

# House Bill 2001 Update

City Council – Work Session  
September 8, 2020

CC WORK SESSION. 09.08.20



# HB 2001 UPDATE

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- Review of what is in HB 2001
- Missing Middle Housing Code
- State Rulemaking and Upcoming Public Hearing
- Infrastructure Planning
- Housing Production Strategy

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# HOUSE BILL 2001

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- Commonly referred to as HB 2001 or Missing Middle housing bill
- Requires cities of certain sizes to allow “middle housing” in areas and properties that allow for the development of detached single-family dwellings

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# HOUSE BILL 2001

- “Middle housing” includes:
  - Duplexes
  - Triplexes
  - Quadplexes
  - Cottage clusters
  - Townhouses



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# HOUSE BILL 2001

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- Cities with population over 25,000 (includes McMinnville) “shall allow the development of”:
  - *“All middle housing types in areas zoned for residential use that allow for the development of detached single-family dwellings”* and
  - *“A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings.”*

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# HOUSE BILL 2001

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In McMinnville, development of detached single-family dwellings allowed in:

- R-1 (Single Family Residential) Zone
- R-2 (Single Family Residential) Zone
- R-3 (Two-Family Residential) Zone
- R-4 (Multiple-Family Residential) Zone
- O-R (Office-Residential) Zone

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# HOUSE BILL 2001 - TIMEFRAME

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- Cities required to adopt land use regulations and Comprehensive Plan amendments to address HB 2001 by June 30, 2022
- Infrastructure Deficiency: Process to allow cities to identify infrastructure issues and request extension to address issues
  - Extension requests due by June 30, 2021

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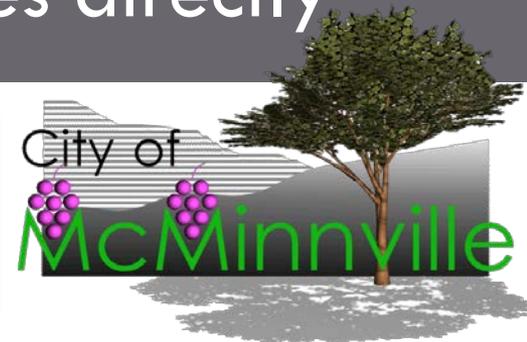


# HOUSE BILL 2001 - TIMEFRAME

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- Rulemaking Process: State Department of Land Conservation and Development (DLCD) leading rulemaking process that may clarify HB 2001 language and more specifically prescribe requirements
  - Will also create “model code”
- If city does not implement code/plan amendments prior to deadline, model code applies directly

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# ALIGNMENT WITH McMINNVILLE WORK

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- Housing Strategy with recommendations to address some issues related to middle housing
- Planning Commission work plan included emphasis on housing and site/design standards
- Great Neighborhood Principles
  - *Policy 46.00: The City shall develop development codes that allow for a variety of housing types and forms, and shall develop site and design requirements for those housing types and form.*

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# GREAT NEIGHBORHOOD PRINCIPLES

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1. Natural Feature Preservation
2. Scenic Views
3. Parks and Open Spaces
4. Pedestrian Friendly
5. Bike Friendly
6. Connected Streets
7. Accessibility
8. Human Scale Design
9. Mix of Activities
10. Urban-Rural Interface
11. Housing for Diverse Incomes and Generations
12. Housing Variety
13. Unique and Integrated Design Elements

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# GREAT NEIGHBORHOOD PRINCIPLES

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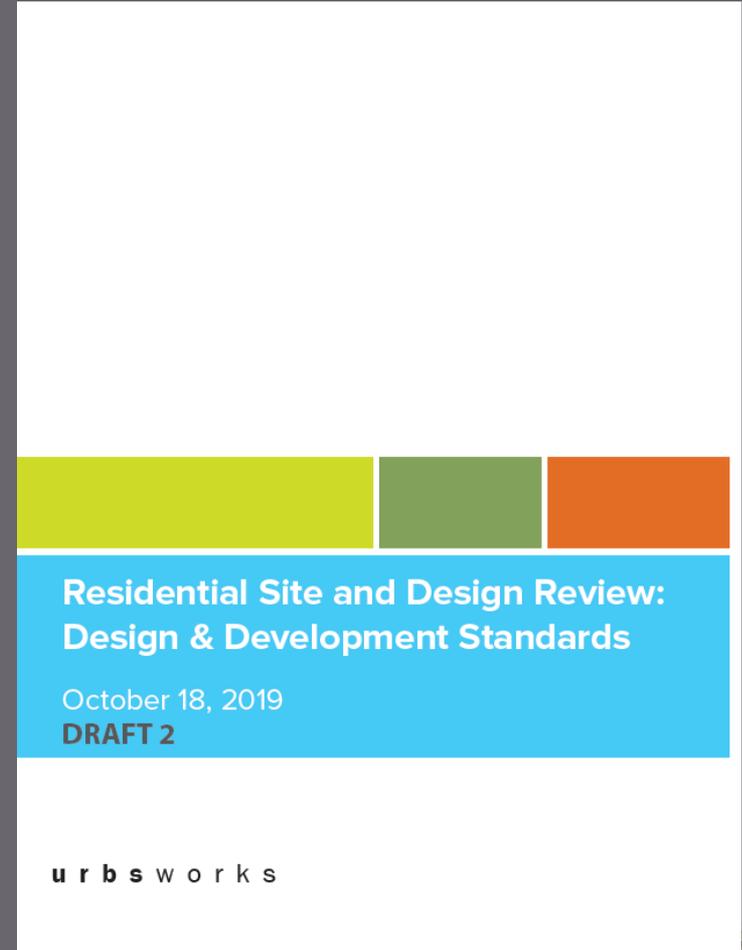
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# RESIDENTIAL SITE & DESIGN REVIEW

- Planning Department in 2019 worked with consultant on draft development and design standards for housing types
- Tonight's Presentation:
  - Overview of project, intent, & code structure



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# OVERALL CODE STRUCTURE

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Table of uses that specifies which housing types are allowed in which zone

- Will be reviewed by Planning Commission as part of evaluation of residential zones (2020 work plan item)

Chapter for Site & Design Review Standards

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# RESIDENTIAL SITE & DESIGN REVIEW

## Great Neighborhood Principles

- 1. Natural Feature Preservation.** Great Neighborhoods are sensitive to the natural conditions and features of the land.
  - Neighborhoods shall be designed to preserve significant natural features including, but not limited to, watercourses, sensitive lands, steep slopes, wetlands, wooded areas, and landmark trees.
- 2. Scenic Views.** Great Neighborhoods preserve scenic views in areas that everyone can access.
  - Public and private open spaces and streets shall be located and oriented to capture and preserve scenic views, including, but not limited to, views of significant natural features, landscapes, vistas, skylines, and other important features.
- 3. Parks and Open Spaces.** Great Neighborhoods have open and recreational spaces to walk, play, gather, and commune as a neighborhood.
  - Parks, trails, and open spaces shall be provided at a size and scale that is suitable based on the size of the proposed development and the number of dwelling units.
  - Central parks and plazas shall be used to create public gathering spaces where appropriate.
  - Neighborhood and community parks shall be developed in appropriate locations consistent with the policies in the Parks Master Plan.
- 4. Pedestrian Friendly.** Great Neighborhoods are pedestrian friendly for people of all ages and abilities.
  - Neighborhoods shall include a pedestrian network that provides for a safe and enjoyable pedestrian experience, and that encourages walking for a variety of reasons including, but not limited to, health, transportation, recreation, and social interaction.
  - Pedestrian connections shall be provided to commercial areas, schools, community facilities, parks, trails, and open spaces, and shall also be provided between streets that are disconnected (such as cul-de-sacs or blocks with lengths greater than 400 feet).

