

Middle Housing – HB 2001, New OAR’s

Differences between State Model Code and OAR – Minimum Compliance Standards

<u>Model Code for Middle Housing</u>	<u>Minimum Compliance Standards (OAR’S)</u>
Duplex	
<ul style="list-style-type: none"> ▪ Allowed on every lot or parcel zoned residential that allows a SFD (regardless of size or density). 	<ul style="list-style-type: none"> ▪ Must be allowed on every lot or parcel zoned residential that allows a SFD (regardless of lot size or density).
<ul style="list-style-type: none"> ▪ Can be attached or detached units. 	<ul style="list-style-type: none"> ▪ Can be attached or detached units.
<ul style="list-style-type: none"> ▪ <u>Process</u> –Same approval process as a SFD, must be clear and objective. 	<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective. ▪ Allows for an alternative discretionary path.
<ul style="list-style-type: none"> ▪ <u>Density</u> – Pre-existing density max, and min. lot size does not apply. 	<ul style="list-style-type: none"> ▪ <u>Density</u> – Pre-existing density max, and min. lot size does not apply. ▪ Allowance to make case to apply different methodology. “Performance Standard”.
<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Same as for a SFD’s, except max 20’ front, max 15’ rear. 	<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Can’t be greater than for a SFD.
<ul style="list-style-type: none"> ▪ <u>Height</u> – Same as for a SFD. 	<ul style="list-style-type: none"> ▪ <u>Height</u> – Can’t be lower than for a SFD.
<ul style="list-style-type: none"> ▪ <u>Lot Coverage</u> – Can’t be different from a SFD. 	<ul style="list-style-type: none"> ▪ <u>Lot Coverage</u> – Can’t be less than for a SFD.
<ul style="list-style-type: none"> ▪ <u>Parking</u> – No required parking allowed. 	<ul style="list-style-type: none"> ▪ <u>Parking</u> – Can’t require more than two off street spaces for a duplex.
<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Can’t be different from a SFD. 	<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Can’t be different from a SFD. ▪ Cant apply design standards to conversions of a SFD to a duplex.
Triplex and Fourplex (quadplex)	
<ul style="list-style-type: none"> ▪ Permitted outright on all lots zoned residential that allow a SFD (regardless of lot size or density). ▪ Except not allowed on goal protected lands. 	<p><u>Triplex</u></p> <ul style="list-style-type: none"> ▪ If lot size for a SFD is 5,000 sq. ft. or less, triplexes must be allowed on 5,000 sq. ft. lots. ▪ If lot size for a SFD is over 5,000 sq. ft. then min. lot size for triplex can’t be any greater than for a SFD. ▪ Not allowed on goal protected lands. ▪ City may allow a lesser standard.

