



# **Code Committee Meeting #3**

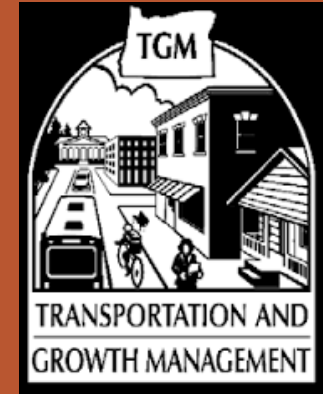
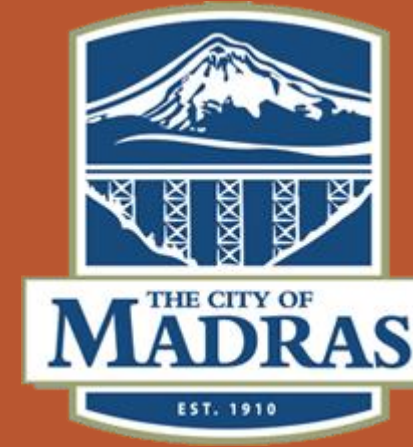
## **Housing and Downtown Parking Code Update Project**

October 27, 2021  
City of Madras, Oregon

# Agenda

- Introduction (10 min)
- Background | Purpose (15 min)
  - TGM Program + Smart Development
  - Code Update Project
- What we've heard (10 min)
- Summary of code concepts (30 min)
- Comments and Feedback (30-45 min)
- Next Steps (5 min)

## CITY / AGENCY PARTNERS



## CONSULTANT TEAM



DAVID EVANS  
AND ASSOCIATES INC.

**u r b s w o r k s**

**RICK WILLIAMS CONSULTING**  
Parking & Transportation



# Team Members

## Agency Partners

Nick Snead	City of Madras	Project Manager
Laura Buhl	Dept. Land Conservation and Development	Project Manager

## Consultants

Jim Hencke	David Evans and Associates, Inc.	Project Manager
Rick Williams	Rick Williams Consulting	Parking
Marcy McInnelly	Urbsworks	Housing
Gigi Cooper	David Evans and Associates, Inc.	Planner



# Transportation & Growth Management (TGM)

Oregon Department of Transportation (ODOT) and  
Department of Land Conservation and Development (DLCD)

## MISSION

1. Link land use and transportation planning
2. Expand transportation choices
3. Create livable places where people can walk, bike, take transit, or drive where they want to go

<https://www.oregon.gov/lcd/TGM/Documents/mission-goals-objectives.pdf>



# TGM Code Assistance

## Remove barriers to ‘Smart Development’

- Efficient use of land
- Full utilization of urban services
- Mixed use
- Transportation options
- Detailed, human scaled design

## Methods and Tools

- Code audits
- Complete overhaul / partial code update
- Model Development Code for Small Cities



# Project Overview



DAVID EVANS  
AND ASSOCIATES INC.



## Downtown Parking

- Measure use in the downtown (occupancy/turnover) – Task 2.2
- Recommend programs/policies for parking management – Task 4.4
- Recommend Development Code amendments – Task 4.4

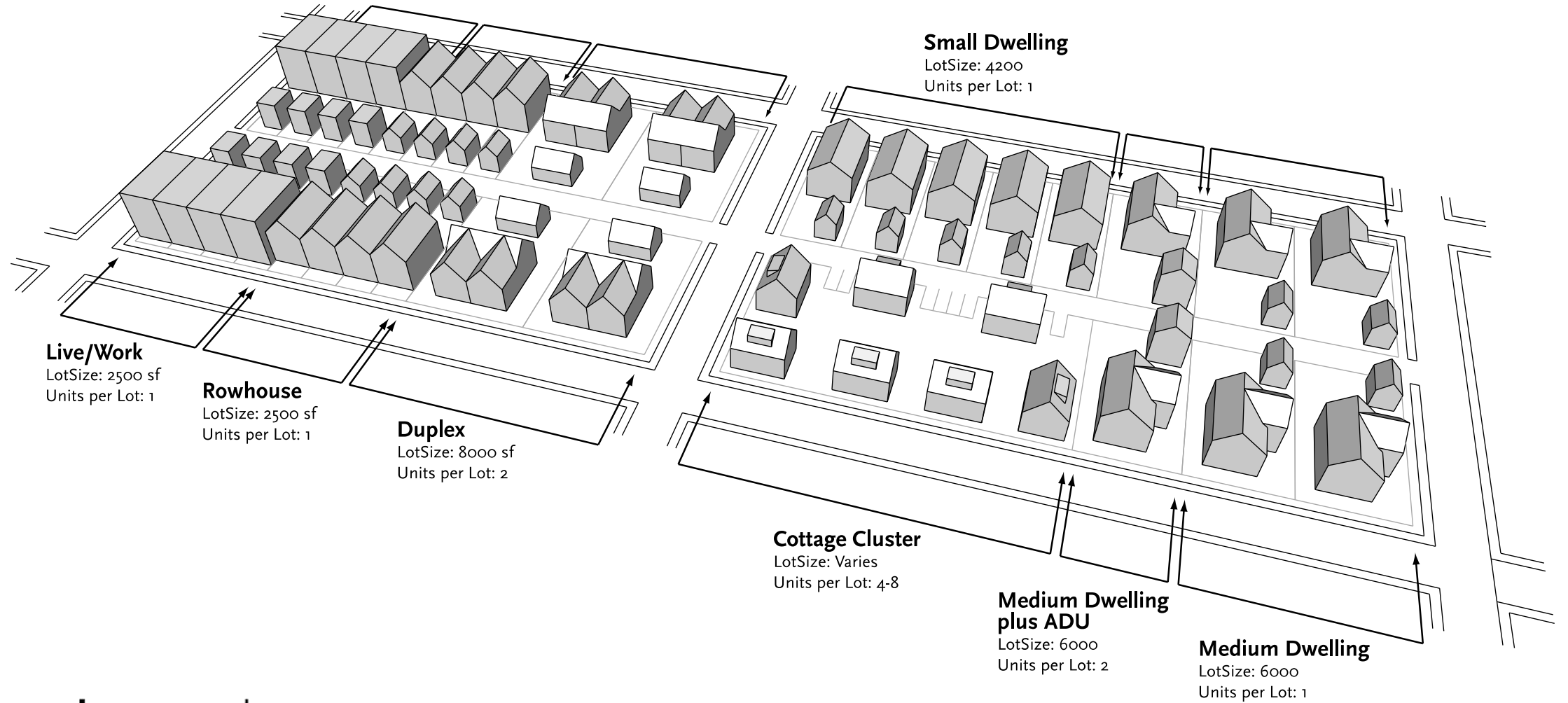


## Citywide Housing Code

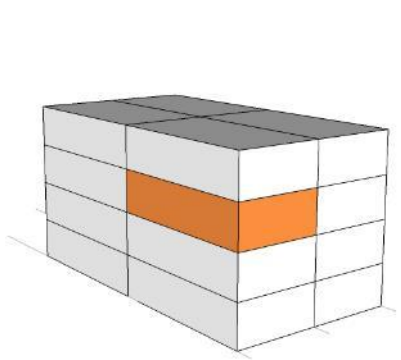
- Audit / Amend Development Code
- Clarify standards for “Missing Middle” Housing Types
- Evaluate Development of Cottage Housing Development Standards
- Evaluate Permitting Multi-family Housing in C-2 and C-3 Districts, inc. Downtown Housing
- Review Street Standards to Lower Development Costs



