



PHILOMATH

HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE

Meeting Agenda

Tuesday, August 27, 2024

7:30 PM

City Hall Council Chambers

Members: David Alba, Steve Cyr, Robert Davis, Ronald Derrick, Sandy Heath, Spencer Irwin, Carly Johansen, Janel Lajoie, Nancy Murphy, Stuart Pritchard, Whitney Smart, Chas Jones, Christopher McMorran and Matt Lehman.

City Staff: Chris Workman

1. ROLL CALL

2. BUSINESS

- 2.1 Election of Committee Chair, Co-Chair, and Scribe
- 2.2 Review of proposed residential development code

3. ADJOURNMENT

NEXT MEETING: TBD

MEETING ACCESS

This meeting is being held in-person at the City Hall Council Chambers, and the public is invited to attend. City meetings are live-streamed on the City's YouTube channel at: [City of Philomath - YouTube](#). This is a public page; no account or user fee is required.

Given two business days' notice, an interpreter can be provided for the hearing impaired or those with limited proficiency in English. Contact the City Manager's Office to make interpreter arrangements.

Opportunities to Comment

Methods:

1. Appear in person and submit speaker form
2. Sign up to speak via Zoom by contacting the City Manager's Office
3. Email written comments to the City Manager's Office
4. Deliver written comments to the City Manager's Office
5. Mail written comments to the City Manager's Office

Must be received by:

- Meeting call to order
- 4:00 p.m. day of meeting
- 12:00 p.m. day of meeting
- 12:00 p.m. day of meeting
- 12:00 p.m. day of meeting

City Manager's office; 541-929-6148; cityhall@philomathoregon.gov; PO Box 400, Philomath, OR 97370.



PHILOMATH

HOUSING AND ECONOMIC DEVELOPMENT COMMITTEE

Minutes

Tuesday, May 7, 2024

7:00 PM

City Hall Council Chambers

Members: David Alba, Steve Cyr, Robert Davis, Ronald Derrick, Sandy Heath, Spencer Irwin, Carly Johansen, Janel Lajoie, Nancy Murphy, Stuart Pritchard, Whitney Smart, Chas Jones, Christopher McMorran and Matt Lehman.

City Staff: Chris Workman

1. ROLL CALL

2. BUSINESS

2.1 Survey Results of Committee Members' Interests

- Workman reviewed the survey results, noting the variety of interests within the committee

2.2 Potential affordable housing project on 20th Street

- Riley Fritsch, Executive Director, IDRAH (Innovative Development for Rural Affordable Housing), presented his concept for an affordable housing project on the city-owned lot at 20th and Main.
- Keys for People expo announced, taking place Sat. June 11.

3. ADJOURNMENT

Housing and Economic Development Committee Agenda Item Summary

Title/Topic: Review of Proposed Residential Development Code

Meeting Date: August 27, 2024
Staff Contact: Chris Workman

Issue Statement:

This is an opportunity to review amendments to the city's residential development code currently under consideration by the planning commission.

Background

In April of this year, the Planning Commission began the task of updating the city's development code. This work will continue through 2024. Last month, the Commission reviewed the table showing residential development standards for density, building heights, setbacks, etc. Staff has updated the table and made recommendations for updates to the first few sections of the development code.

In preparation for the meeting, please take some time to review several of the documents provided on the Department of Land Conservation and Development (DLCD) website that staff referenced in establishing these recommendations. The documents help put into perspective the need for affordable and workforce housing as a concerted effort. The newly proposed densities, street frontage widths, and lot sizes will allow maximum flexibility for property owners to provide more housing options.