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	<p><u>Fourplex</u></p> <ul style="list-style-type: none"> ▪ If lot size for SFD is 7,000 sq. ft. or less, fourplex must be allowed on 7,000 sq. ft. lots. ▪ If lot size for SFD is over 7,000 sq. ft. then min. lot size for triplex can't be any greater than for a SFD. ▪ Not allowed on goal protected lands. ▪ City may apply a lesser standard.
<ul style="list-style-type: none"> ▪ Can be attached or detached units. 	<ul style="list-style-type: none"> ▪ Can be attached or detached units.
<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective. 	<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective.
<ul style="list-style-type: none"> ▪ <u>Sufficient Infrastructure</u> – Applicants must demonstrate that sufficient infrastructure is provided, or will be provided, upon submittal of a triplex or fourplex development application.* 	<ul style="list-style-type: none"> ▪ <u>Sufficient Infrastructure</u> – A large city must work with an applicant for development to determine whether Sufficient Infrastructure will be provided, or can be provided, upon submittal of a Triplex or Fourplex development application.*
<p><u>Sufficient Infrastructure</u> is defined as: means the following level of public services to serve new Triplexes, Fourplexes, Townhouses, or Cottage Cluster development:</p> <ol style="list-style-type: none"> 1. Connection to a public sewer system capable of meeting established service levels. 2. Connection to a public water system capable of meeting established service levels. 3. Access via public or private streets meeting adopted emergency vehicle access standards to a city's public street system. 4. Storm drainage facilities capable of meeting established service levels for storm drainage. <p>*Not clear how this works. Must be clear and objective, and process must be same as for SFD.</p>	
<ul style="list-style-type: none"> ▪ <u>Density</u> – Can't apply maximum density. 	<ul style="list-style-type: none"> ▪ <u>Density</u> – Can't apply maximum density.
<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Same as for a SFD. ▪ Max. 10' front and street side (except garage or carport), max. 10' rear. 	<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Can't be greater than for a SFD.
<ul style="list-style-type: none"> ▪ <u>Height</u> – Same as for a SFD. ▪ Must allow at least 35 feet or three stories. 	<ul style="list-style-type: none"> ▪ <u>Height</u> – Can't be lower than for a SFD. ▪ Must allow at least 25 feet or two stories.
<ul style="list-style-type: none"> ▪ <u>Lot Coverage</u> – No maximum lot coverage allowed. 	<ul style="list-style-type: none"> ▪ <u>Lot Coverage</u> – Can't be less than for a SFD.
<ul style="list-style-type: none"> ▪ <u>Parking</u> – In zones with a min. lot size of less than 5,000 sq. ft., one (1) off-street parking space per development. ▪ In zones with a minimum lot size of 5,000 sq. ft. or more, two (2) off-street parking spaces per development. 	<p><u>Parking</u></p> <p><u>Triplex</u></p> <ul style="list-style-type: none"> ▪ For lots 5,000 sq. ft or larger, a city may require a maximum of three (3) total spaces. ▪ For lots 3,000 sq. ft. or larger but less than

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<ul style="list-style-type: none"> ▪ No additional off street parking required for conversion of a detached SFD to a triplex or fourplex, including those created through the addition of detached units. ▪ On street parking credit allowed to reduce off street parking requirement. 	<p>5,000 sq. ft., a city may require a maximum of two (2) total spaces.</p> <ul style="list-style-type: none"> ▪ For lots less than 3,000 sq. ft., a city may require a maximum of one (1) total space. <p>Fourplex</p> <ul style="list-style-type: none"> ▪ For lots 7,000 sq. ft. or larger, a city may require a maximum of four (4) total spaces. ▪ For lots 5,000 sq. ft. or larger but less than 7,000 sq. ft., a city may require a maximum of three (3) total spaces. ▪ For lots 3,000 sq. ft. or larger but less than 5,000 sq. ft. a city may require a maximum of two (2) total spaces. ▪ For lots less than 3,000 sq. ft., a city may require a maximum of one (1) total space.
<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Can't be different from a SFD (only clear and objective standards allowed), except as follows: ▪ Entrance must be w/in 8 ft. of the longest street-facing wall of the d.u. ▪ Entrance must face street, open space, or porch. ▪ Min. of 15% of the area of street facing facades must include windows or entrance doors. ▪ Garage setback or min. total width requirement. ▪ Driveway approach width requirements. ▪ Requirement to construct a garage or carport is not allowed. ▪ Any other Design standards that only apply to triplex or fourplex are not allowed. Must also be required for a SFD. Must be clear and objective. 	<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Cities not required to apply design standards. If a city decides to apply design standards it can only apply the following: ▪ Model Code Design Standards; ▪ Design Standards that are less restrictive than the Model Code Design Standards; ▪ The same clear and objective design standards that are used for a SFD; or ▪ Alternative Design Standards as provided in rules – standards that were pre-existing, do not cause unreasonable cost or delay, and produce substantial middle housing. Can't include lot size or density.
Townhomes	
<ul style="list-style-type: none"> ▪ Permitted outright on all lots zoned residential that allow a SFD in conformance with the standards below. ▪ Except not allowed on goal protected lands. 	<ul style="list-style-type: none"> ▪ Permitted outright on all lots zoned residential that allow a SFD in conformance with the standards below. ▪ Except not allowed on goal protected lands.
<ul style="list-style-type: none"> ▪ Allows attached units in a row of two or 	<ul style="list-style-type: none"> ▪ Must allow attached units in a row of two

