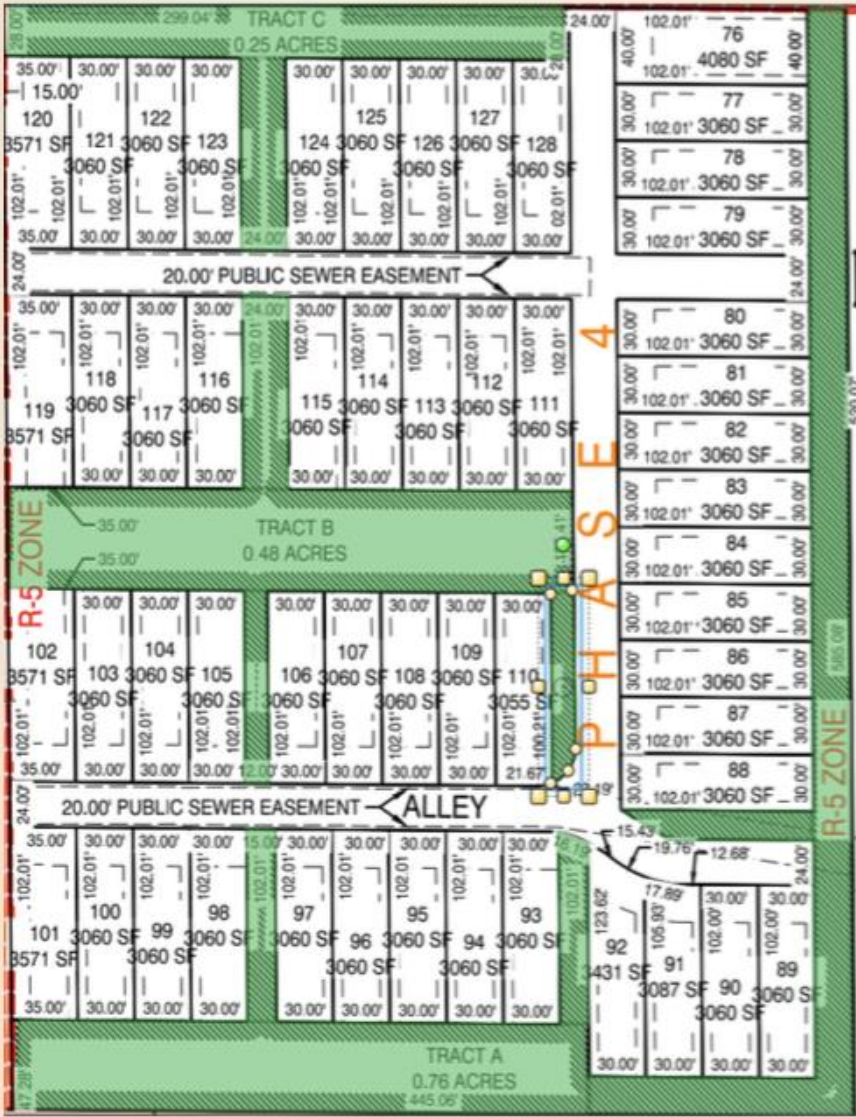
Cottages



Cottages



Requires individual garage allowances, changes to courtyard orientation



Tour Takeaways

- Range of architectural styles
- Scale of units and buildings
- Parking impacts on site design, street presence
- Not always easy to tell what kind of unit it is from the outside!