Additional References for your "reading pleasure":

Building Inclusive Communities: A Guide for Public Officials

<https://fhco.org/wp-content/uploads/2024/01/Inclusive-Communities-Guide-Final-1.28.24.pdf>

Increasing Housing Production and Transportation Choices

<https://www.oregon.gov/lcd/CL/Documents/ClimateAndHousing.pdf>

Housing Choices Guide Book: A visual guide to compact housing types in Northwest Oregon

https://www.oregon.gov/lcd/Publications/Housing-Choices-Booklet_DIGITAL.pdf

Portland Catalogue of Narrow House Designs

<https://www.oregon.gov/lcd/UP/Documents/LivingSmart-Catalogue.pdf>

Affordable-Accessible Housing Photo Essay

https://www.oregon.gov/lcd/UP/Documents/aff_acc_photo.pdf

Attachment:

- A. Proposed residential development code amendments

Chapter 18.35

RESIDENTIAL DISTRICTS

Sections:

- 18.35.010 Purpose.
- 16.80.020 Residential zoning districts
- 18.35.040 Lot standards.
- 18.35.060 Maximum lot coverage.
- 18.35.070 Building height.
- 18.35.080 Building orientation.
- 18.35.090 Architectural standards.
- 18.35.100 Special standards for certain uses.

18.35.010 Purpose.

The residential district is intended to promote the livability, stability and improvement of the city's neighborhoods. This chapter provides standards for the orderly expansion and improvement of neighborhoods based on the following principles identified in the city's Comprehensive Plan:

- A. Ensure an adequate supply of land is available and serviced by planning for a 20-year supply of suitable land with urban services and the necessary services for Philomath to meet housing needs within the existing planning area.
- B. Provide opportunities for the development of a range of housing types that are affordable to households at all income levels, as described in the Philomath Housing Needs Analysis. These housing types include (but are not limited to) single-~~family~~unit detached housing, accessory dwellings, manufactured housing, townhouses, duplexes, triplexes, four-plexes, and multi-unit~~family~~ products such as apartment buildings.
- C. Provide the opportunity to develop a broad range of accessible, safe and affordable housing throughout the city, with a focus on housing development for very low-income, extremely low-income, and middle-income households.
- D. Encourage sustainable practices in planning and developing housing.

18.35.020 Residential zoning districts

All lands, tracts and area within the corporate limits of the city area are included within one of the following described land use zoning districts. The purpose of use, classification and uses of each tract within the corporate limits of the city shall be limited to those applicable to the zoning classification district within which such tract or lands are situated.

R-1 Low Density Residential	Single Dwelling Unit (house), Duplex (corner lot)
R-2 Medium Density Residential	Single Dwelling Unit, Duplex, Triplex, Townhome, Manufactured Home Park, Cottage Cluster
R-3 High Density Residential	Multi-unit

18.35.040 Lot standards.

The dimensional and density requirements for residential zones are established in Table 18.35.50.

18.35.50 Residential District Standards Table

Density and Dimension Requirements	R-1 Low Density Residential		R-2 Medium Density Residential						R-3 High Density Residential
	Single Unit	Duplex	Single Unit	Duplex	Triplex	Manufactured Home Park	Cottage Cluster	Townhome	Apartment or Condominium
Minimum Units per Acre (sqft)	8	8	10	10	10	10	10	10	24
Minimum Lot Size (sqft)	5,000	7,000	3,000	4,000	4,500	2 acres	5,000	1,500	3,000
Maximum Lot Size (sqft)	10,000	10,000	8,000	10,000	12,000	N/A	N/A	5,000	N/A
Minimum Width (ft)	40	40	30	40	55	30	40	20	N/A
Max Depth	120	120	110	110	110	N/A	N/A	110	N/A
Front yard Setback (ft)	10	10	10	10	10	10	10	10	N/A
Garage Setback (front yard)	20	20	20	20	20	20	20	20	20
Garage Setback (rear alley)	0	0	0	0	0	0	0	0	0
Side Yard Setback	5	5	5	5	5	5	5	5/0	5
Rear Yard Setback (not applied to rear-access garages)	20	20	15	15	15	15	15	15	15
Maximum Height (ft)	30	30	30	30	30	25	25	30	50
Max Lot Coverage (buildings and impervious surfaces)	75%	75%	80%	80%	80%	80%	N/A	80%	75%

18.35.030 Building setbacks.

Building setbacks provide space for private yards and building separation for fire protection/security, building maintenance, sunlight and air circulation. ~~This section is Setbacks also intended to promote human-scale design and traffic calming by downplaying the visual presence of garages along the street and by encouraging the use of extra-wide sidewalks and pocket parks in front of markets and other nonresidential uses. The standards encourage car-access garages, placement of residences close to the street for public safety and neighborhood security, and providing larger backyards in the low density neighborhoods for added privacy.~~

Building setbacks are measured from the foundation wall to the respective property line. Setbacks for decks and porches requiring building permits are measured from the front edge of the deck or porch to the property line. The setback standards apply to all primary structures and accessory structures, including those that may not require a building permit, such as small utility or garden sheds.