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<p>more, where each unit is on its own lot or parcel and shares at least one common wall with an adjacent unit.</p>	<p>or more, where each unit is on its own lot or parcel and shares at least one common wall with an adjacent unit.</p>
<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective. 	<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective.
<ul style="list-style-type: none"> ▪ <u>Sufficient Infrastructure</u> – Applicants must demonstrate that sufficient infrastructure is provided, or will be provided, upon submittal of a Townhouse development application.* 	<ul style="list-style-type: none"> ▪ <u>Sufficient Infrastructure</u> – A large city must work with an applicant for development to determine whether Sufficient Infrastructure will be provided, or can be provided, upon submittal of a Townhouse development application.*
<p><u>Sufficient Infrastructure</u> is defined as: means the following level of public services to serve new Triplexes, Fourplexes, Townhouses, or Cottage Cluster development:</p> <ol style="list-style-type: none"> 1. Connection to a public sewer system capable of meeting established service levels. 2. Connection to a public water system capable of meeting established service levels. 3. Access via public or private streets meeting adopted emergency vehicle access standards to a city's public street system. 4. Storm drainage facilities capable of meeting established service levels for storm drainage. <ul style="list-style-type: none"> ▪ *Not clear how this works. Must be clear and objective, and process must be the same as for SFD. 	
<ul style="list-style-type: none"> ▪ <u>Minimum Lot or Parcel Size</u> – Silent (no min.) 	<ul style="list-style-type: none"> ▪ <u>Minimum Lot or Parcel Size</u> – Not required to apply a min. lot or parcel size, but if applied the average min. lot or parcel size for a lot or parcel in a townhouse project may not be greater than 1,500 sq. ft. Separate min. lot or parcel sizes may be applied to for internal, external, and corner townhouse lots or parcels provided they average 1,500 sq. ft. or less.
<ul style="list-style-type: none"> ▪ <u>Minimum Street Frontage</u> – Silent (no min.) 	<ul style="list-style-type: none"> ▪ <u>Minimum Street Frontage</u> – Not required to apply a minimum street frontage standard to Townhomes, but if applied the street frontage standard must not exceed 20 feet. If flag lots or parcels are allowed, it is not required to allow townhomes on those lots or parcels.
<ul style="list-style-type: none"> ▪ <u>Density</u> – In zones with a min. lot size for SFD's of 2,500 sq. ft. or less, townhome projects are allowed two (2) times the allowed density for detached SFD's. ▪ In zones with a minimum lot size for SFD's of more than 2,500 sq. ft. but less than 5,000 sq. ft., townhome projects are 	<ul style="list-style-type: none"> ▪ <u>Density</u> – If a maximum density is applied in a zone, four times the density allowed for a SFD must be allowed for Townhouses, or 25 d.u. per acre, whichever is less.