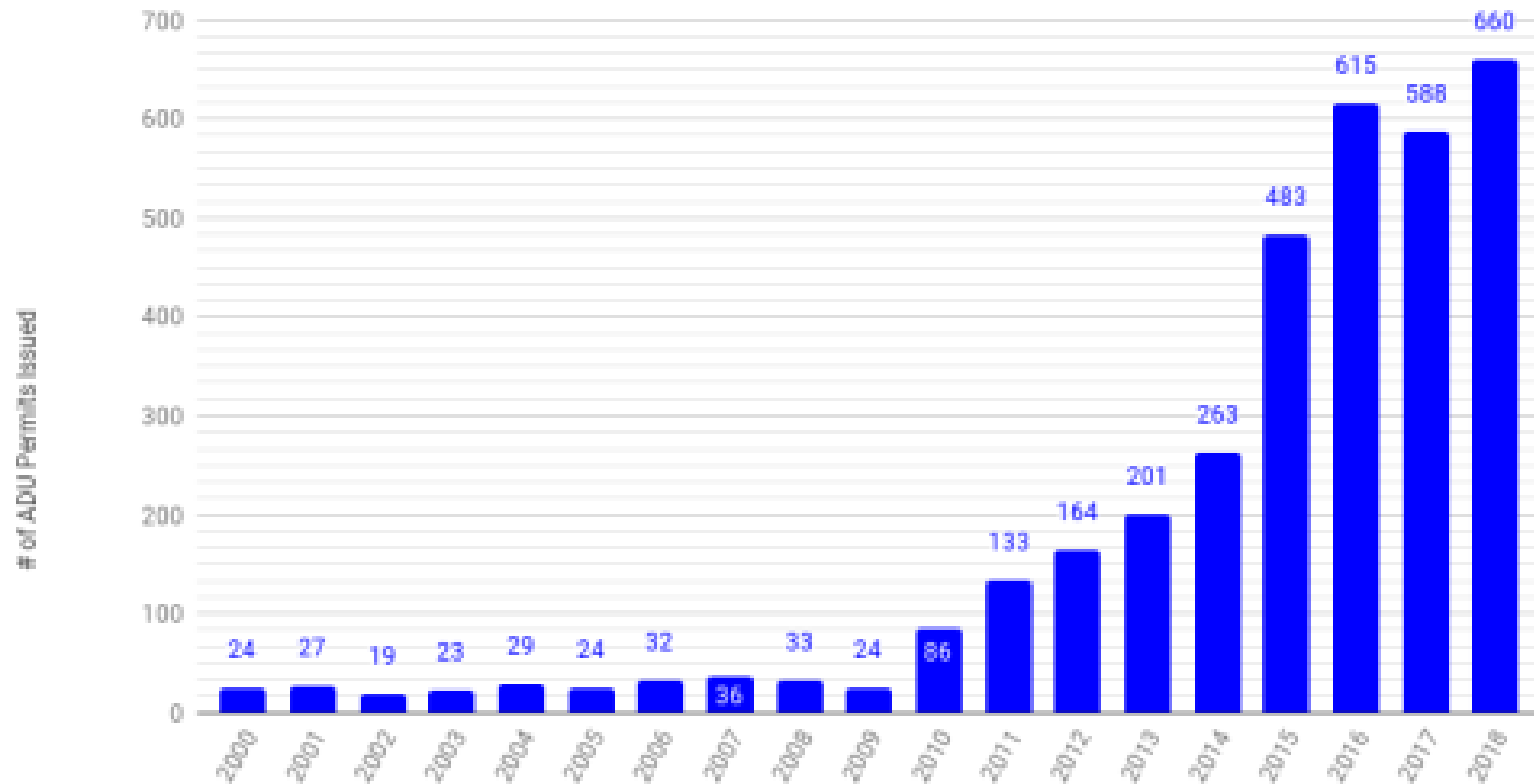
Middle Housing Forecasts

- When, where and how many of these new housing types are we likely to see?