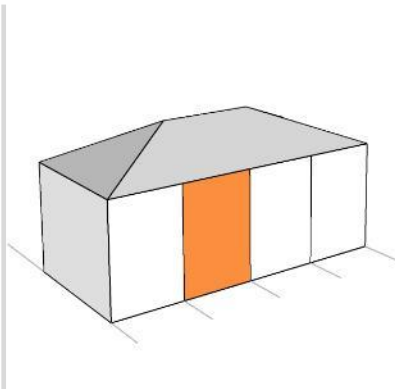
# Middle Housing



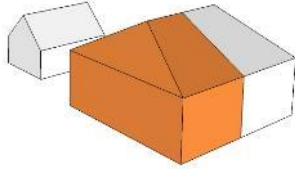
# Housing Types



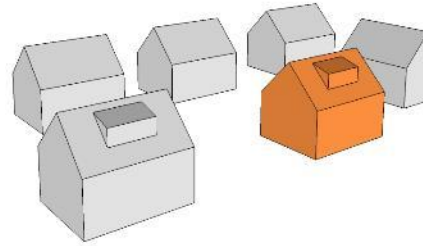
**Apartment /  
multi-dwelling**



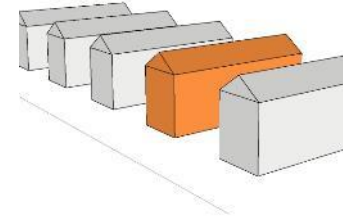
**Townhouse**



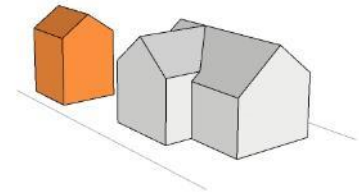
**Duplexes, Triplexes,  
and Quadplexes**



**Cottage Cluster**



**Tiny House**

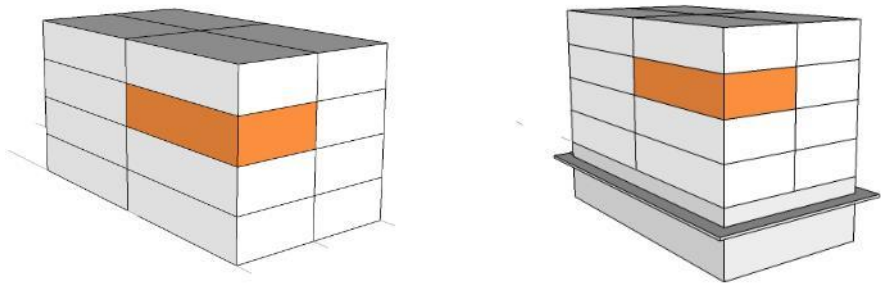


**Accessory Dwelling  
Units (ADUs)**



# Multi-Dwelling

- Stacked flats in single building or groups on single lot
- Shared parking
- Fit well at edges of single dwelling neighborhoods and on major streets
- Tall and lower forms for different contexts
- May take form of dwellings above retail

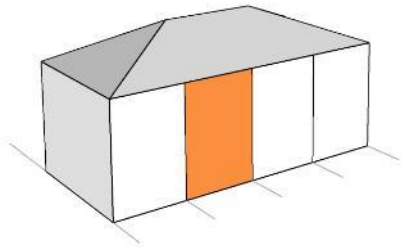


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# Townhouse

- Attached units with common wall, each on separate lot, with own entry from public or shared street
- Can be compatible in single dwelling neighborhoods, commercial centers and along corridors
- Townhouse variation includes live/work units, typically with “work” portion on ground floor

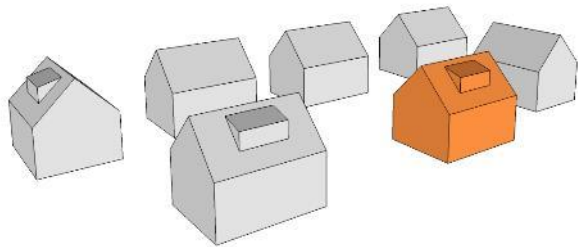


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# Cottage Cluster

- Small footprint detached dwellings on shared lot
- Clustered around shared open space(s)
- Sometimes with communal buildings
- Work well for large or odd-shaped lots and lots with sensitive natural resources

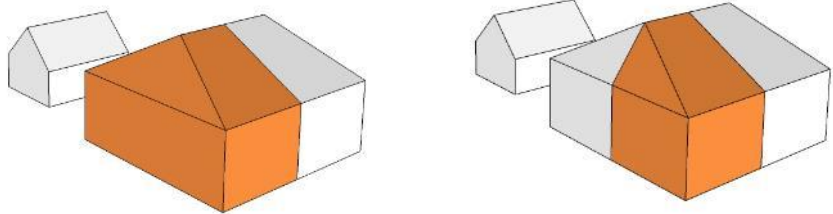


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# Plexes

- Duplexes, triplexes, quadplexes
- Multiple units (2, 3, or 4) on a single lot
- Can be side by side, stacked, or detached (freestanding structures)
- Often look like single dwellings and blend with surrounding traditional neighborhoods
- Can be existing dwelling that is converted

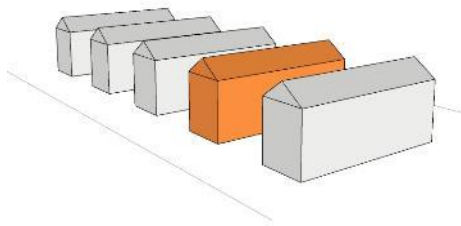


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# Tiny House

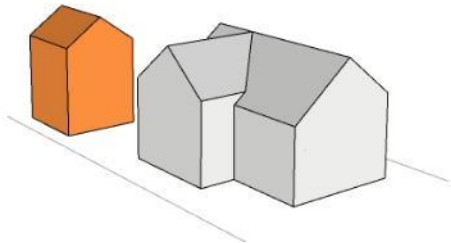
- Small detached unit – permanent or portable
- Typical footprint no more than 400 sf
- Less expensive option than larger single dwelling
- Own lot or grouped on shared lot (tiny cluster)



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# ADUs

- Accessory Dwelling Unit can be located within, attached to, or detached from primary dwelling
- Secondary in size, location, and appearance to primary detached dwelling



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# What we've heard so far

- Need for more housing in Madras, especially affordable options
- Generally supportive of more housing choices including middle housing
- Immediate need for more middle housing options
- Opportunities for live/work housing to support entrepreneurs with home-based businesses
- Create more options for multigenerational living



# Code Concepts

Our recommended code fixes fall into one of four categories

1

Increase the range of permitted housing types in residential zones.

2

Permit higher intensity middle housing in commercial zones.

3

Right-size parking requirements and site design standards to support housing goals.

4

Design strategies for residential development in different context areas.



# Concept 1: Increase the range of permitted housing types in residential zones

1

Increase the range of permitted housing types in residential zones.