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<p>allowed three (3) times the allowed density for detached SFD's.</p> <ul style="list-style-type: none"> ▪ In zones with a minimum lot size for SFD's of 5,000 sq. ft. or more, townhome projects are allowed four (4) times the allowed density for detached SFD's. 	
<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Same as for a SFD except: ▪ Front and Street Side: Min. front and street side yard setbacks greater than 10 feet are invalid, except those applicable to garages and carports; ▪ Rear: Min. rear setbacks greater than 10 feet and min. rear setbacks greater than zero (0) feet for lots with rear alley access are invalid; ▪ Non-street Side: the min. setback for a common wall lot line where the units are attached is zero (0) feet; and the min. side setback for an exterior wall at the end of a townhouse structure is five (5) feet. 	<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Can't be greater than for a SFD. ▪ Must allow zero-foot size setbacks for lot or parcel lines where townhouse units are attached.
<ul style="list-style-type: none"> ▪ <u>Height</u> – Same as for a SFD. ▪ Except must allow at least 35 feet or three stories. 	<ul style="list-style-type: none"> ▪ <u>Height</u> – Can't be lower than for a SFD. ▪ If covered or structured parking is required for townhouses, must allow at least three stories. ▪ If no covered or structured parking required, must allow at least two stories.
<ul style="list-style-type: none"> ▪ <u>Parking</u> – The minimum number of required off-street parking spaces for a townhouse project is one (1) space per unit. Spaces may be provided on individual lots or in a shared parking area on a common tract. A credit for on-street parking must be granted for some or all of the required off-street parking as specified below. ▪ If on street parking spaces meet all of the standards below, then they must be counted toward the minimum off-street parking requirement: <ul style="list-style-type: none"> ▪ The space must be abutting the subject site; ▪ The space must be in a location where on-street parking is allowed by the city; ▪ The space must be a min. of 22 feet long; and ▪ The space must not obstruct a required 	<p><u>Parking</u></p> <ul style="list-style-type: none"> ▪ A city can't require more than one off-street parking space per townhouse dwelling unit. ▪ A city may allow, but is not required to allow on-street parking credits to meet off-street parking requirements. ▪ A city must apply the same off-street parking surfacing, dimensional, landscaping, access, and circulation standards to townhomes that apply to SFD's in the same zone.

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sight distance area.	
<ul style="list-style-type: none"> ▪ <u>Areas owned in common.</u> Any common areas must be maintained by a homeowners association or other legal entity. A homeowners association may also be responsible for exterior building maintenance. A copy of any applicable covenant, restriction, and conditions must be recorded and provided to the jurisdiction prior to issuance of a building permit. 	<ul style="list-style-type: none"> ▪ Silent
<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Only the below design standards are valid. Any other design standards including a mandate for a garage or carport are invalid. ▪ <u>Entry orientation.</u> The main entrance of each townhouse must: <ul style="list-style-type: none"> ▪ Be within 8 feet of the longest street-facing wall of the d.u., if the lot has public street frontage; and ▪ Either: <ul style="list-style-type: none"> ▪ Face the street; ▪ Be at an angle of up to 45 degrees from the street; ▪ Face a common open space or private access or driveway that is abutted by dwellings on at least two sides; or ▪ Open onto a porch. The porch must: <ul style="list-style-type: none"> ▪ Be at least 25 sq. ft. in area; and ▪ Have at least one entrance facing the street or have a roof. ▪ <u>Unit Definition.</u> Each townhouse must include at least one of the following on at least one street-facing façade: <ul style="list-style-type: none"> ▪ A roof dormer a min. of 4 feet wide; or ▪ A balcony a min. of 2 feet in depth and 4 feet wide and accessible from an interior room; or ▪ A bay window that extends from the façade a min. of 2 feet; or ▪ An offset of the façade of a min. of 2 feet in depth, either from the neighboring townhouse or within the façade of a single townhouse; or ▪ An entryway that is recessed a min. of 	<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Cities are not required to apply design standards. If a city decides to apply design standards it can only apply the following: <ul style="list-style-type: none"> ▪ Model Code Design Standards; ▪ Design Standards that are less restrictive than the Model Code Design Standards; ▪ The same clear and objective design standards that are used for a SFD; or ▪ Alternative Design Standards as provided in rules – standards that were pre-existing, do not cause unreasonable cost or delay, and produce substantial middle housing. Can't include lot size or density.