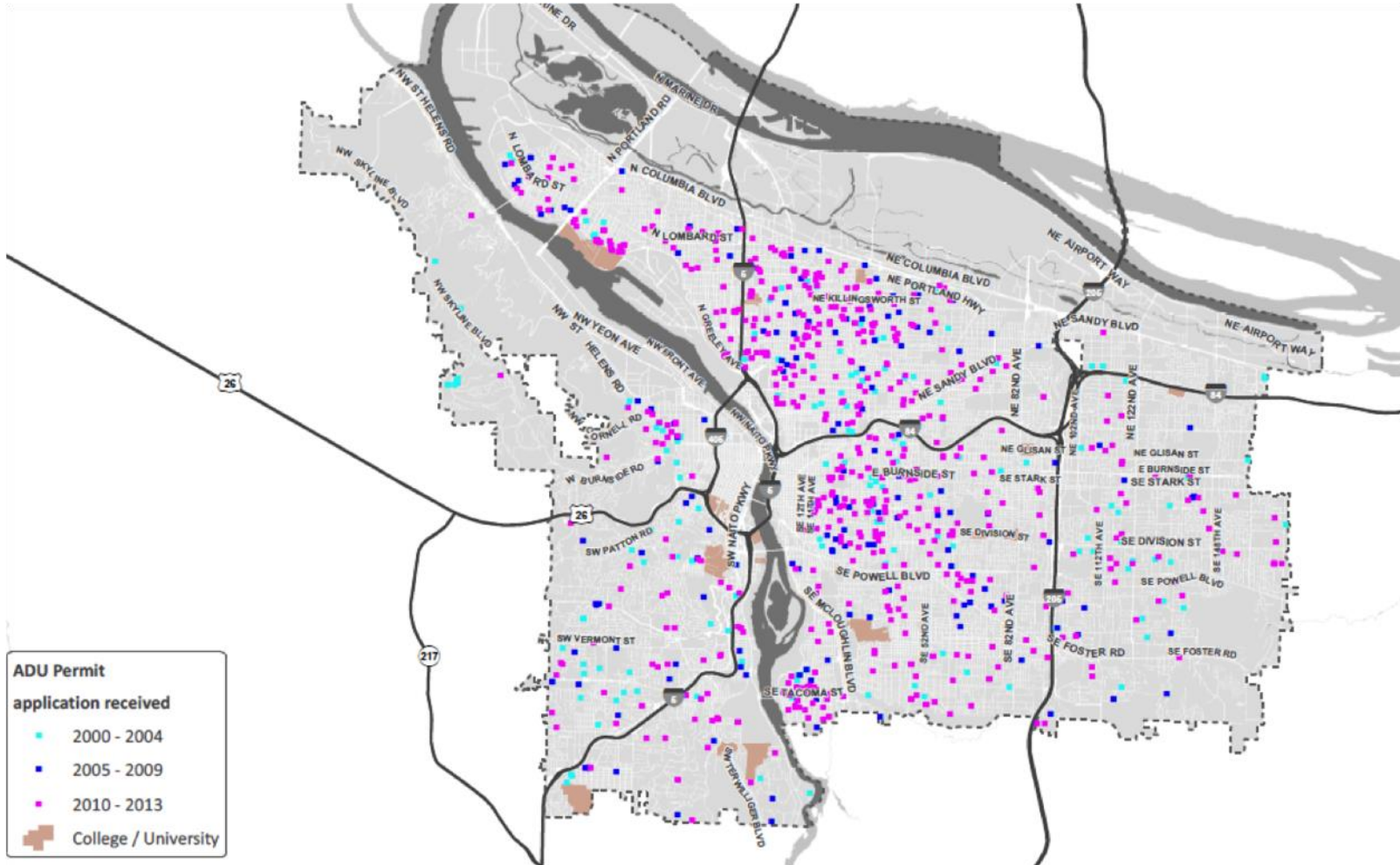


Case Study: Portland ADUs

ADU Permits Issued in Portland from 2000-2018



Uneven Distribution



Case Study Lessons

- Zoning reforms incremental, accelerated by financial policies
- Slow growth in permits over 20 years
- New construction concentrated in areas with greater demand, amenities
- Even when ADU permits outpaced SFDD permits annually, ADUs only ~1% of total housing stock

Middle Housing Forecasts

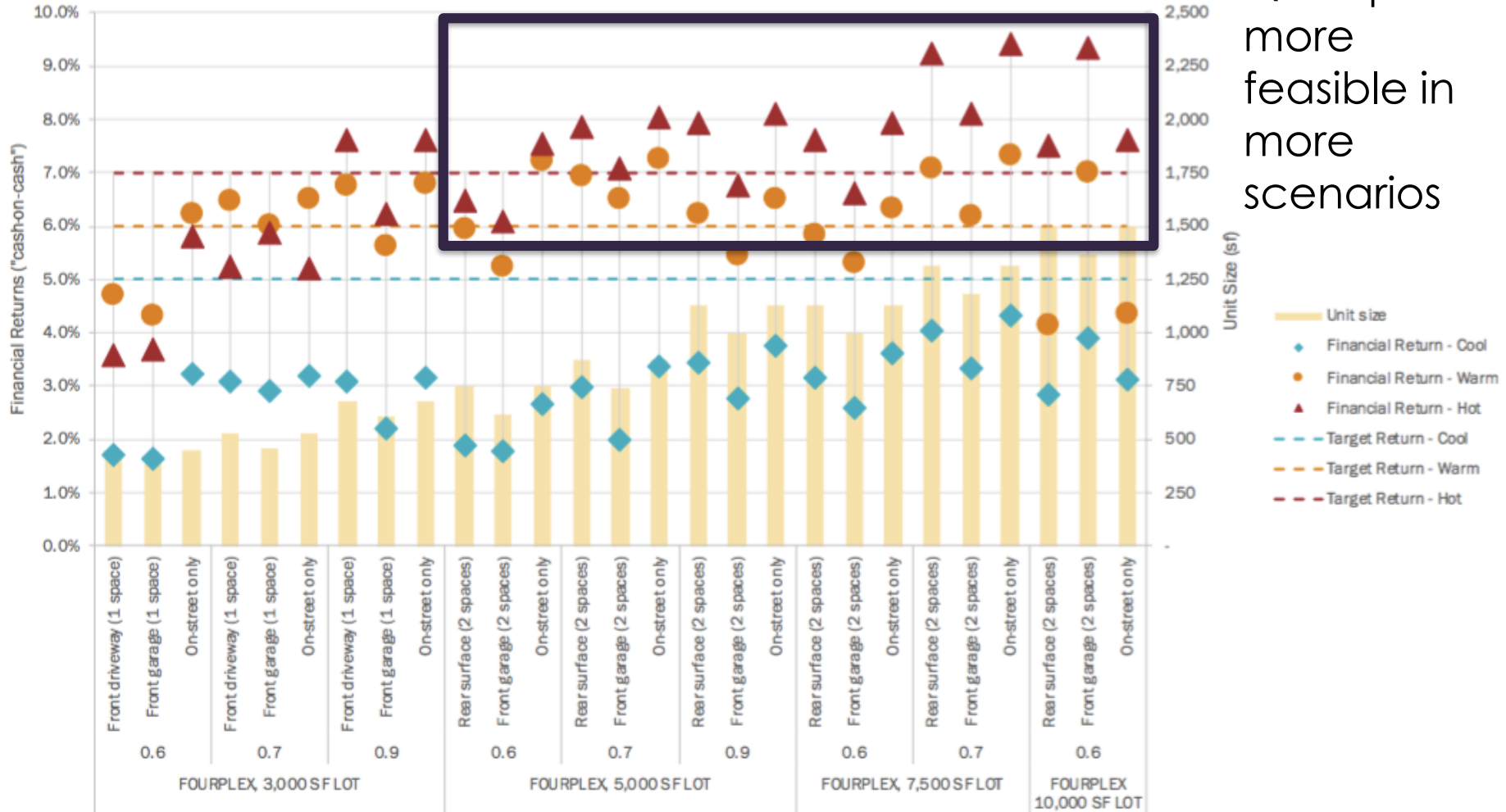
Triplex unit size and feasibility by lot size, FAR, and parking