A. Front Yard Setbacks.

~~1. Residential Uses (Single-Family, Duplex and Triplex, Multifamily Housing Types).a. A minimum setback of 1510 feet is required, except that an unenclosed porch may be within 108 feet, as long as it does not encroach into a public utility easement. See also subsection (F) of this section, which provides standards for setbacks for established residential areas.~~

~~2.b. Garages and carports shall be accessed from alleys or otherwise set back 20 feet.~~

~~3.e. Multifamily unit housing shall also comply with the building orientation standards in PMC 18.35.080.~~

~~2. Public, Institutional, and Conditional Uses. The standards in subsection (A)(1) of this section shall not be required for buildings that do not receive the public (e.g., buildings used solely for storage or housing mechanical equipment, and similar uses).~~

B. Rear Yard Setbacks. The minimum rear yard setback shall be ~~150 (zero)~~ feet ~~but no more than 6 feet~~ for ~~street/alley-access lots and six feet for alley-access lots~~ (all structures). ~~For structures higher than one story, the rear yard setback shall be increased one foot for each additional foot in height over 25 feet, but not to exceed a 25-foot rear setback.~~ The rear yard setback shall be increased one foot for each additional foot in height over 25 feet, but shall not be increased to more than a 25-foot minimum rear setback.

C. Side Yard Setbacks. The minimum side yard setback shall be ~~five~~5 feet on interior side yards, ~~and 15~~10 feet on street-side yards ~~on corner lots; 0 (zero) feet on internal townhouse lots; or when zero lot line development is allowed, the minimum side yard setbacks shall be 10 feet minimum on one side of the dwelling unit.~~ (See standards for zero lot line housing in PMC 18.35.100.)

D. Setback Exceptions. The following architectural features are allowed to encroach into the set-back yards no more than two feet: eaves, chimneys, bay windows, overhangs, ~~uncovered or~~unenclosed porches and decks less than 30 inches in height and ~~other~~ similar architectural features. Walls and fences may be placed on property lines, subject to the standards in Chapter 18.72, Fences, Hedges and Walls. Walls and fences within front yards shall additionally comply with the vision clearance standards in PMC 18.65.020(N).

E. Special Yards – Distance Between Buildings on the Same Lot. To provide usable yard area and allow air circulation and light, the minimum distance between buildings on the same lot shall be ~~10 feet, or one-half the sum of the height of both buildings, whichever is larger. at least one-half the sum of the height of both buildings; provided however, that in no case shall the distance be less than 10 feet.~~ This requirement shall also apply to portions of the same buildings separated from each other by a court, landscape yard, or other open space.

18.35.050 ~~Flag lots and lots a~~Driveways and ~~Accessed by mid-block lanes.~~

~~Some lots in existing neighborhoods may have standard widths but may be unusually deep compared to other lots in the area. Essentially unused space at the back of a lot may provide room for one or more lots for infill housing. Infill lots may be developed as “flag lots” or “mid-block developments” as defined below:~~

~~Residential lots are not required to provide off-street parking; however, when off-street parking is provided, the following standards for parking, driveways and access must be met:~~

~~A. Mid-Block Lanes. Lots may be developed without frontage onto a public street when lot access is provided by a series of mid-block lanes. Mid-block lanes shall be required whenever practicable as an alternative to approving flag lots not provide access to more than 4 properties. Building orientation shall be toward the mid-block lane.~~

~~B. Flag Lots. Flag lots may be created only when mid-block lanes or alleys cannot be extended to serve future development. A flag lot must have at least 16 feet of frontage on a public way and may serve no more than two dwelling units, including accessory dwellings and dwellings on individual lots or other commercial or industrial uses. A minimum width of 12 feet of frontage for each lot shall be required when three or more flag lots are using a shared access. In no instance may more than four parcels utilize joint access; in such instances the properties shall be served by a public or private street as the ease may dictate. are generally not allowed, except in situations where minimum street frontage is met and a private mid-block lane is utilized to access the property.~~