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## Focus on:

- Great Neighborhood Principles
- Compatibility with existing neighborhoods
- Building form
- Format that is user friendly (not just zoning code language)

to ensure compatibility.

- 8. Human Scale Design.** Great Neighborhoods have buildings and spaces that are designed to be comfortable at a human scale and that foster human interaction within the built environment.
  - The size, form, and proportionality of development is designed to function and be balanced with the existing built environment.
  - Buildings include design elements that promote inclusion and interaction with the right-of-way and public spaces, including, but not limited to, building orientation towards the street or a public space and placement of vehicle-oriented uses in less prominent locations.
  - Public spaces include design elements that promote comfortability and ease of use at a human scale, including, but not limited to, street trees, landscaping, lighted public areas, and principles of Crime Prevention through Environmental Design (CPTED).
- 9. Mix of Activities.** Great Neighborhoods provide easy and convenient access to many of the destinations, activities, and local services that residents use on a daily basis.
  - Neighborhood destinations including, but not limited to, neighborhood serving commercial uses, schools, parks, and other community services, shall be provided in locations that are easily accessible to surrounding residential uses.
  - Neighborhood serving commercial uses are integrated into the built environment at a scale that is appropriate within the surrounding area.
  - Neighborhoods are designed such that owning a vehicle can be optional.
- 10. Urban-Rural Interface.** Great Neighborhoods complement adjacent rural areas and transition between urban and rural uses.
  - Buffers or transitions in the scale of uses, buildings, or lots shall be provided on urban lands adjacent to rural lands

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# RESIDENTIAL SITE & DESIGN REVIEW



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# HOUSING TYPES

- Tiny Homes\*
- Cottage Clusters
- Plexes
- Townhouses
- Single Dwellings
- Apartments

### Housing Type Summary

<p><b>Tiny Homes</b></p> <p>Tiny homes are small permanent detached units no more than 300 square feet that sit together on a single lot or each on their own lot. Because Tiny homes are substantially smaller than a typical single dwelling, they are an affordable housing ownership product.</p>		
<p><b>Cottage Clusters</b></p> <p>Cottage clusters are groupings of no fewer than four detached housing units per acre with a footprint of less than 600 square feet each and that include a common courtyard. Parking and common areas are co-owned and managed. Given their small footprint and low profile, cottages can fit seamlessly into most detached single dwelling neighborhoods.</p>		
<p><b>Plexes</b></p> <p>A plex is multiple dwellings on one lot (limited to four) stacked or side-by-side in a single structure. Plexes include duplexes (two units), triplexes (three units), and quadplexes (four units) on a single lot.</p>		

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### Housing Type Summary

<p><b>Rowhouses</b></p> <p>Rowhouses are attached units with common wall construction, each on a separate lot, and each with its own entry from a public or shared street or common area. Rowhouse variations include live/work units, typically with the "work" portion on the ground floor.</p>		
<p><b>Single Dwellings</b></p> <p>Single dwellings are one home on a single lot, separated from adjacent dwellings by private open space in the form of side yards and backyards, and often set back from the public street with a front yard.</p>		

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### Apartment Types

**Apartment Block**

**Description**  
Stacked flats in a single building or groups of buildings on a single lot. Parking is shared, and entrance to units is typically accessed through a shared lobby.

**Appropriate context**  
Apartments vary widely in size and design but typically have large footprints and fit in well to the edges of single dwelling neighborhoods and on major streets.

**Also named**  
Flats, multifamily, apartments

**Variations**  
Flats, lofts, two-level flats, split-level flats, through-building flats.

**Typical household**  
Depending on square footage, all types of households, from adults with children to single adult households.

**Lot sizes**  
Vary widely, from 7,200 to 320,000 square feet

**Density range**  
10-200 units per acre

**Building height**  
2-5 stories, if adjacent to or within a single dwelling neighborhood context. Can be much taller in central city areas.

**Construction type and building code issues**  
Type V frame construction for buildings under 3 stories, Type IV frame construction over Type I, for 6 or 8 stories, or Type I for taller buildings. Sprinklers for fire suppression are required. Elevators needed if over 3 stories.




Greenery and a setback from the sidewalk provide ground floor units with privacy.

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# HOUSING TYPES

Apartments to include multiple forms:

- **Apartment Block**
- **Walk-Up Apartment**
- **Courtyard Apartment**



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# STRUCTURE OF DOCUMENT/CODE

Each housing type will have:

- Overview with:
  - Definition/Concept
  - Guiding principles
  - Photo examples

## Cottage Cluster



Cottages with layers of open space from private porches to common shared open space.

### Concept

Cottage clusters are groupings of no fewer than four detached housing units per acre with a footprint of less than 900 square feet each and that include a common courtyard. Cottages are each on their own lot, clustered around pockets of shared open space.

Parking and common areas are co-owned and managed. Given their small footprint and low profile, cottages can fit seamlessly into most detached single dwelling neighborhoods.

*Cottage Clusters fit easily into existing residential neighborhoods. Their configuration around shared open space works well for odd-shaped lots and lots with sensitive natural resources.*



Cottage cluster design with shared common house and parking grouped in small areas.

### Guiding Principle

Shared open space should be provided and located so that it serves as a central feature of the cluster of dwellings.

Layer zones of landscaping to create a gradual transition from the commonly owned green to the privately-owned garden and porch of individual dwellings.