Triplexes only feasible in "hot" markets

Middle Housing Forecasts

Fourplex unit size and feasibility by lot size, FAR, and parking



Quadplexes more feasible in more scenarios

Other Estimates

- Oregon: no more than 3% increase in residential density capacity can be assumed to result from middle housing development in existing UGBs
- Minneapolis: 3 new triplexes in first year of new zoning code implementation

Forecasting Takeaways

- Single-family detached dwellings will remain the predominate type of existing and new construction
- Middle housing types may be feasible in limited scenarios
- Slow growth expected, would be lucky to total 1-3% of total housing units

Role for Code Updates

- Team approach:
Overlaps with building codes, SDCs, public improvements, access to financing, consumer preferences, land availability



Goals for Code Updates

- Zoning code is just the start by writing the rules to allow these types
- Code doesn't have to predict the winning designs and describe every detail perfectly: we just have to set minimums for regulatory purpose
- Zoning code has to meet state minimums, choose between “buffet” options

What to do about Parking?

- State requirements cap minimum off-street parking requirements at 1 space per unit for all these housing types
- Option for city to set lower minimum parking requirements
- Best practices and feasibility suggest that no minimum better supports housing availability and affordability

Parking Considerations

- City minimums are a regulatory minimum, not maximum: developers still decide how much parking to provide that balances site constraints and marketability
- Lower parking minimums support more housing development, reduced energy demands, greater affordability

Parking Over Time

- Parking needs may change in the future: what's built today may be here in 50 years, parking needs may change
- In the near-term, potential on-street parking issues since behaviors don't change overnight
- On-street parking management tools



DISCUSSION

- Where to set parking minimums?
- Allow on-street parking credits?
- Impacts of parking configurations: driveway number, width and spacing, garage doors, alleys or shared driveways, clustered parking or individual garages

Cottage Cluster Concepts

- Define and permit in R-1, R-2, R-3 and RP
- 900 SF footprint and 900-1,800 SF area
- Clusters of 5-8 units, or greater
- Minimum lot size of 7,000 SF
- Common open space
- Minimum 1 parking space/unit

Cottage Cluster Concepts

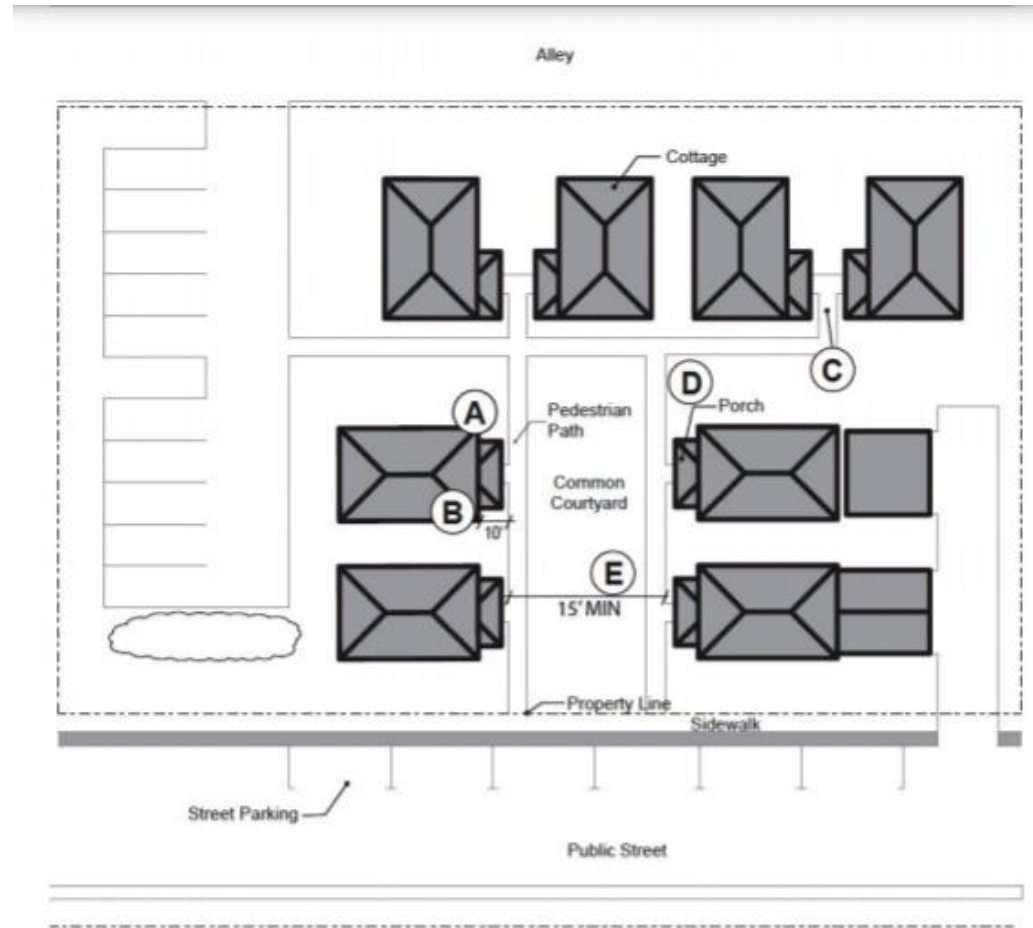
A. A minimum of 50% of cottages must be oriented to the common courtyard.

B. Cottages oriented to the common courtyard must be w/in 10' of the courtyard.

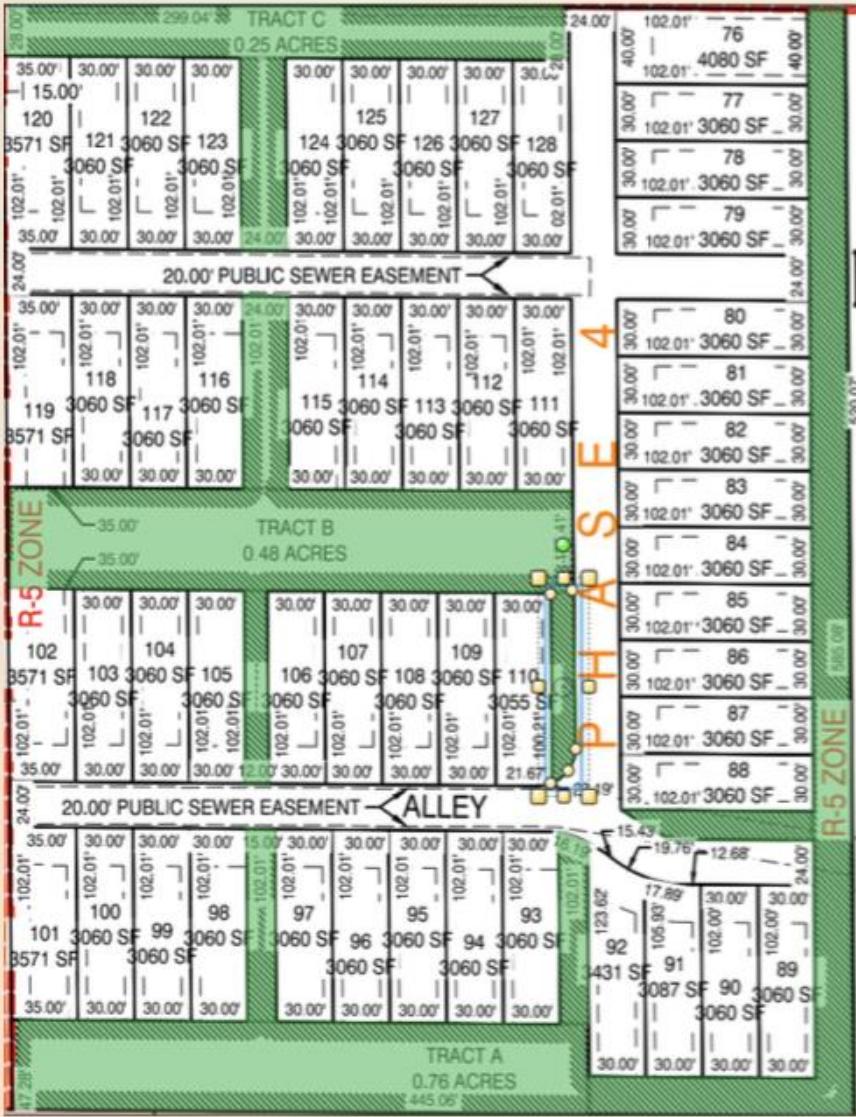
C. Cottages must be connected to the common courtyard by a pedestrian path.