2

Permit higher intensity middle housing in commercial zones.

3

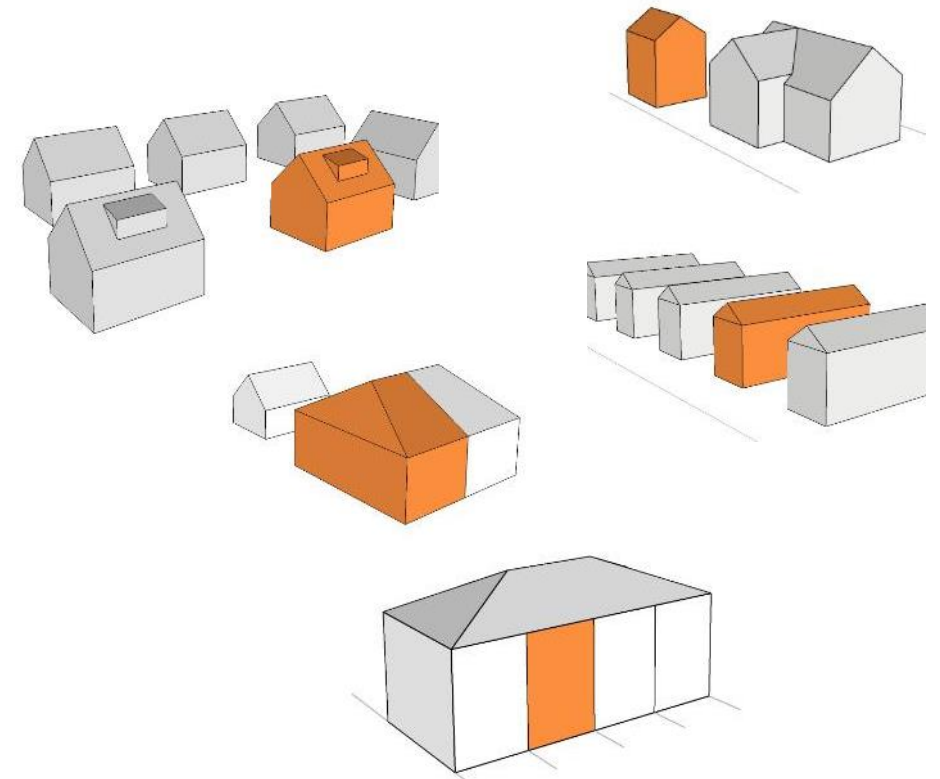
Right-size parking requirements and site design standards to support housing goals.

4

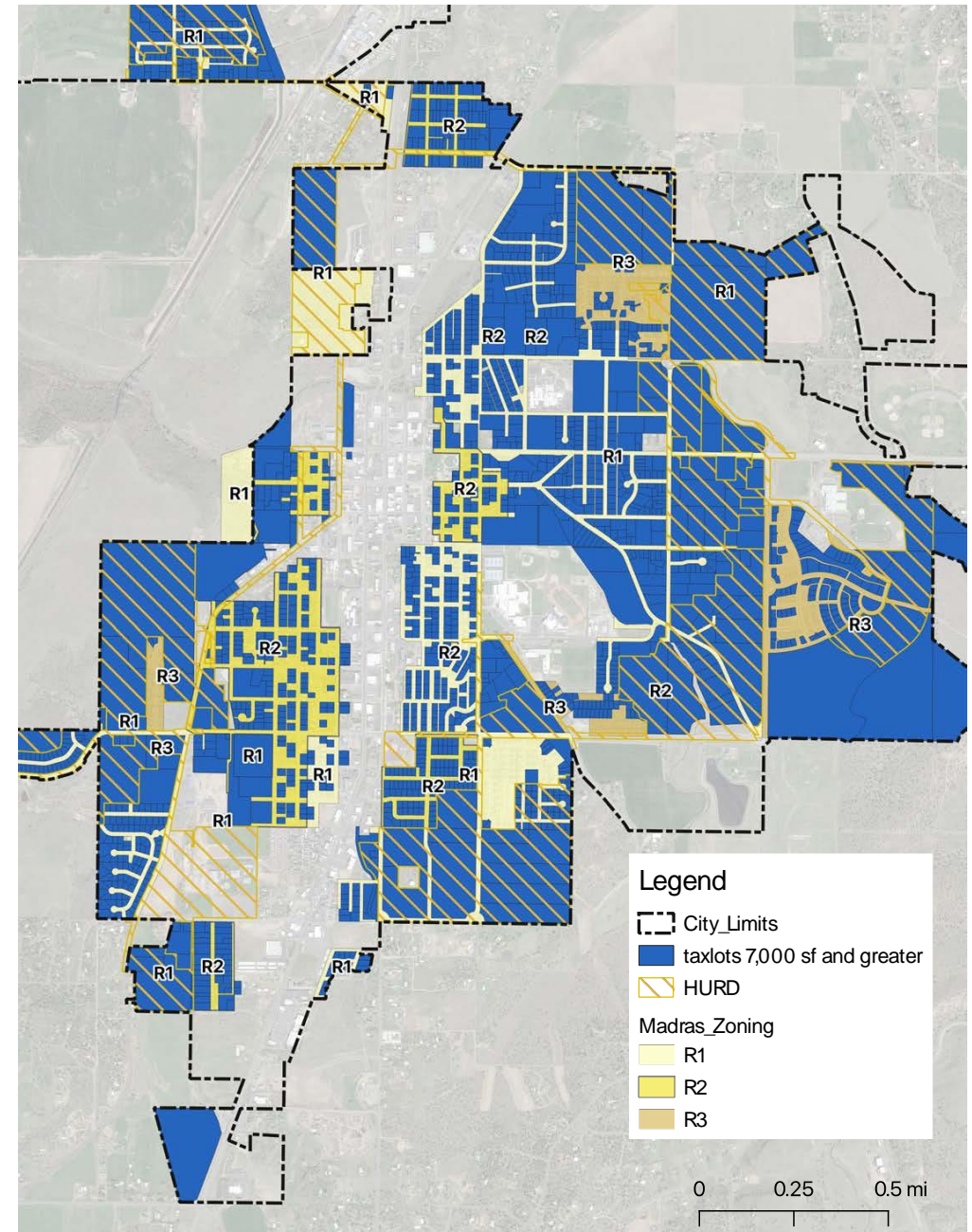
Design strategies for residential development in different context areas.

# Increase the range of permitted housing types in residential zones

- Encourage mixing home ownership and rental housing together in neighborhoods
- Permit many housing types on 7,000 square foot lots
- Retain same shape and size of homes, while allowing flexibility in number of households



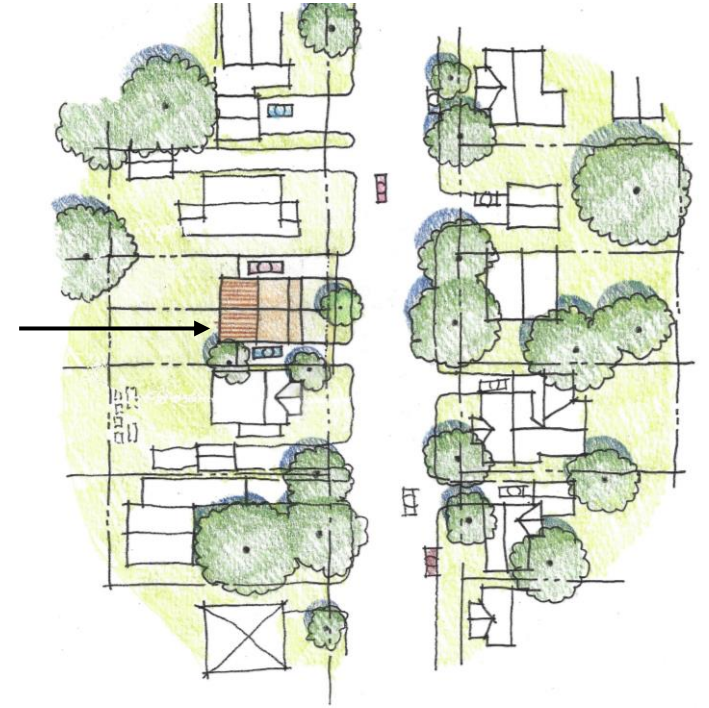
- Permit many housing types on 7,000 square foot lots
- Majority of Madras residential lots are over 7,000 square feet (shown in blue)
- Permit 1-4 units, townhouses, and cottage clusters



- Encourage mixing home ownership and rental housing together in neighborhoods
- Retain same shape and size of homes, while allowing flexibility in number of households



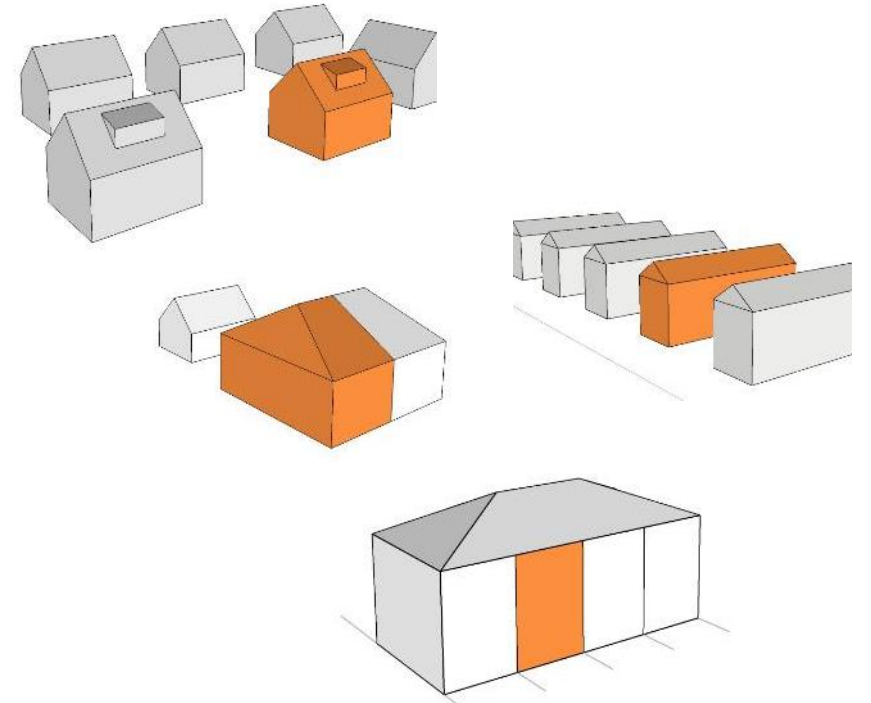
2 attached units, each with their own driveway, are similar in scale and form to the surrounding single dwellings



8 attached and detached cottages, are similar in scale to surrounding single dwellings, while accommodating more people

# Critical Questions

- Should triplexes be allowed on lots smaller than 7,000 square feet, e.g. 5,000 square feet?
- Should the minimum lot size match Madras' existing most prevalent lot size? If so, code amendments would permit as wide as possible a range of middle housing types on this lot size.
- Should additional development standards such as *maximum lot coverage* or *side yard height plane* be used to limit the size and shape of middle housing?



# Concept 2: Permit higher intensity middle housing in commercial zones

1

Increase the range of permitted housing types in residential zones.

2

Permit higher intensity middle housing in commercial zones.

3

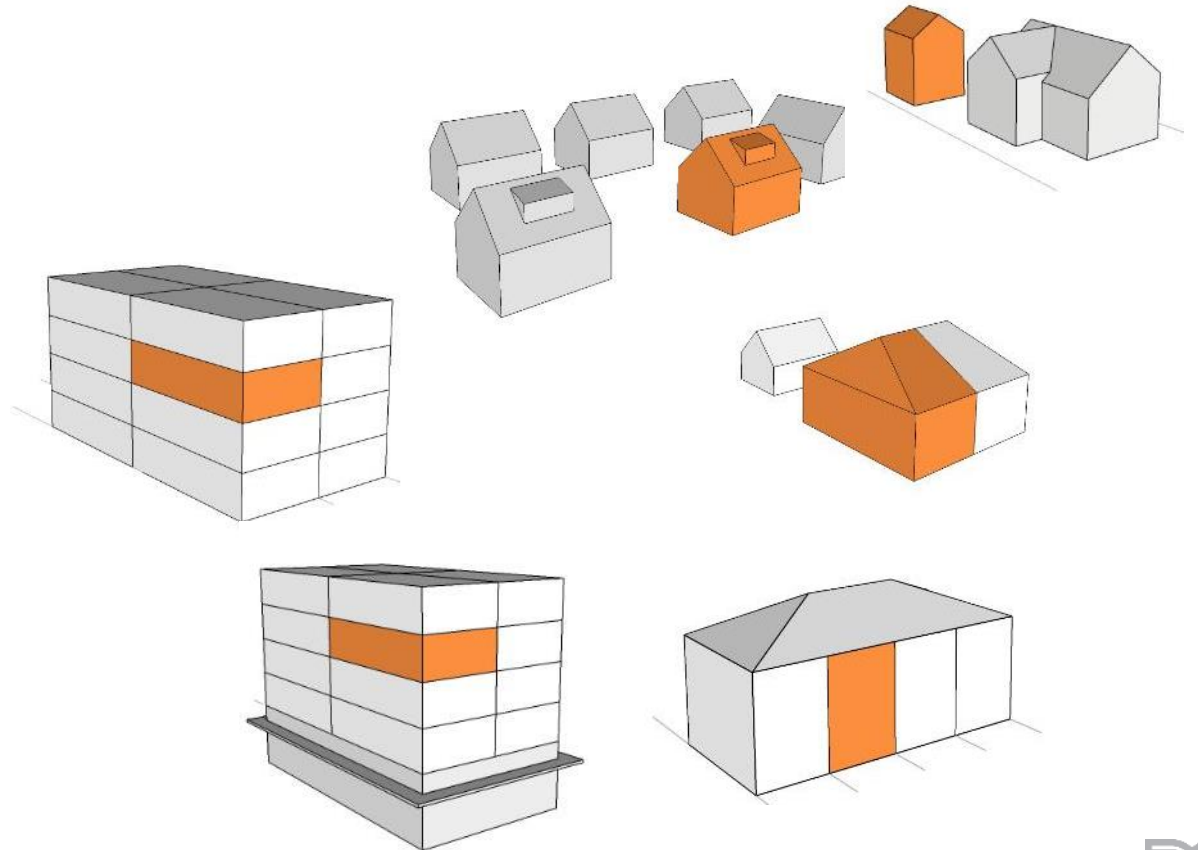
Right-size parking requirements and site design standards to support housing goals.

4

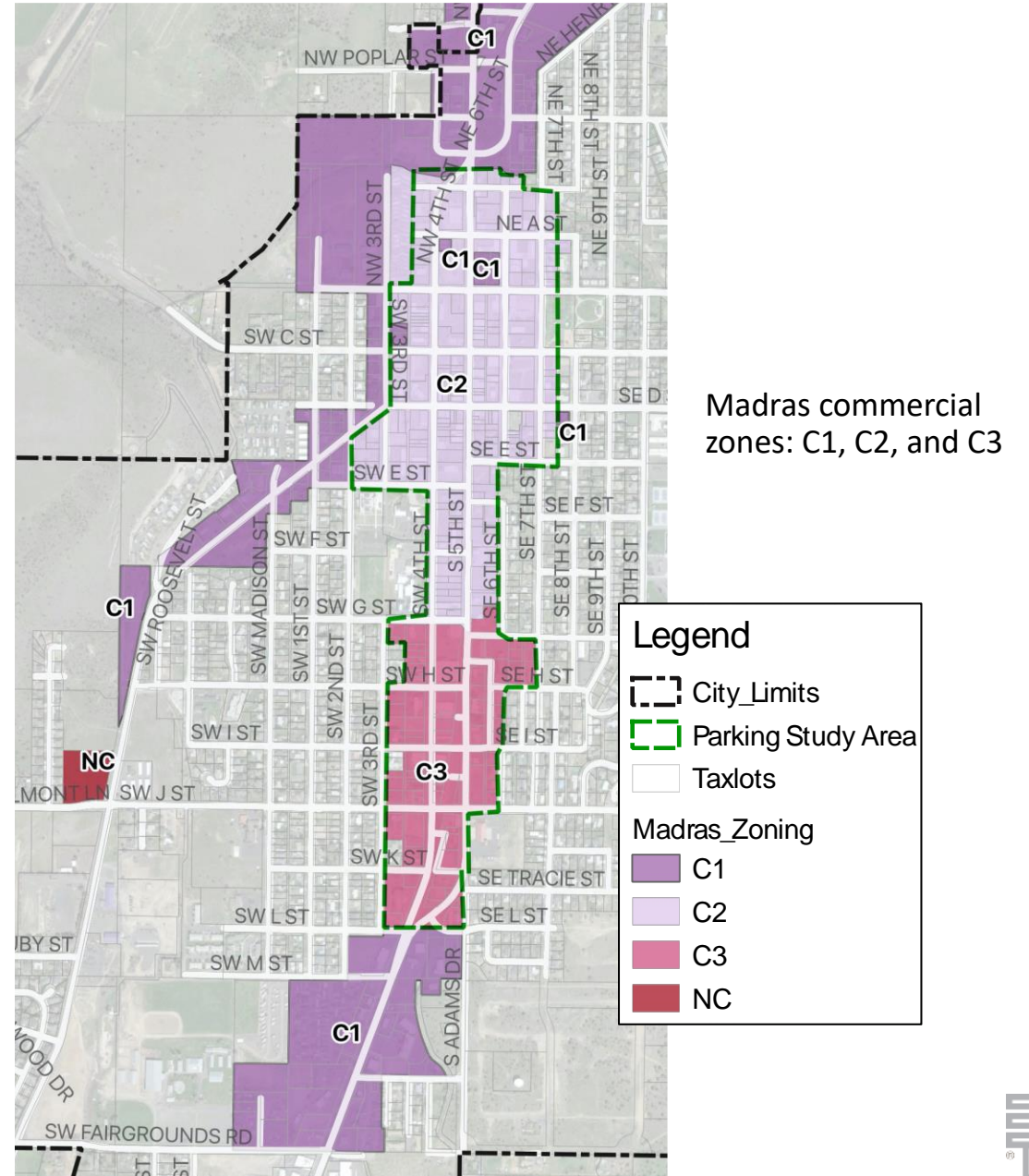
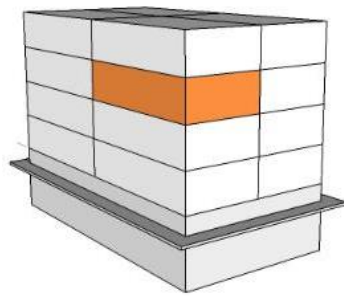
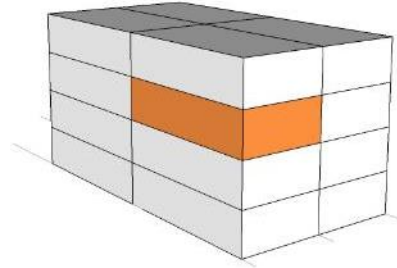
Design strategies for residential development in different context areas.

# Permit higher intensity middle housing in commercial zones

- Encourage mixing of uses (commercial and residential) in the city's commercial neighborhoods to increase activity and vibrancy.
- Allow stand-alone residential uses to increase 24-7 population in commercial district.
- Requirements for urban-style residential buildings (convertible ground floor spaces from residential to commercial in the future)



- Allow stand-alone residential uses to increase 24-7 population in commercial district.
- Encourage mixing of uses (commercial and residential) in the city's commercial neighborhoods (C-2 and C-3) to increase activity and vibrancy.





## Requirements for urban-style residential buildings

- Stand-alone residential that has taller ground floor for future commercial uses
- Opportunities for live-work
- Fits into downtown context while providing flexibility in use



# Critical Questions

- Which streets are appropriate for the urban-style residential frontage?
- 45 feet is the maximum height currently permitted for commercial buildings in zones C-2 and C-3. While apartments can meet this height, because of building codes and fire-life-safety issues, very few forms of middle housing containing 1-4 dwelling units will be able to; those that can will be stacked triplexes or quadplexes, or townhouses with garages on the ground floor. Should the maximum height for buildings of this type be reduced to 35 feet, same as for this type of housing in the Residential zones?
- For housing that complies with the standards for 1—4 dwelling units (see Table 9 – Residential Development Standards 1-4 units), should there be a minimum density requirement for the 1-4, particularly within the C-3 zone?



# Concept 3: Right-size parking requirements and site design standards to support housing goals

1

Increase the range of permitted housing types in residential zones.

2

Permit higher intensity middle housing in commercial zones.

3

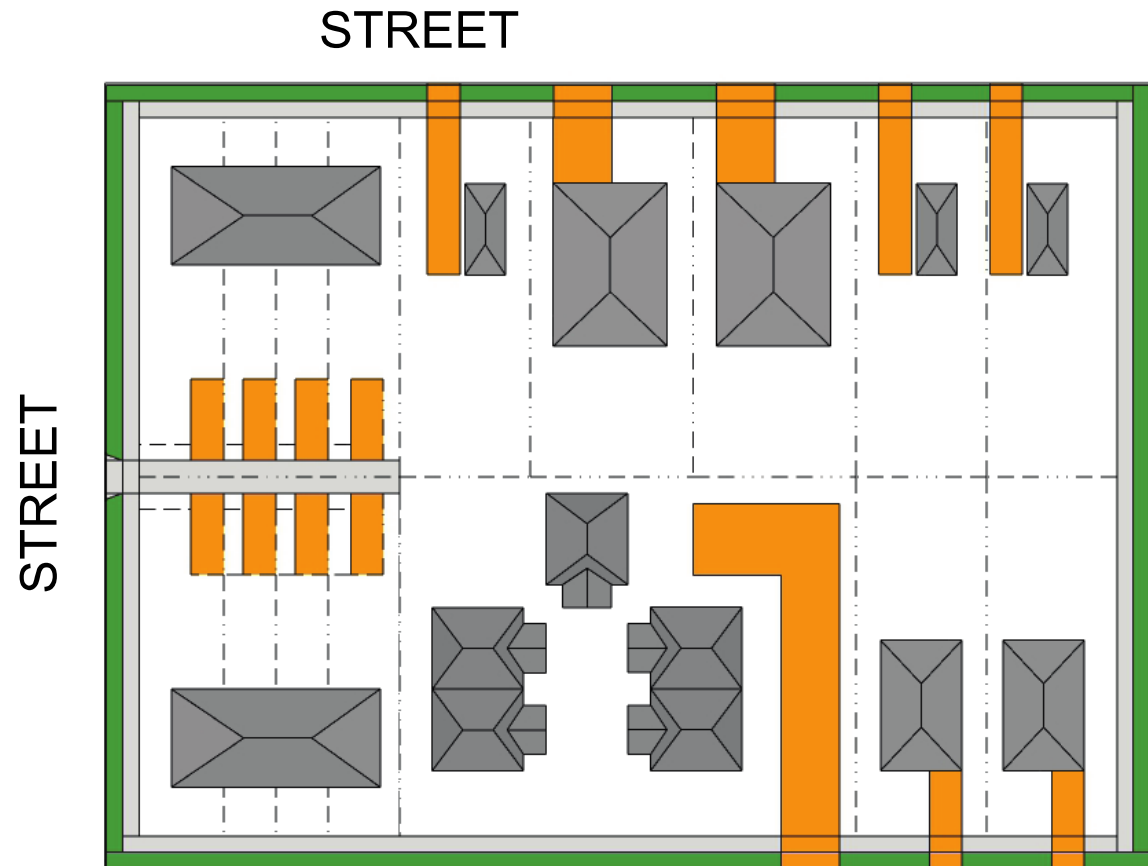
Right-size parking requirements and site design standards to support housing goals.

4

Design strategies for residential development in different context areas.

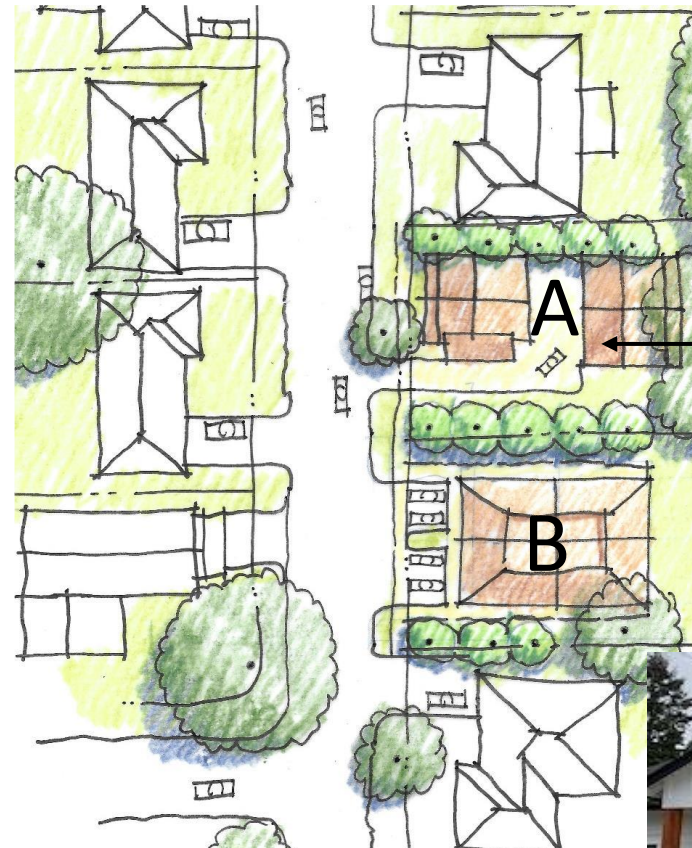
# Right-size parking requirements and site design standards to support housing goals.

- Eliminate the existing garage requirement for parking
- Extend shared parking and on-street parking credits to middle housing, particularly in infill contexts
- Clarify the threshold for when apartment parking standards apply, and “right-size” them for middle housing



## Eliminate the existing garage requirement for parking

- Current standards require a fully enclosed garage with garage door
- Provide flexibility in design to accommodate other parking arrangements
- Ensure on-site parking is set back from sidewalk, leaving a clear space for pedestrians



Parking provided in combination of surface and attached garages to meet limitations of site size



## Right size parking requirements

- No proposed change to parking requirements for single dwellings
- Reduce townhouse standards to one space per dwelling unit (remove communal space for every 3 units)
- Reduce multi-dwelling requirement from 1 to no minimum and 1 space maximum per unit



2 townhouse projects, with a shared driveway and two detached garages, no communal spaces

# Critical Questions

- Given the project goals for more housing of all kinds, and affordable, attainable and more housing, should a garage be required for each dwelling unit?
- If garages are removed as a requirement, should there be a new storage requirement similar to what is currently required for multi-unit dwellings?

# Concept 4: Design strategies for residential development in different context areas

1

Increase the range of permitted housing types in residential zones.

2

Permit higher intensity middle housing in commercial zones.

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Right-size parking requirements and site design standards to support housing goals.

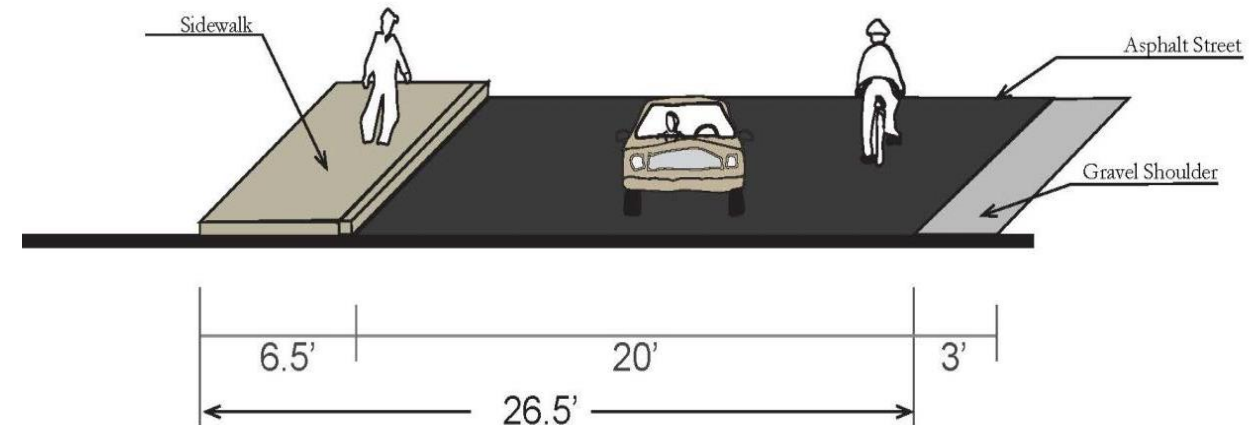
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Design strategies for residential development in different context areas.



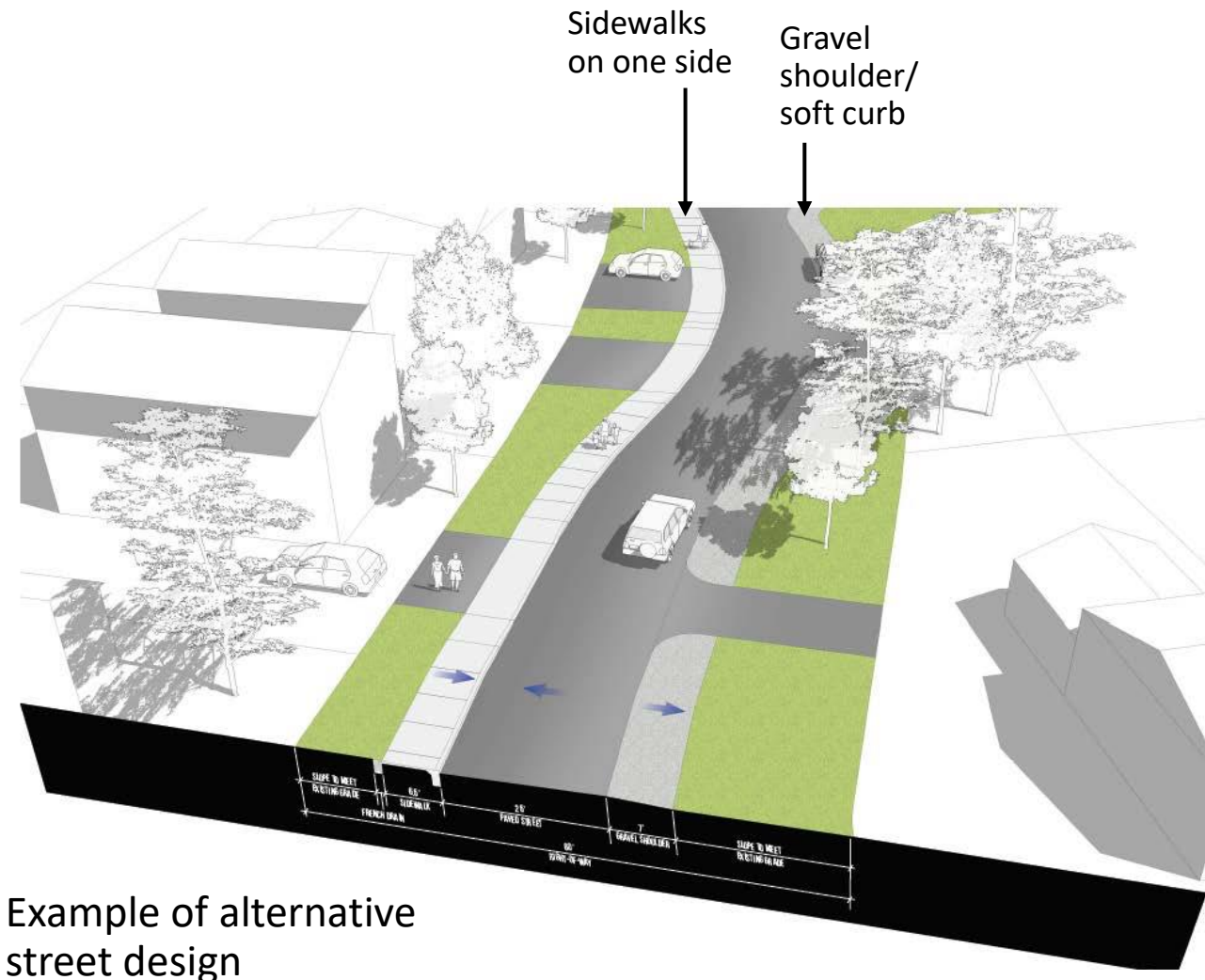
# Design strategies for residential development in different context areas.

- Lighter, greener, cheaper street standards on certain local streets
- Reduce construction costs and remove barriers to providing more housing at attainable prices
- Provide safe, comfortable, and high-quality multimodal environment



## Reduced street standards

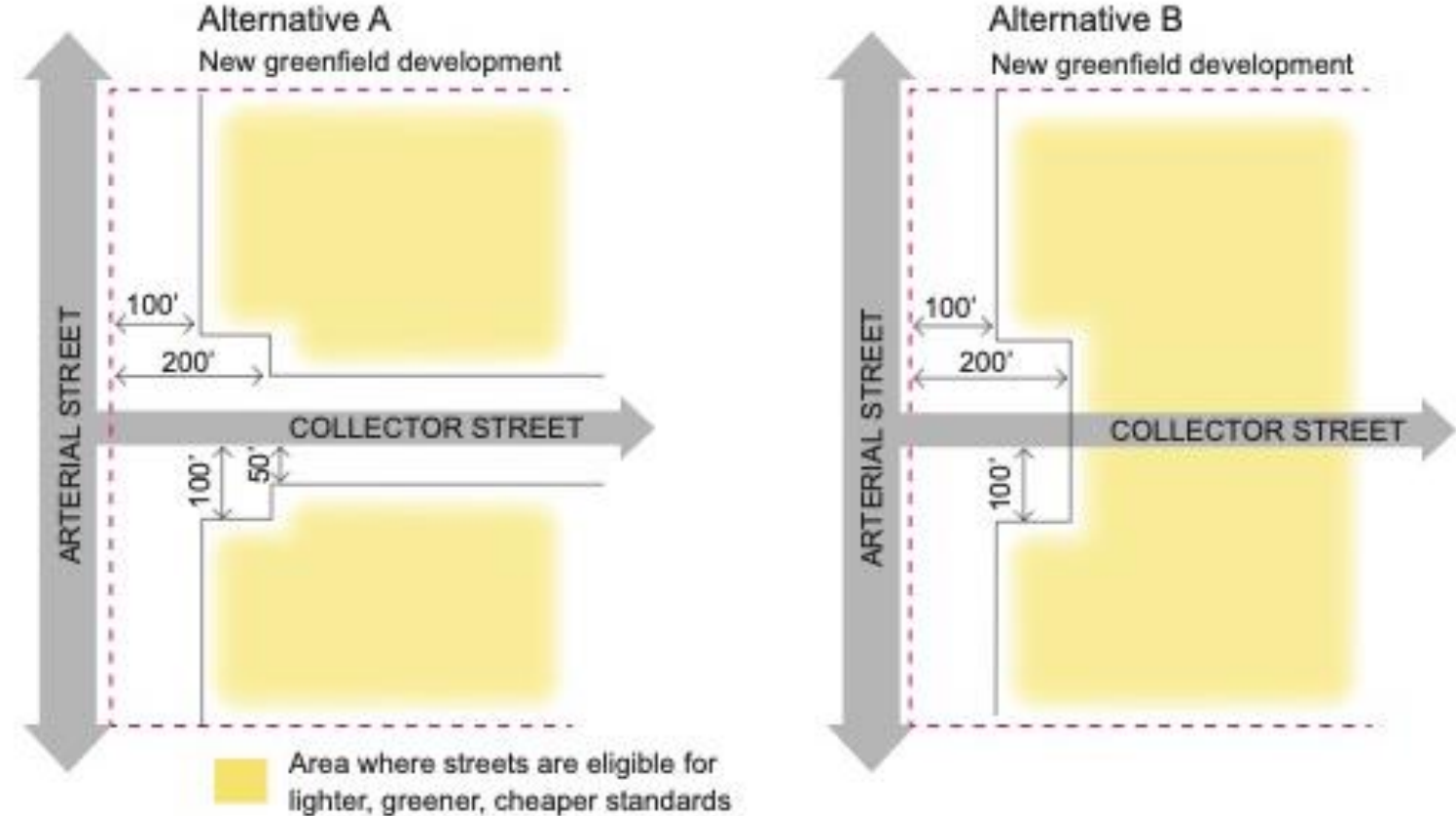
- Narrow the overall right of way
- Permit sidewalks on one side of the street
- Allow curbless or rolled curb design
- Reduce the height requirements for curbs
- Allow public drywells in new subdivisions for street storm water
- Allow alternative landscaping standards, such as xeriscaping



Example of alternative street design

## Defining where alternative street are permitted

- Local street classification
- Distance from arterial: 100 feet min.
- Site type: greenfield
- Minimum site size: 12,000 / 20,000 square feet



Alternative A shows a 50-foot separation from any collector street, while Alternative B allows for alternative standards for streets intersecting with collectors, provided they are a certain distance from an arterial.

# Critical Questions

- Note that the alternative street design options (lighter, greener, cheaper) are only proposed for *new development situations in greenfield areas*. Given that, what is the minimum site size that development should be to be eligible for the alternative street designs: 20,000 square feet? Or smaller, like 12,000 square feet?
- Which applicability proposal makes sense? Alternative A shows a 50-foot separation from any collector street, while Alternative B allows for alternative standards for streets intersecting with collectors, provided they are a certain distance from an arterial.

# Concepts Recap

## 1

Increase the range of permitted housing types in residential zones

- Permit many housing types on majority of residential lots
- Retain same shape and size of homes

## 2

Permit higher intensity middle housing in commercial zones

- Permit stand-alone residential downtown
- New standards for urban-style frontage (live/work and convertible to commercial)

## 3

Right-size parking requirements and site design standards to support housing goals

- Eliminate garage requirement
- Reduce parking minimums
- Parking lot design standards

## 4

Design strategies for residential development in different contexts

- Lighter, greener, cheaper streets permitted in certain locations

# Comments and questions



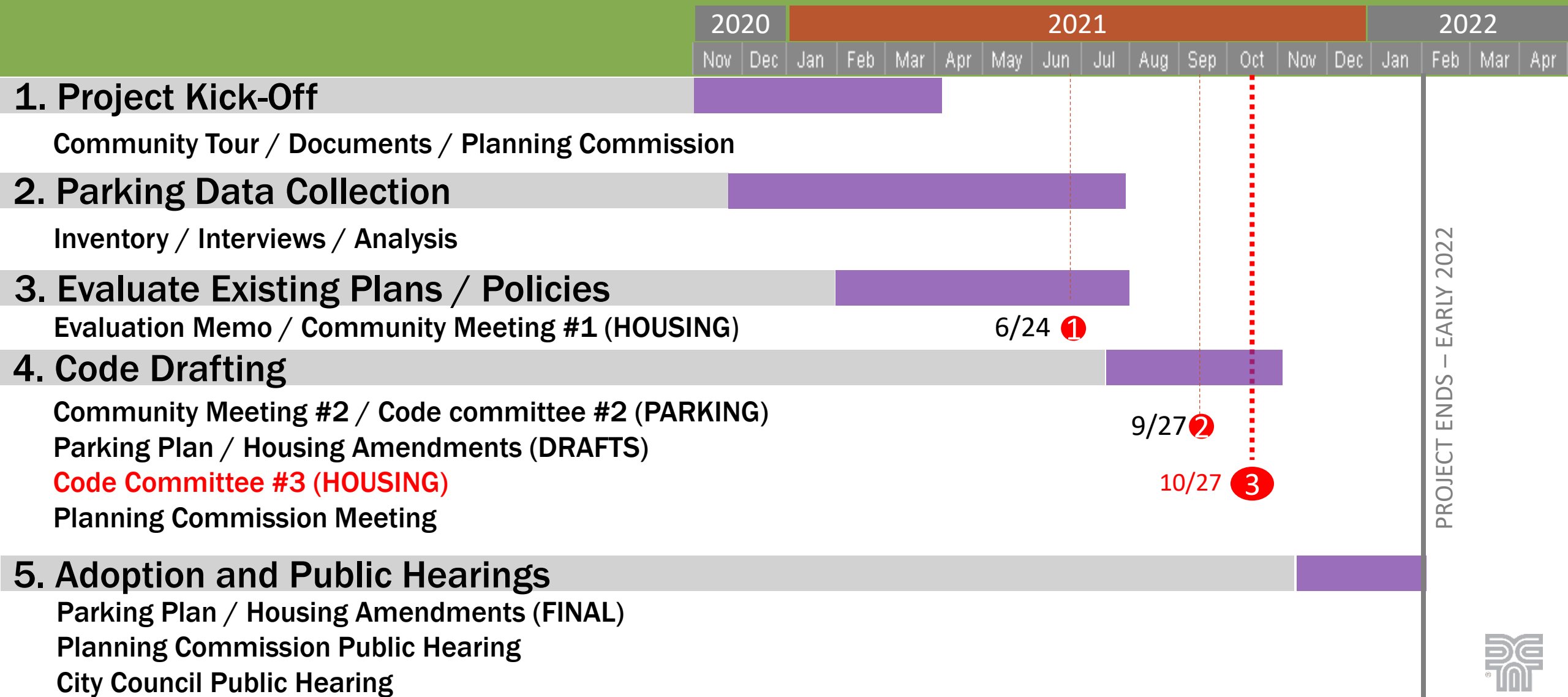
# Code Committee Comments and Feedback – Housing Amendments

- General impressions of proposed amendments
- Are there specific changes or improvements you would make to the proposed amendments?
- Are there specific recommendations that you highly support or are uncomfortable with?
- Are there things we have missed that you would like to see in the amendments?





# Next Steps - Schedule







# Thank You!

**CONTACT: Nick Snead ([nsnead@cityofmadras.us](mailto:nsnead@cityofmadras.us))  
541-475-2344**

Code Committee Meeting #2  
Parking Code Update Project  
September 30, 2021