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# STRUCTURE OF DOCUMENT/CODE

Each housing type will have:

- **Basic Development Standards table**
  - Lot dimensions
  - Lot sizes
  - Setbacks
  - Building Height
  - Parking

## Cottage Cluster Development Standards

COTTAGE CLUSTER DEVELOPMENT STANDARDS			
	WITH ALLEY	WITHOUT ALLEY	INFILL
<b>A</b> Lot width (feet)	Min. 100	Min. 100	Min. 100
<b>B</b> Lot depth (feet)	Min. 80	Min. 60	Min. 100
<b>C</b> Lot size (square feet)	Min. 10,000	9,000	Min. 14,000
<b>D</b> Front setback (feet)	Min. 15	Min. 15	Match existing
<b>E</b> Side setback (feet)	Min. 7.5 Min. 15 exterior	Min. 7.5 Min. 15 exterior	Min. 7.5 Min. 15 exterior
<b>F</b> Rear setback (feet)	0 with garage, 20 without garage. <sup>1</sup>	Min. 20	Min. 20
<b>G</b> Building height (feet)	Max. 25	Max. 25	Max. 25
<b>H</b> Parking Zone	<p>For lots with an alley: Parking is required to be located adjacent to the alley. Parking is permitted to be located on the surface or in a garage. The front setback for garages and surface parking areas is specified in Parking Development and Design Standards, Garage Setback. Side yard setback for parking zone: minimum 3 feet except for infill then the minimum side yard setback is 7.5 feet.</p> <p>For lots without an alley: Parking is permitted to be located on the surface or in a garage. The front setback for garages and surface parking areas is specified in Parking Development and Design Standards, Garage Setback. Side yard setback for parking zone: minimum 3 feet, except for infill then the minimum side yard setback is 7.5 feet.</p>		
Driveways	Driveway width excluding apron: maximum 20 feet for single, 18 feet for double. Required distance between driveways: 24 feet, except when driveways are paired, then zero distance permitted.		
Off-street Parking	1 per unit		
<b>I</b> Minimum number of units	4	4	4
<b>J</b> Universal Design Standards and Subdivision Standards that apply	Street frontage Front yard Alleys Private open space Common open space Compatibility Façade Parking Subdivision Standards: Zero Lot Line, Through Block and Corner Common Greens		

<sup>1</sup> From alley property or easement line.

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# STRUCTURE OF DOCUMENT/CODE

Each housing type will have:

Basic Development Standards for three scenarios:

- Infill Development
- New Development with Alley
- New Development without alley

## Cottage Cluster Development Standards

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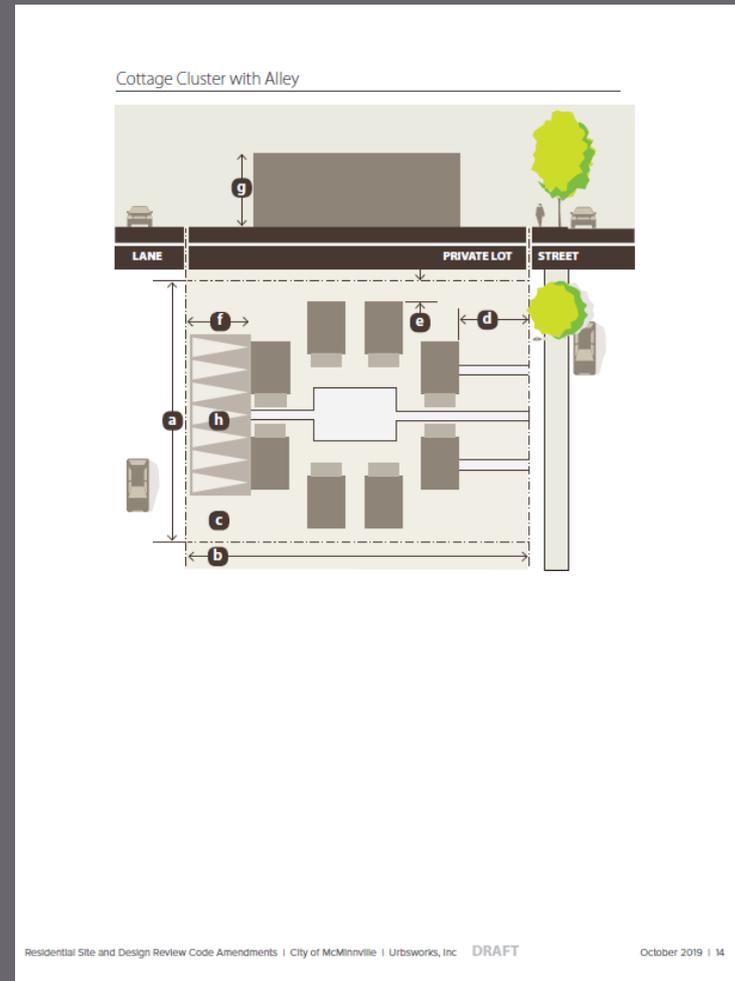
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# STRUCTURE OF DOCUMENT/CODE

Each housing type will have:

Basic site plan with key standards identified



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# STRUCTURE OF DOCUMENT/CODE

Each housing type will be subject to applicable Universal Design Standards

## Cottage Cluster Development Standards

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# UNIVERSAL DESIGN STANDARDS

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- **Street Frontage**
- **Front Yard**
- **Alleys**
- **Parking**
- **Common Open Space**
- **Private Open Space**
- **Compatibility**
- **Façade**
- **Subdivisions (New Subdivision Standard Components)**

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# UNIVERSAL DESIGN STANDARDS

Each Universal Design Standard will have:

Overview with:

- Description
- Intent
- Photo Examples

## Front Yard

### Concept

The front setback provides a vital transition between the public area of the street and the private spaces within the dwelling. The smaller the front setback is, the more important the concept of layering public to private spaces becomes.

*A typical three-part approach to layering is a low fence at the back of the sidewalk, a landscaped or paved dooryard, and before the entrance to the dwelling—a porch, a stoop, or a terrace. For very small front setbacks, vertical distance can make up for the lack of horizontal separation.*

### Guiding Principle

For all housing types the front setback—even when it is small or zero, should be designed to provide a gracious transition from the public realm of the street to the private realm of the dwelling.

Private open space can be further distinguished through elevation change – raising the first floor slightly increases privacy while stairs serve as a transition between public and private space.



Porches set back from the sidewalk are an inviting semi-private space.



In a more urban context where entrances to residences could be close to the sidewalk, a partially open fence and landscaping creates layers of private to public space.

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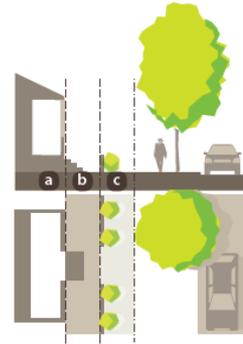


# UNIVERSAL DESIGN STANDARDS

Each Universal Design Standard will have:

- Specific design standards
- Some standards will have “menu of options” to allow flexibility

## Front Yard



Front Yard Type 1 is a traditional front yard where horizontal and vertical separation provide privacy and achieve the 3-zone transition from the back of the sidewalk to the front door.

### Type 1 Front Yard (Neighborhood Type)

Zone	Requirement	Intent and purpose	Ways to meet the requirement
a	Gateway	Marks the threshold between the public zone of the sidewalk and the private dwelling zone.  May provide a location for address identification.	<input type="checkbox"/> Low fence <input type="checkbox"/> Low planting—shrubs, grasses <input type="checkbox"/> Vertical difference—a step or slope
b	Front Yard, Forecourt or Dooryard	Provides habitable and personalizable outdoor space for the resident.	Fundamental requirements: A minimum of 5-foot distance between inside edge of Gateway and edge of Porch-Stoop-Terrace, and a paved walkway. Additional options: <input type="checkbox"/> Paved surface <input type="checkbox"/> Lawn or planted area
c	Porch, Stoop or Terrace	Provides an outdoor living area that is physically and visually connected to the public realm of the street. Provides opportunities for community interaction. May provide a location for address identification.	Fundamental requirements: The porch must be at least 48 square feet in area and have minimum dimensions of 6 feet by 6 feet; the porch must have a solid roof; and the roof may not be more than 12 feet above the floor of the porch. Additional options: <input type="checkbox"/> Raised platform, 3 feet above grade maximum <input type="checkbox"/> Ornamental fencing or balustrade <input type="checkbox"/> Columns demarcating perimeter or supporting the roof

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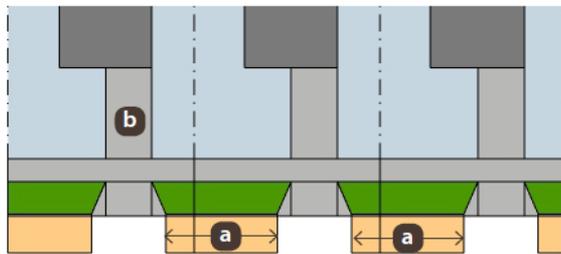


# STREET FRONTAGE



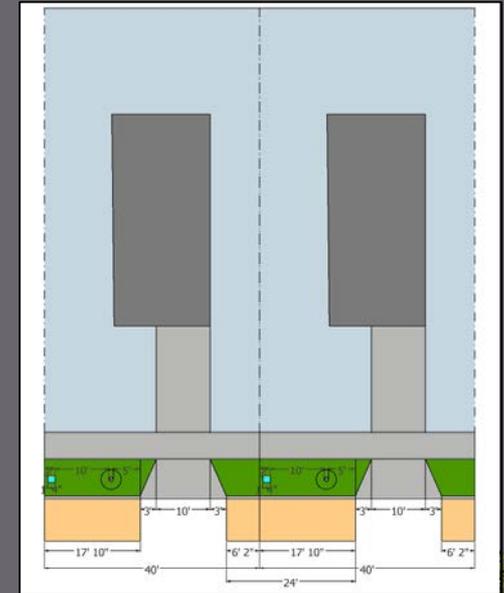
- Maximize planter for street trees & landscaping
- Maintaining pedestrian space
- Maximize on-street parking space

Frontage Type 1: Front-Loaded Parking



Frontage Type 1: Front-Loaded Parking

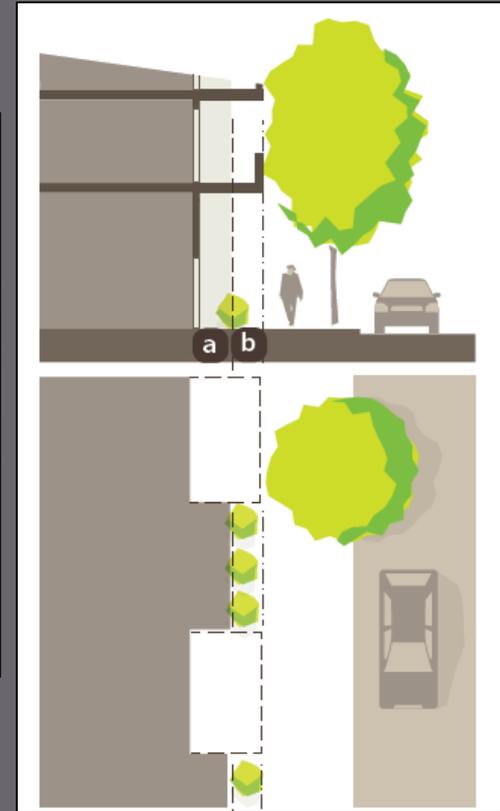
<b>a</b>	Minimum distance between driveways	24 feet
<b>b</b>	Maximum driveway width	18 feet



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# FRONT YARD

- Provide transition between public & private space
- Emphasizing entrances and porches

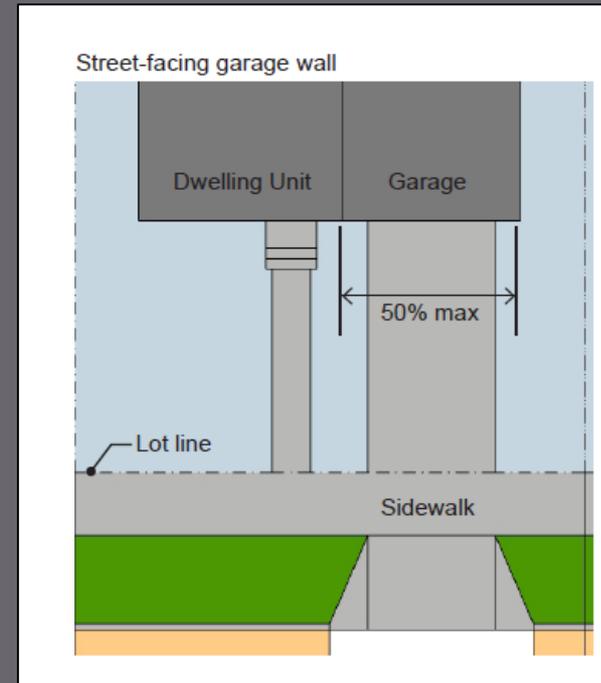


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# ALLEYS & PARKING

- Encourage alleys for rear access
- Allowing space for buffering between alley and homes
- Reduce garage dominance on façade
- Setbacks for garages



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# COMMON & PRIVATE OPEN SPACE

- Provide private open space for all housing types
- Common open space for certain housing types with multiple units



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# COMPATIBILITY & FAÇADE

- Design components to allow housing types to blend into existing neighborhoods
- Standards related to siting, massing, & human-scale details



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# NEXT STEPS

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- **Currently in work session with the Planning Commission.**
- **Need to finish up multi-family standards and parking provisions.**
- **Waiting on LCDC adoption of OAR compliance rules for cities.**
- **Then will use \$20,000 grant from DLCD to update the code to ensure compliance with the State and start a public process of vetting the code.**
- **Goal of adoption by July 1, 2021.**

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# DIVISION 46 – MIDDLE HOUSING

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DLCD set up a rule making committee for HB 2001/2003 that had three separate subcommittees:

- Missing Middle Housing Code
- Infrastructure Constraints
- Housing Production Strategy (HB 2003)

Rule Making Committee developed model codes for missing middle housing and proposed draft rules that cities need to follow to implement HB 2001.

**There is a public hearing scheduled with LCDC for the Missing Middle Housing OARs that are proposed for large cities.**

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# MCS - PARKING

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- **No more than one off-street parking space per dwelling unit.**
- **Premise is that providing off-street parking is expensive and leads to less affordable housing, that to encourage reduction in greenhouse gas emissions we need to discourage vehicle ownership, and that developer will do the right thing and respond to the marketplace.**
- **Additional needed parking will be provided with on-street parking availability.**

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# MCS - PARKING

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No more than one off-street parking space per dwelling unit.

Based on the following premises:

- off-street parking is expensive and leads to less affordable housing;
- that to encourage reduction in greenhouse gas emissions we need to discourage vehicle ownership;
- Missing middle housing equates to similar size as single dwelling units;
- developer will do the right thing and respond to the marketplace.

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# MCMINNVILLE'S CURRENT PARKING STANDARDS

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## Section 17.60.060 – Spaces – Number Required

### 4. Multiple-family dwelling

One and one-half spaces per dwelling with less than three bedrooms, two spaces per dwelling unit with three or more bedrooms, and one space per dwelling unit which is expressly reserved for senior or handicapped persons.

### 5. Single-family and two-family dwelling.

Two spaces per dwelling with four or fewer bedrooms, and one additional space for every two additional bedrooms.

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# MCMINNVILLE'S CURRENT PARKING STANDARDS

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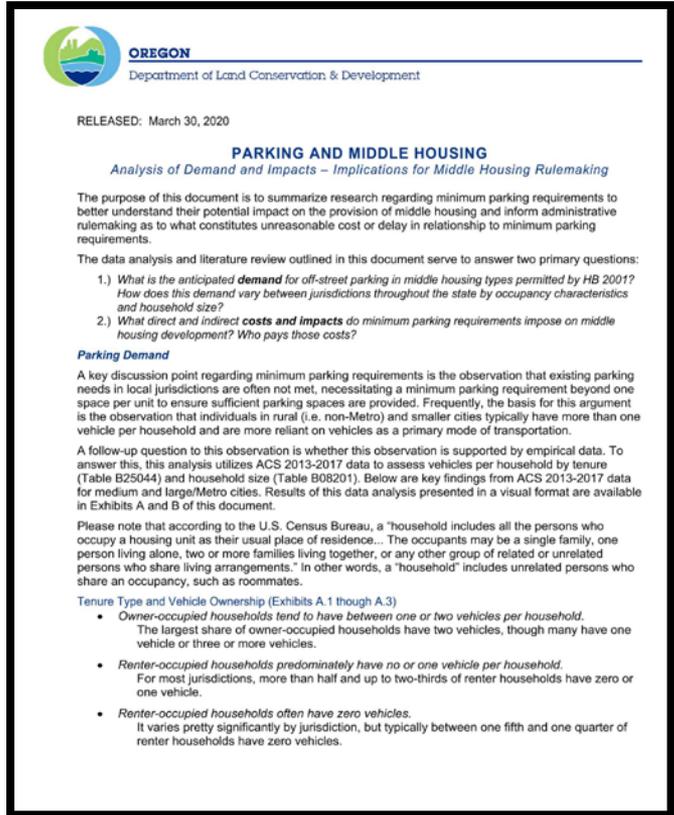
Two spaces per dwelling with four or fewer bedrooms, and one additional space for every two additional bedrooms.

**Based upon household size and type of housing product.**

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# DLCD Memo, 03.30.2020, Parking and Middle Housing



## Asked the Questions:

- 1) What is the anticipated demand for off-street parking in middle housing types permitted by HB 2001?
- 2) How does this demand vary between jurisdictions throughout the state by occupancy characteristics and household size?
- 3) What direct and indirect costs and impacts do minimum parking requirements impose on middle housing development? Who pays those costs?

# DLCD Memo, 03.30.2020, Parking and Middle Housing



OREGON

Department of Land Conservation & Development

RELEASED: March 30, 2020

## PARKING AND MIDDLE HOUSING

### *Analysis of Demand and Impacts – Implications for Middle Housing Rulemaking*

The purpose of this document is to summarize research regarding minimum parking requirements to better understand their potential impact on the provision of middle housing and inform administrative rulemaking as to what constitutes unreasonable cost or delay in relationship to minimum parking requirements.

The data analysis and literature review outlined in this document serve to answer two primary questions:

- 1.) *What is the anticipated demand for off-street parking in middle housing types permitted by HB 2001? How does this demand vary between jurisdictions throughout the state by occupancy characteristics and household size?*
- 2.) *What direct and indirect costs and impacts do minimum parking requirements impose on middle housing development? Who pays those costs?*

#### **Parking Demand**

A key discussion point regarding minimum parking requirements is the observation that existing parking needs in local jurisdictions are often not met, necessitating a minimum parking requirement beyond one space per unit to ensure sufficient parking spaces are provided. Frequently, the basis for this argument is the observation that individuals in rural (i.e. non-Metro) and smaller cities typically have more than one vehicle per household and are more reliant on vehicles as a primary mode of transportation.

A follow-up question to this observation is whether this observation is supported by empirical data. To answer this, this analysis utilizes ACS 2013-2017 data to assess vehicles per household by tenure (Table B25044) and household size (Table B08201). Below are key findings from ACS 2013-2017 data for medium and large/Metro cities. Results of this data analysis presented in a visual format are available in Exhibits A and B of this document.

Please note that according to the U.S. Census Bureau, a "household includes all the persons who occupy a housing unit as their usual place of residence... The occupants may be a single family, one person living alone, two or more families living together, or any other group of related or unrelated persons who share living arrangements." In other words, a "household" includes unrelated persons who share an occupancy, such as roommates.

#### **Tenure Type and Vehicle Ownership (Exhibits A.1 through A.3)**

- *Owner-occupied households tend to have between one or two vehicles per household.*  
The largest share of owner-occupied households have two vehicles, though many have one vehicle or three or more vehicles.
- *Renter-occupied households predominately have no or one vehicle per household.*  
For most jurisdictions, more than half and up to two-thirds of renter households have zero or one vehicle.
- *Renter-occupied households often have zero vehicles.*  
It varies pretty significantly by jurisdiction, but typically between one fifth and one quarter of renter households have zero vehicles.

## CONCLUSIONS:

- 1) Household size corresponds to vehicle ownership.
- 2) Smaller households (one and two-person) comprise the vast majority of households.

91% of households are two or more bedrooms.