D. Cottages must abut the courtyard on at least 2 sides of the courtyard.

E. the Common courtyard must be at least 15' wide at its narrowest width



Requires individual garage allowances, changes to courtyard orientation



DISCUSSION

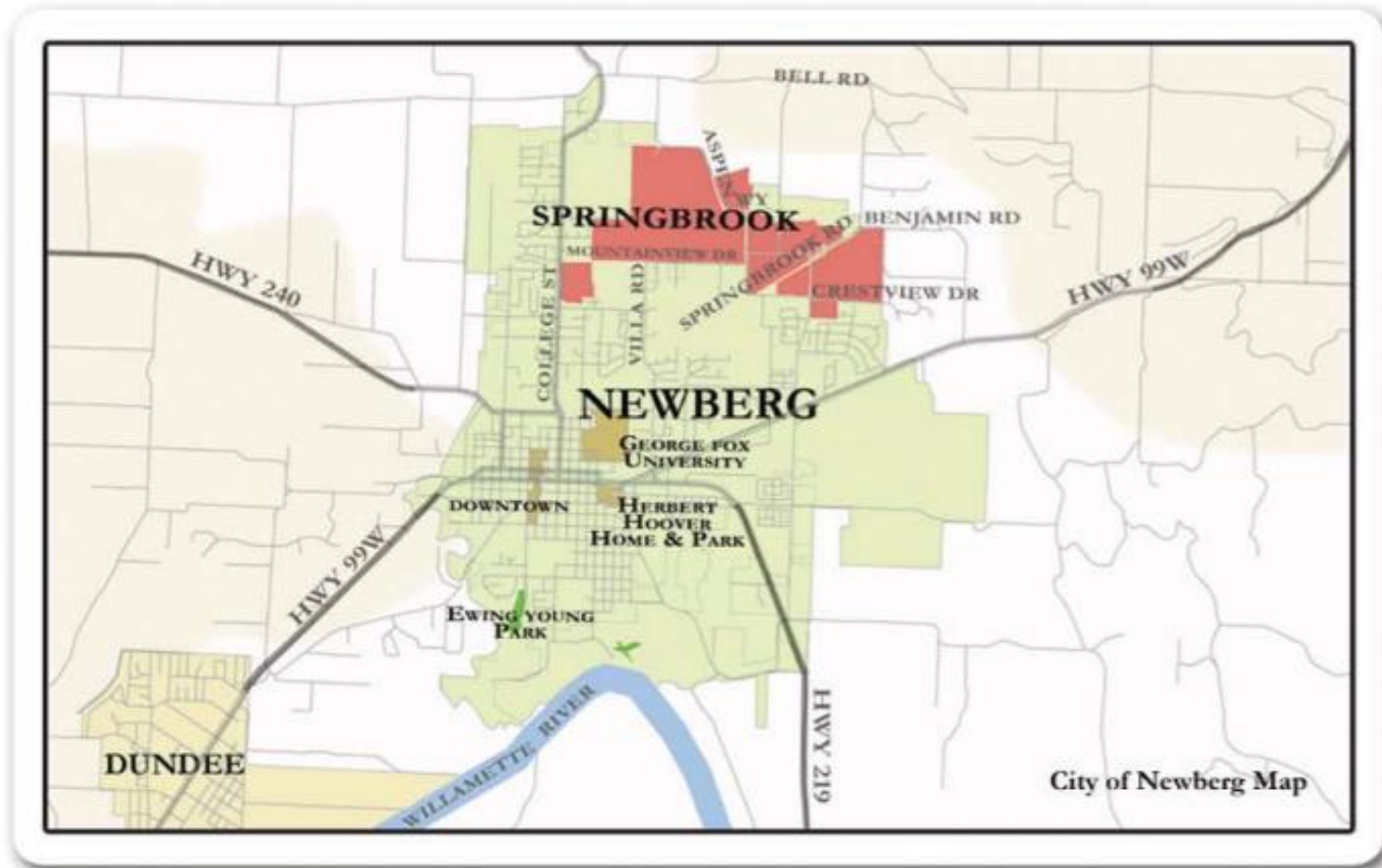
- Size of units and units per cluster?
- Subdivision option?
- Orientation requirements?
- Parking: number and arrangement—garages?

Master Planned Communities

- Springbrook (SD) Subdistrict
- Airport Residential District
- Northwest Newberg Specific Plan
- Springbrook Oaks Specific Plan
- Riverfront (RD) Subdistrict

*Together total 58% of buildable land and
nearly all vacant buildable land*

Springbrook Subdistrict



Airport Residential District

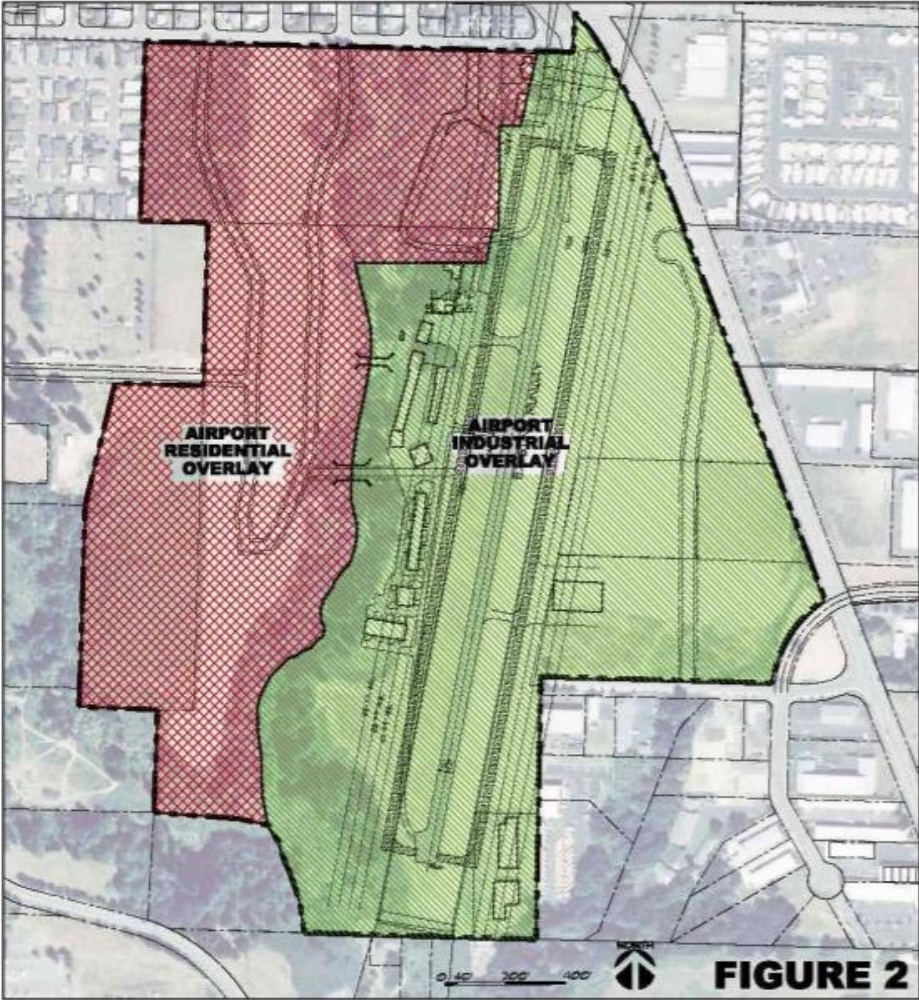


FIGURE 2

KEY:
— PROPOSED AIRPORT DISTRICT AREA
AIO - AIRPORT INDUSTRIAL OVERLAY
ARD - AIRPORT RESIDENTIAL OVERLAY

SUB-DISTRICT PLAN



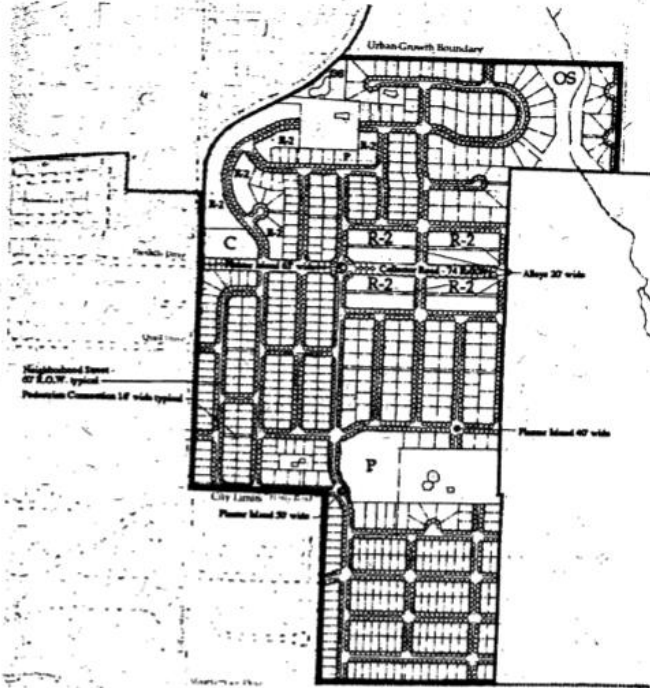
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SCALE: 1" = 400'-0"

SPORTSMAN AIRPARK
CITY OF NEWBERG — OREGON

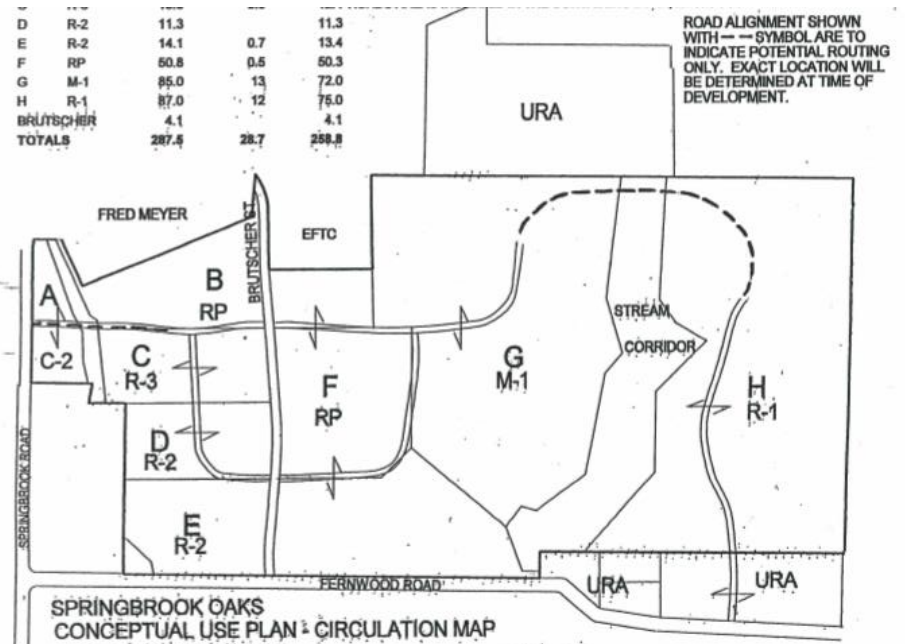
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NORTHWEST NEWBERG SPECIFIC PLAN