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<ul style="list-style-type: none"> 3 feet; or ▪ A covered entryway that is recessed a min. of 3 feet; or ▪ A covered entryway with a min. depth of 4 feet; or ▪ A porch meeting the standards above. <p>Balconies and bay windows may encroach into a required setback area.</p> <ul style="list-style-type: none"> ▪ <u>Windows</u>. A min. of 15% of the area of all street-facing facades on each individual unit must include windows or entrance doors. Half of the window area in the door of an attached garage may count toward meeting this standard. ▪ <u>Driveway Access and Parking</u>. Townhouses with frontage on a public street must meet the following standards: <ul style="list-style-type: none"> ▪ Garages on the front façade of a townhouse, off-street parking areas in the front yard, and driveways in front of a townhouse are allowed if they meet the following standards: <ul style="list-style-type: none"> ▪ Each townhouse lot has a street frontage of at least 15 feet on a local street. ▪ A maximum of one (1) driveway approach is allowed for every townhouse. Driveway approaches and/or driveways may be shared. ▪ Outdoor on-site parking and maneuvering areas do not exceed 12 feet wide on any lot. ▪ The garage width does not exceed 12 feet, as measured from the inside of the garage door frame. ▪ The following standards apply to driveways and parking areas for townhouse projects that do not meet all of the standards above. <ul style="list-style-type: none"> ▪ Off-street parking areas must be accessed on the back façade or located in the rear yard. No off-street parking is allowed in the front yard or side yard of a townhouse. ▪ A townhouse project that includes a corner lot must take access from a single driveway approach on the side of the corner lot. ▪ Townhouse projects that do not 	

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<p>include a corner lot must consolidate access for all lots into a single driveway. The driveway and approach are not allowed in the area directly between the front façade and front lot line of any of the townhouses.</p> <ul style="list-style-type: none"> ▪ A townhouse project that includes consolidated access or shared driveways must grant access easements to allow normal vehicular access and emergency access. ▪ Townhouse projects in which all units take exclusive access from a rear alley are exempt from compliance with the above standards. 	
Cottage Cluster	
<ul style="list-style-type: none"> ▪ Permitted outright on all lots zoned residential that allow a SFD in conformance with the standards below. ▪ Except not allowed on goal protected lands. 	<ul style="list-style-type: none"> ▪ Permitted outright on all lots zoned residential that allow a SFD in conformance with the standards below. ▪ Except not allowed on goal protected lands.
<ul style="list-style-type: none"> ▪ 	<ul style="list-style-type: none"> ▪
<ul style="list-style-type: none"> ▪ Must be multiple units on one lot or parcel. ▪ Not allowed to have individual units on individual lots or parcels. 	<ul style="list-style-type: none"> ▪ Can be multiple units on one lot, or ▪ Can be individual units on individual lots.
<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective. 	<ul style="list-style-type: none"> ▪ <u>Process</u> – Must be same approval process as a SFD, must be clear and objective.
<ul style="list-style-type: none"> ▪ <u>Sufficient Infrastructure</u> – Applicants must demonstrate that sufficient infrastructure is provided, or will be provided, upon submittal of a cottage cluster development application.* 	<ul style="list-style-type: none"> ▪ <u>Sufficient Infrastructure</u> – A large city must work with an applicant for development to determine whether Sufficient Infrastructure will be provided, or can be provided, upon submittal of a cottage cluster development application.*
<p><u>Sufficient Infrastructure</u> is defined as: means the following level of public services to serve new Triplexes, Fourplexes, Townhouses, or Cottage Cluster development:</p> <ol style="list-style-type: none"> 1. Connection to a public sewer system capable of meeting established service levels. 2. Connection to a public water system capable of meeting established service levels. 3. Access via public or private streets meeting adopted emergency vehicle access standards to a city's public street system. 4. Storm drainage facilities capable of meeting established service levels for storm 	

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drainage. *Not clear how this works. Must be clear and objective, and process must be same as for SFD.	
<ul style="list-style-type: none"> ▪ <u>Minimum Lot or Parcel Size</u> – Must meet the standards that apply to SFD in same zone. 	<ul style="list-style-type: none"> ▪ <u>Minimum Lot or Parcel Size</u> – Not required to apply a min. lot or parcel size, but if applied the following standards apply: <ul style="list-style-type: none"> ▪ If the min. Lot or Parcel size in the same zone for a SFD is 7,000 square feet or less, the minimum Lot or Parcel size for a Cottage Cluster may be no greater than 7,000 square feet. ▪ If the min. Lot or Parcel size in the same zone for a SFD is greater than 7,000 square feet, the min. Lot or Parcel size for a Cottage Cluster may not be greater than the min. Lot or Parcel size for a SFD.
<ul style="list-style-type: none"> ▪ <u>Minimum Street Frontage</u> – Must meet standard that applies to SFD in same zone. 	<ul style="list-style-type: none"> ▪ <u>Minimum Street Frontage</u> – Not required to apply min. Lot or Parcel width standards to Cottage Clusters. ▪ But, if applied standards to regulate min. Lot or Parcel width for to Cottage Clusters, it may not require a min. Lot or Parcel width that is greater than the standard for a SFD in the same zone.
<ul style="list-style-type: none"> ▪ <u>Density</u> – Can't apply maximum density. ▪ Must meet a min. density of 4 units per acre. (see in def.) 	<ul style="list-style-type: none"> ▪ <u>Density</u> – Can't apply maximum density. ▪ Must meet a min. density of 4 units per acre.
<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Cottage clusters must meet the minimum and maximum setback standards that apply to SFD's in the same zone. ▪ Except that <u>minimum setbacks for dwellings in excess of the following are invalid</u>: <ul style="list-style-type: none"> ▪ Front setbacks: 10 feet ▪ Side setbacks: 5 feet ▪ Rear setbacks: 10 feet 	<ul style="list-style-type: none"> ▪ <u>Setbacks</u> – Can't require perimeter setbacks to be greater than those applicable to SFD in the same zone. ▪ Additionally, perimeter setbacks applicable to Cottage Cluster dwelling units can't be greater than ten feet.
<ul style="list-style-type: none"> ▪ <u>Building Separation</u>. Cottages must be separated by a minimum distance of six (6) feet. ▪ The minimum distance between all other structures, including accessory structures, must be in accordance with building code requirements. 	<ul style="list-style-type: none"> ▪ <u>Building Separation</u>. The minimum distance between structures may not be greater than what is required by applicable building code requirements (6 feet?) or 10 feet.
<ul style="list-style-type: none"> ▪ <u>Unit Size</u>. The maximum average floor 	<ul style="list-style-type: none"> ▪ <u>Unit Size</u>. A city may limit the minimum or

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<p>area for a cottage cluster is 1,400 square feet per dwelling unit. Community buildings shall be included in the average floor area calculation for a cottage cluster.</p>	<p>maximum size of dwelling units in a Cottage Cluster, but must apply a maximum building footprint of 900 square feet per dwelling unit. A city may exempt up to 200 square feet in the calculation of dwelling unit footprint for an attached garage or carport. A city may not include detached garages, carports, or accessory structures in the calculation of dwelling unit footprint.</p>
<ul style="list-style-type: none"> ▪ <u>Height</u> – The maximum building height for all structures is 25 feet or two (2) stories, whichever is greater. 	<ul style="list-style-type: none"> ▪ <u>Height</u> – Silent
<ul style="list-style-type: none"> ▪ <u>Lot Coverage</u> – N/A. 	<ul style="list-style-type: none"> ▪ <u>Lot Coverage</u> – A city can’t apply a lot or parcel coverage or floor area ration standards to Cottage Clusters.
<ul style="list-style-type: none"> ▪ <u>Parking</u> – The minimum number of required off-street parking spaces for a cottage cluster project is zero (0) spaces per unit with a floor area less than 1,000 square feet; and ▪ One (1) space per unit with a floor area of 1,000 square feet or more. ▪ Spaces may be provided for individual cottages or in shared parking clusters. ▪ A credit for on-street parking must be granted for some or all of the required off-street parking as provided below. ▪ On-Street Credit. If on-street parking spaces meet all the standards below, they must be counted toward the minimum off-street parking requirement. <ul style="list-style-type: none"> ▪ The space must be abutting the subject site; ▪ The space must be in a location where on-street parking is allowed by the jurisdiction; ▪ The space must be a minimum of 22 feet long; and ▪ The space must not obstruct a required sight distance area. 	<ul style="list-style-type: none"> ▪ <u>Parking</u>. A city can’t require more than one off-street parking space per dwelling unit in a Cottage Cluster. ▪ A city may allow but may not require off-street parking to be provided as a garage or carport. ▪ Nothing in this section precludes a city from allowing on-street parking credits to satisfy off-street parking requirements.
<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Only the below design standards are valid. Any other design standards including a mandate for a garage or carport are invalid. ▪ <u>Cottage Orientation</u>. Cottages must be 	<ul style="list-style-type: none"> ▪ <u>Design Standards</u> – Cities not required to apply design standards. If a city decides to apply design standards it can only apply the following: ▪ Model Code Design Standards;

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<p>clustered around a common courtyard, meaning they abut the associated common courtyard or are directly connected to it by a pedestrian path, and must meet the following standards:</p> <ul style="list-style-type: none"> ▪ Each cottage within a cluster must either abut the common courtyard or must be directly connected to it by a pedestrian path. ▪ A minimum of 50 percent of cottages within a cluster must be oriented to the common courtyard and must: <ul style="list-style-type: none"> ▪ Have a main entrance facing the common courtyard; ▪ Be within 10 feet from the common courtyard, measured from the façade of the cottage to the nearest edge of the common courtyard; and ▪ Be connected to the common courtyard by a pedestrian path. ▪ Cottages within 20 feet of a street property line may have their entrances facing the street. ▪ Cottages not facing the common courtyard or the street must have their main entrances facing a pedestrian path that is directly connected to the common courtyard. ▪ <u>Common Courtyard Design Standards.</u> Each cottage cluster must share a common courtyard in order to provide a sense of openness and community of residents. Common courtyards must meet the following standards: <ul style="list-style-type: none"> ▪ The common courtyard must be a single, contiguous piece. ▪ Cottages must abut the common courtyard on at least two sides of the courtyard. ▪ The common courtyard must contain a minimum of 150 square feet per cottage within the associated cluster (as defined). ▪ The common courtyard must be a minimum of 15 feet wide at its narrowest dimension. ▪ The common courtyard must be 	<ul style="list-style-type: none"> ▪ Design Standards that are less restrictive than the Model Code Design Standards; ▪ The same clear and objective design standards that are used for a SFD; or ▪ Alternative Design Standards as provided in rules – standards that were pre-existing, do not cause unreasonable cost or delay, and produce substantial middle housing. Can't include lot size or density.

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<p>developed with a mix of landscaping, lawn area, pedestrian paths, and/or paved courtyard area, and may also include recreational amenities.</p> <p>Impervious elements of the common courtyard must not exceed 75 percent of the total common courtyard area.</p> <ul style="list-style-type: none"> ▪ Pedestrian paths must be included in a common courtyard. Paths that are contiguous to a courtyard shall count toward the courtyard's minimum dimension and area. Parking areas, required setbacks, and driveways do not qualify as part of a common courtyard. ▪ <u>Community Buildings.</u> Cottage cluster projects may include community buildings for the shared use of residents that provide space for accessory uses such as community meeting rooms, guest housing, exercise rooms, day care, or community eating areas. Community buildings must meet the following standards: <ul style="list-style-type: none"> ▪ Each cottage cluster is permitted one community building, which shall count towards the maximum average floor area. ▪ A community building that meets the development code's definition of a dwelling unit must meet the maximum 900 square foot footprint limitation that applies to cottages, unless a covenant is recorded against the property stating that the structure is not a legal dwelling unit and will not be used as a primary dwelling. ▪ <u>Pedestrian Access.</u> <ul style="list-style-type: none"> ▪ An accessible pedestrian path must be provided that connects the main entrance of each cottage to the following: <ul style="list-style-type: none"> ▪ The common courtyard; ▪ Shared parking areas; ▪ Community buildings; and ▪ Sidewalks in public rights-of-way abutting the site or rights-of-way if there are no sidewalks. ▪ The pedestrian path must be hard-surfaced and a minimum of four (4) feet 	

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<p>wide.</p> <ul style="list-style-type: none"> ▪ <u>Windows.</u> Cottages within 20 feet of a street property line must meet any window coverage requirement that applies to detached single family dwellings in the same zone. ▪ <u>Parking Design</u> <ul style="list-style-type: none"> ▪ <u>Clustered parking.</u> Off-street parking may be arranged in clusters, subject to the following standards: <ul style="list-style-type: none"> ▪ Cottage cluster projects with fewer than 16 cottages are permitted parking clusters of not more than five (5) contiguous spaces. ▪ Cottage cluster projects with 16 cottages or more are permitted parking clusters of not more than eight (8) contiguous spaces. ▪ Parking clusters must be separated from other spaces by at least four (4) feet of landscaping. ▪ Clustered parking areas may be covered. ▪ <u>Parking location and access.</u> <ul style="list-style-type: none"> ▪ Off-street parking spaces and vehicle maneuvering areas shall not be located: <ul style="list-style-type: none"> ▪ Within of 20 feet from any street property line, except alley property lines; ▪ Between a street property line and the front façade of cottages located closest to the street property line. This standard does not apply to alleys. ▪ Off-street parking spaces shall not be located within 10 feet of any other property line, except alley property lines. Driveways and drive aisles are permitted within 10 feet of other property lines. ▪ <u>Screening.</u> Landscaping, fencing, or walls at least three feet tall shall separate clustered parking areas and parking structures from common courtyards and public streets. ▪ <u>Garages and carports.</u> <ul style="list-style-type: none"> ▪ Garages and carports (whether shared or individual) must not abut common 	

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<p>courtyards.</p> <ul style="list-style-type: none"> ▪ Individual attached garages up to 200 square feet shall be exempted from the calculation of maximum building footprint for cottages. ▪ Individual detached garages must not exceed 400 square feet in floor area. ▪ Garage doors for attached and detached individual garages must not exceed 20 feet in width. ▪ <u>Accessory Structures</u>. Accessory structures must not exceed 400 square feet in floor area. ▪ <u>Existing Structures</u>. On a lot or parcel to be used for a cottage cluster project, an existing detached single family dwelling on the same lot at the time of proposed development of the cottage cluster may remain within the cottage cluster project area under the following conditions: <ul style="list-style-type: none"> ▪ The existing dwelling may be nonconforming with respect to the requirements of this code. ▪ The existing dwelling may be expanded up to the maximum height or the maximum building footprint; however, existing dwellings that exceed the maximum height and/or footprint of this code may not be expanded. ▪ The floor area of the existing dwelling shall not count towards the maximum average floor area of a cottage cluster. ▪ The existing dwelling is excluded from the calculation of orientation toward the common courtyard. 	

Siting Standards: “Siting Standard” means a standard related to the position, bulk, scale, or form of a structure or a standard that makes land suitable for development. Siting standards include, but are not limited to, standards that regulate perimeter setbacks, dimensions, bulk, scale, coverage, minimum and maximum parking requirements, utilities, and public facilities. (OAR 660-046-0020(15))

Design Standards: “Design Standard” means a standard related to the arrangement, orientation, materials, appearance, articulation, or aesthetic of features on a dwelling unit or accessory elements on a site. Design standards include, but are not limited to, standards that regulate entry and dwelling orientation, façade materials and appearance, window coverage, driveways,

parking configuration, pedestrian access, screening, landscaping, and private, open, shared, community, or courtyard spaces. (OAR 660-046-0020(4))