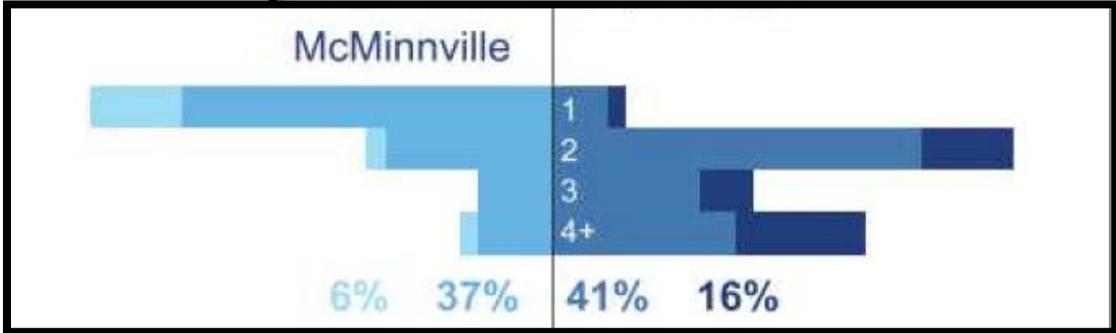
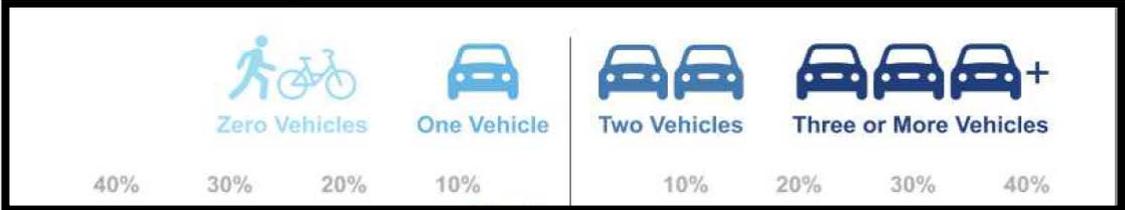
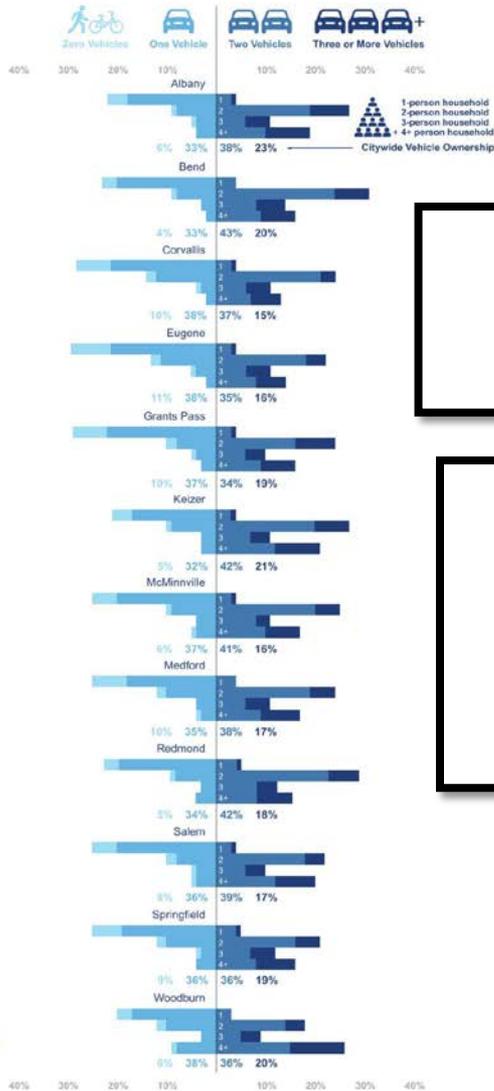
<b>Bedrooms</b>	<b>Total</b>	<b>Percentage</b>
Total Housing Units	13,181	
No Bedroom	278	2%
1 Bedroom	957	7%
2 Bedroom	4,014	30%
3 Bedroom	5,993	45%
4 Bedroom	1,467	11%
5 Bedrooms or more	472	4%

<b>Household Size</b>	<b>Total</b>	<b>Percentage</b>
1 Person Household	3756	30%
2 Person Household	4445	36%
3 Person Household	1646	13%
4+ Person Household	2615	21%

Average household size is 2.66 people.

## Exhibit B.2 Vehicle Ownership by Household Size - Large, Non-Metro Cities American Community Survey 2013-2017

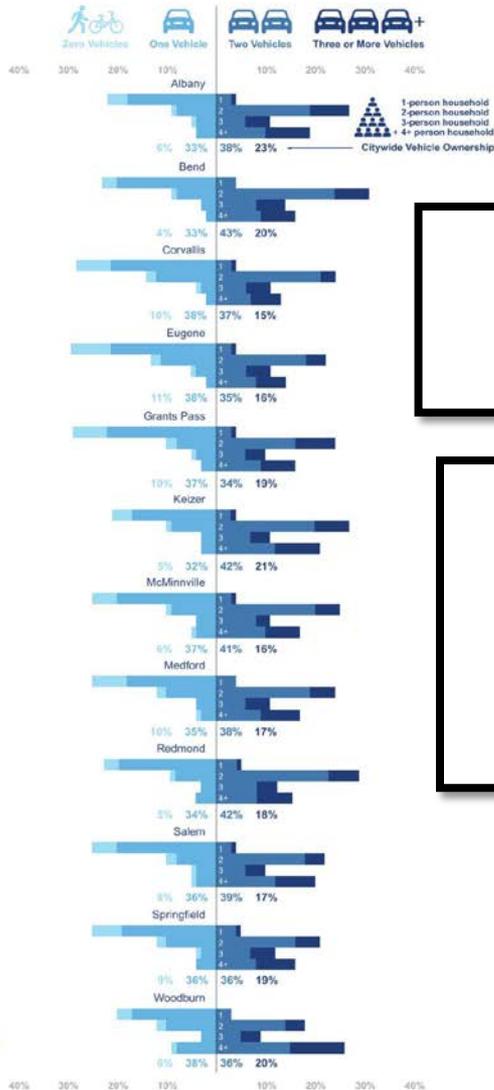
Households on the left side of the graph would be forced to pay for additional parking they do not utilize under a two-space minimum parking mandate.



6% - do not own a car  
37% - own one vehicle  
41% - own two vehicles  
16% - own three or more vehicles

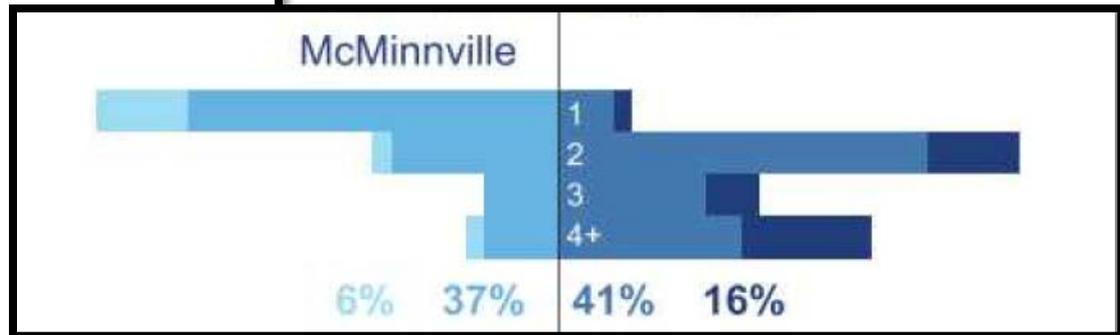
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Parking and Middle Housing  
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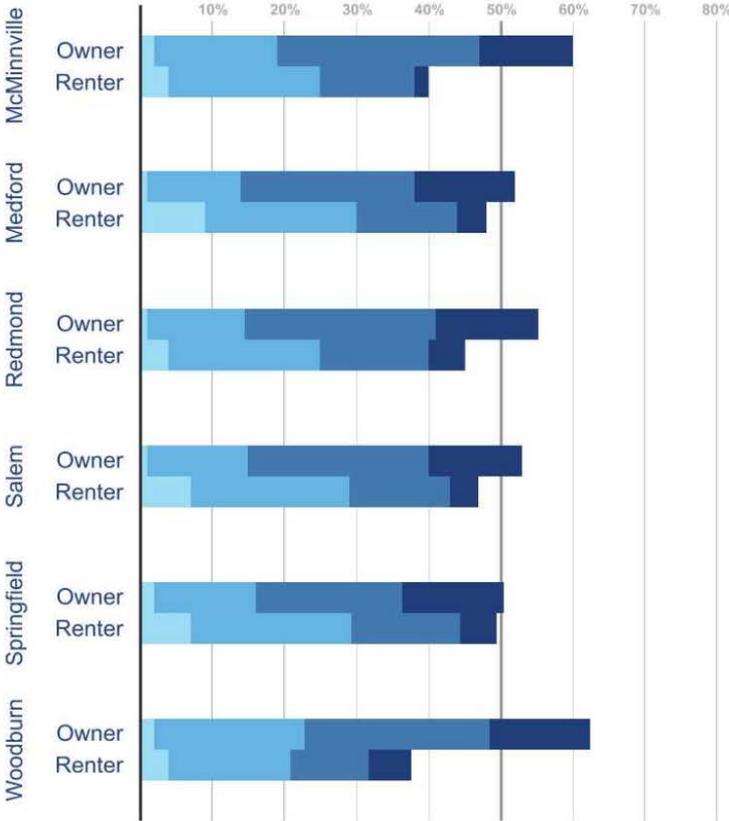
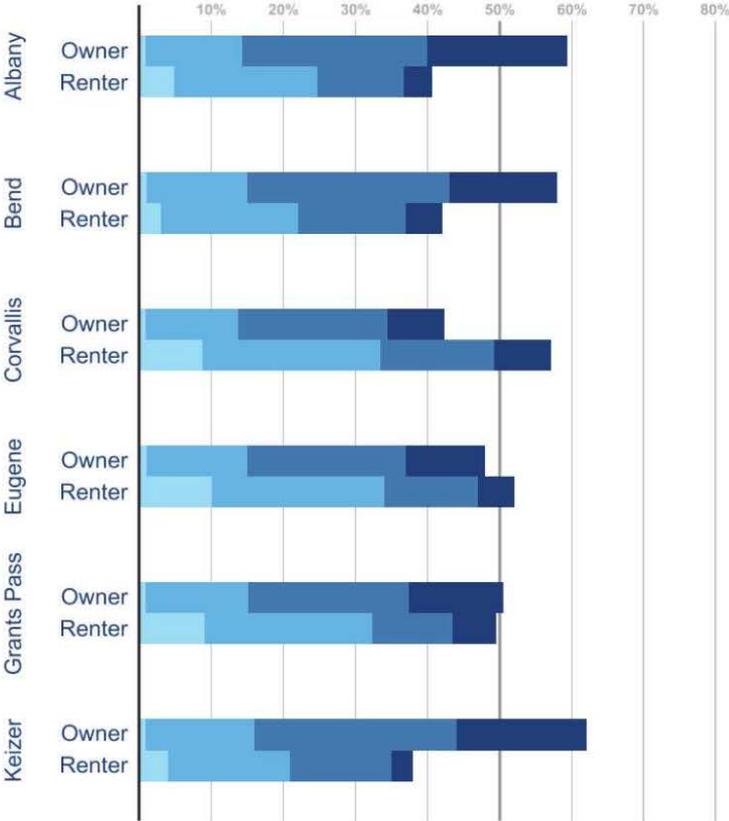


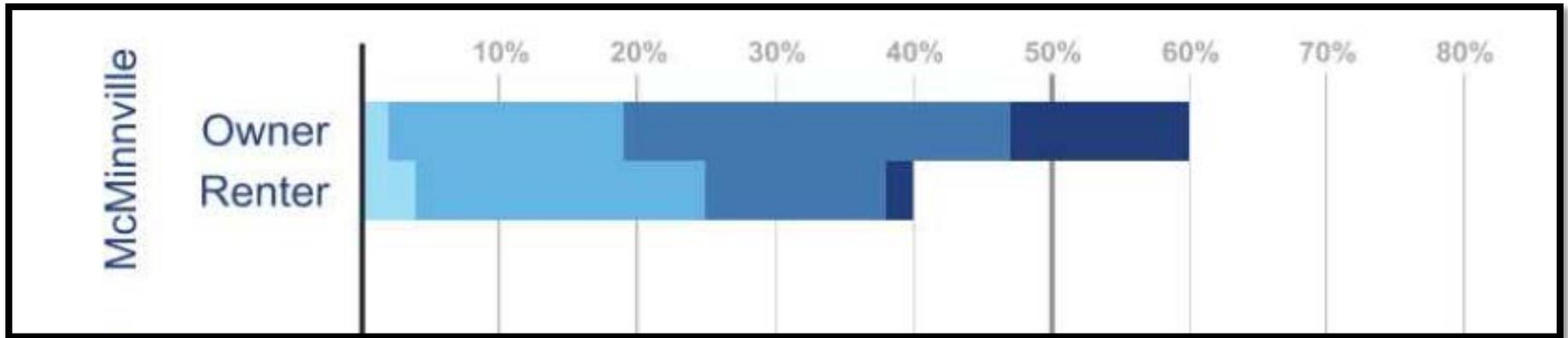
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37% - own one vehicle  
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16% - own three or more vehicles

**57% of households own two or more vehicles.**

# Exhibit A.2 Vehicle Ownership by Tenure - Large, Non-Metro Cities

## American Community Survey 2013-2017



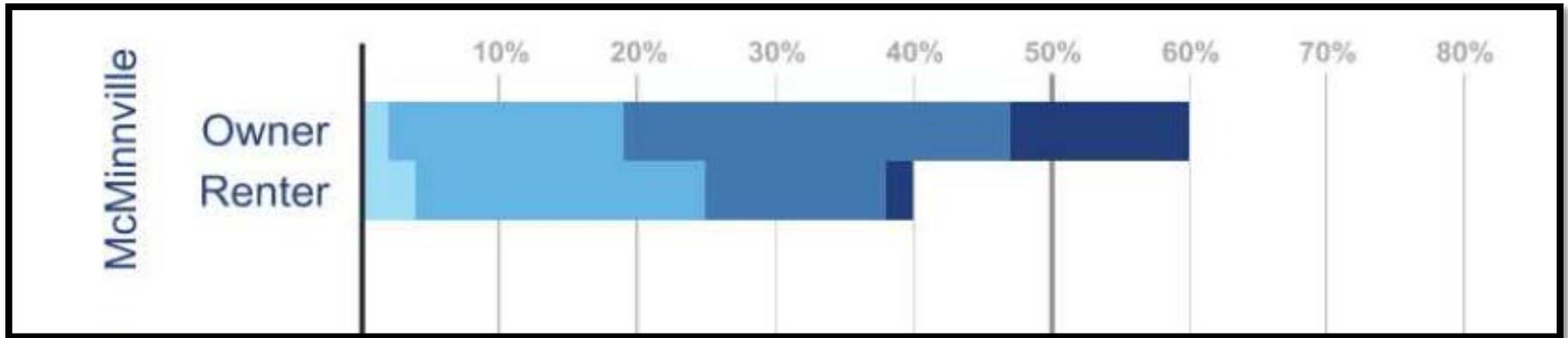


**OWNER**

- 2% - do not own a car
- 17% - own one vehicle
- 28% - own two vehicles
- 13% - own three or more vehicles

**RENTER**

- 3% - do not own a car
- 21% - own one vehicle
- 12% - own two vehicles
- 2% - own three or more vehicles



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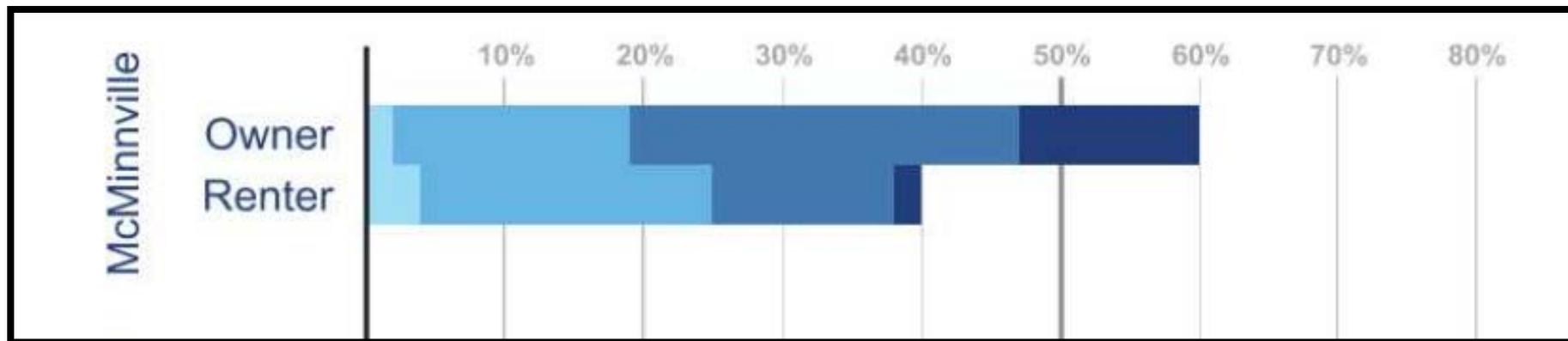
**41% of households own two or more vehicles.**

**RENTER**

- 3% - do not own a car
- 21% - own one vehicle
- 12% - own two vehicles
- 2% - own three or more vehicles

**14% of households own two or more vehicles.**

PROBLEM WITH THE DATA: Mostly multifamily projects, as data is for every housing unit that is not a single family dwelling unit including apartment complexes.



### OWNER

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**41% of households own two or more vehicles.**

### RENTER

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**14% of households own two or more vehicles.**

# MCS – PARKING – Staff Concerns

One size does not fit all in terms – should be a local decision.

For the following reasons:

- Not all communities have reliable alternative modes of transportation to support employment, amenities and school activities.
- Developers do not always do the right thing – many build to the minimum standards of the community and are only worried about the POS at the transaction.
- There is no empirical truth to the assumption that missing middle housing equates to the same size as a single dwelling unit.
- Savings does not translate to the end user in a private market of more demand than supply.
- Will need to amend Comprehensive Plan to rely on on-street parking for residential parking needs.
- Fear of creating systemic inequity for lower-income households.

CC WORK SESSION. 09.08.20



# MCS – PARKING – AHTF Feedback

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Discussed with McMinnville Affordable Housing Task Force from the perspective of affordability and equity –

- 1) Does the reduction in parking translate into more affordable product for the end-user; and
- 2) Should there be concern about equity in terms of quality of life and amenities for lower-income households.

**AHTF discussed as a body and majority thought that it was appropriate for McMinnville to testify that this should be a local discussion based on local evaluations, goals and needs. There were a few who felt that the proposed rules were fine and that the development community would correct itself if the market warranted it.**

**CC WORK SESSION. 09.08.20**



# OTHER TOPICS OF AWARENESS

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## OAR 660-046-0030: Implementation

Cities must include findings demonstrating consideration of methods to increase affordability of Middle Housing through ordinances or policies that include but are not limited to:

- Waiving of deferring system development charges
- Adopting or amending criteria for property tax exemptions
- Assessing a construction excise tax

Local government is not required to consider whether the amendments significantly affect an existing or planned transportation facility.

CC WORK SESSION. 09.08.20



# OTHER TOPICS OF AWARENESS

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## OAR 660-046-0205: Applicability of Middle Housing in Large Cities

**Master Planned Communities:** Does this apply to planned developments in McMinnville. Would need a legal opinion.

The concern is that developments like BCN that have recently been approved can be 280 lots of 4-plexes., which would quadruple the density in the neighborhood.

Limitation is cities cannot reduce density to lower than 15 units/acre.

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Limitation is cities cannot reduce density to lower than 15 units/acre.

**Staff Concerns: Do Comprehensive Plan designations and density allocations need to be changed to accommodate this? This is expected to be legally challenged.**

**CC WORK SESSION. 09.08.20**



# INFRASTRUCTURE CONSTRAINTS (4)

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- Opportunity to evaluate infrastructure for support of increased density in single family neighborhoods.
- Prescriptive process for review and approval of an extension if significant deficiency can be shown.
- McMinnville received \$100,000 to evaluate transportation, wastewater, water, and stormwater infrastructure systems.
- Work should commence soon in coordination with utility providers.
- Must submit for extension if needed by June 30, 2021

CC WORK SESSION. 09.08.20



# ADUs (7)

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- Cannot regulate home ownership for primary dwelling.
- Cannot require off-street parking.

**Staff Concerns: Still need to amend our code to accommodate the parking provisions. Planned as part of the larger site and design review package.**

**CC WORK SESSION. 09.08.20**



# House Bill 2001 Update

City Council – Work Session  
September 8, 2020

CC WORK SESSION. 09.08.20