Final Report

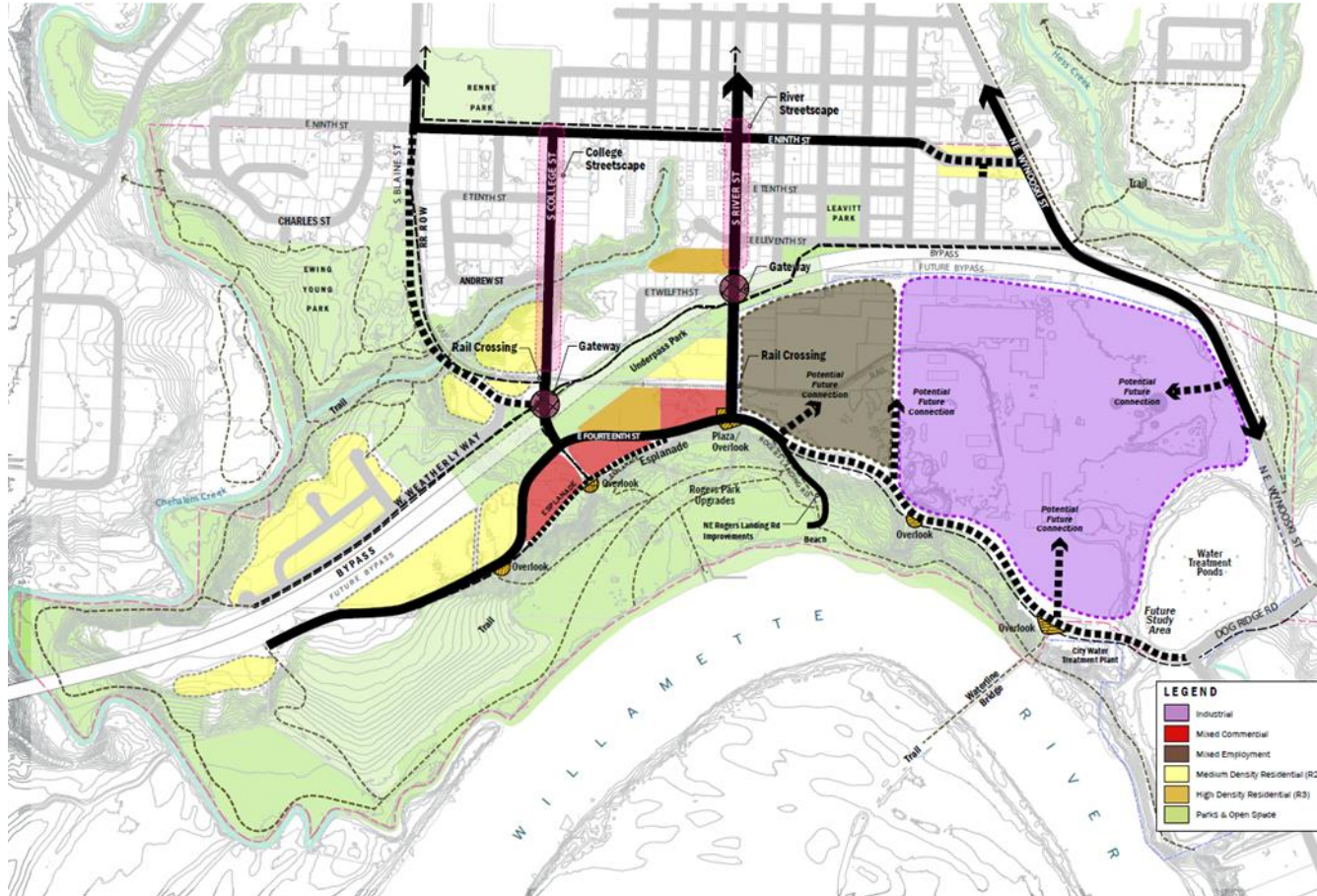


Springbrook Oaks Specific Plan



Northwest Newberg Specific Plan

Riverfront Subdistrict



How MPCs are Different

- Must permit duplexes on every lot
- May limit other middle housing types at the time of initial construction provided:
 - Residential net density of 8 units/acre allowed
 - Subsequent redevelopment of middle housing permitted

DISCUSSION

- Should other middle housing types be limited in master plan areas, or permitted similar to residential zones?

Other Issues

- Site Design Review
 - Allow Type 1 review of all middle housing types
- Density
 - Consider revising average densities or exempting middle housing from maximums
- Stream Corridor Overlay Subdistrict
 - Permit duplexes same as SFDDs
- Public Improvement Standards
 - Revise alley access and shared driveway provisions

DISCUSSION

- Other zoning and development code issues that create barriers to middle housing development?
- Other questions/ideas?

Next Steps

- Public Open House on December 15th
- Final Code Assessment & Concepts
 - Stakeholder input from CAC, interviews
 - Clarifications from DLCDD, final state regs
- *2021: Develop draft code language*

Wrap-up

- Public comments
- Final questions/comments