~~C. Dedication of Shared Drive Lane. Any drive serving more than one lot shall have a reciprocal access and maintenance easement recorded for all lots. No fence, structure or other obstacle shall be placed within the driving area access easment. The owner shall record an easement from each property sharing a drive for vehicle access similar to an alley.~~ Dedication or recording, as applicable, shall be indicated on the face of the subdivision or partition plate.

~~D. Maximum Drive Lane Length. The maximum drive lane length is subject to the requirements of the Uniform Fire Code but shall not exceed 150 feet for a shared drive, and 400 feet for a shared rear lane with an approved turn-around.~~

~~E. Future Street Plans. Building placement and alignment of shared drives shall be designated so that future street connections can be made as surrounding properties develop. [Ord. 799 § 4, 2015; Ord. 778 § 1, 2011; Ord. 720 § 7[2.1.140], 2003.]~~

18.35.060 — Maximum lot coverage.

See Table 18.35.040. [~~Ord. 737 § 1, 2006; Ord. 720 § 7[2.1.160], 2003.~~]

18.35.070 Building height.

See Table 18.35.040.

The following building height standards are intended to promote land use compatibility and support the principle of neighborhood-scale design:

A. Building Height Standard. Buildings within the residential districts shall be no more than 30 feet in height; except buildings within the multifamily subdistrict may be up to 40 feet. Building height may be restricted to less than these maximums to comply with the building height transition standard in subsection (C) of this section.

B. Method of Measurement. Building height shall be measured from the average original grade at the building foundation to the highest point of the roof.

C. Building Height Transition. To provide compatible building scale and privacy between developments, taller buildings shall “step down” to create a building height transition to adjacent single-story building(s).

1. This standard applies to new and vertically expanded buildings within 20 feet (as measured horizontally) of an existing single-story building with a height of 20 feet or less.

2. The building height transition standard is met when the height of the taller building (“x”) does not exceed (“y”), the distance between the buildings. [Ord. 799 § 5, 2015; Ord. 737 § 1, 2006; Ord. 720 § 7[2.1.170], 2003.]

18.35.080 Building orientation.

A. Purpose. The following standards are intended to orient buildings close to streets to promote human-scale development, slow traffic down, and encourage walking in neighborhoods. Placing residences and other buildings close to the street also encourages security and safety by having more “eyes on the street.”

B. Applicability. This section applies to single-family attached townhomes that are subject to site design review (three or more attached units); multifamily housing; neighborhood commercial buildings; and public and institutional buildings, which receive the public.

C. Building Orientation Standards. All developments listed in subsection (B) of this section shall be oriented to a street. The building orientation standard is met when all of the following criteria are met:

1. Compliance with the setback standards in PMC 18.35.030.

2. All buildings shall have their primary entrance(s) oriented to the street. Multifamily and neighborhood commercial building entrances may include entrances to individual units, lobby entrances, or breezeway/courtyard entrances (i.e., to a cluster of units or commercial spaces). Alternatively, a building may have its entrance oriented to a side yard when a direct pedestrian walkway is provided between the building entrance and the street in accordance with the standards in Chapter 18.65 PMC, Access and Circulation. In this case, at least one entrance shall be provided not more than 20 feet from the closest sidewalk or street.

3. Where applicable, the primary building entrance shall be oriented to the site’s frontage that is adjacent to an existing or planned transit stop in order to provide more direct access to transit. Where a transit stop exists or is planned on, or directly adjacent to, the site, orienting the primary entrance to a side yard shall not be permitted. [Ord. 832 § 3, 2018; Ord. 737 § 1, 2006; Ord. 720 § 7[2.1.180], 2003.]

18.35.090 Architectural standards.

A. Purpose. The architectural standards are intended to provide detailed, human-scale design while affording flexibility to use a variety of building styles.

B. Applicability. This section applies to all of the following types of buildings and shall be applied during site design review: