



# Missing Middle Housing in Hood River: Strategies for Code Revision, Location, and Development Process

Aimee Okotie-Oyekan, Curtis Thomas, Aliza Whalen

## Executive Summary

Located in the Columbia River Gorge, Hood River is a tourist destination for outdoor recreation. Over time, the desirability of the area has contributed to increased cost of living and homogenous housing stock that has made it financially difficult for residents. Hood River must prioritize the development of mixed-income, diverse housing types, especially because the city will not be able to accommodate the growth through expansion of the Urban Growth Boundary (UGB). Currently, multi-family housing is restricted to few zones, there are barriers to the development of auxiliary dwelling units, and nearly 10% of the housing stock is occupied by short-term rentals or secondary homes. In order to combat these challenges, the SCYP team reviewed the Hood River code to see if it achieved housing goals and represented the community's values and priorities.

We recommend zoning changes to allow a greater diversity of housing types in R-1, R-2, and R-3. Both townhomes and cottage housing gradually increase density while also preserving the character valued

by the Hood River community. While difficult to implement under Oregon's requirement for clear and objective standards, the team also recommends the adoption of form-based code to better align zoning with community needs and priorities.

When picking locations, cities might prefer infill rather than new development, but infill can be time-intensive and expensive. Understanding those limitations, we recommend to not include any R-1 zoning in the Hood River Westside Plan. We recommend only permitting R-2, R-2.5 or R-3 zoning to provide a mix of options in all future development.

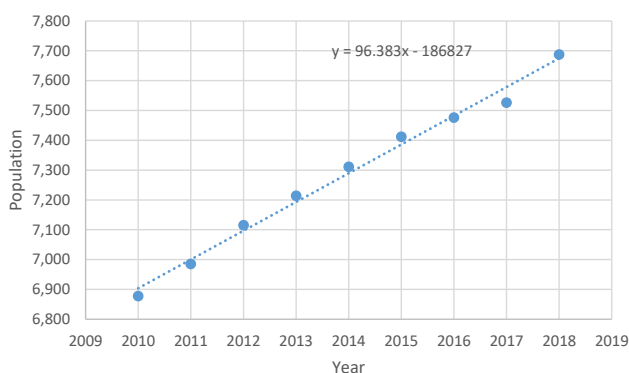
To reduce barriers to developing diverse housing, we recommend allowing multi-family housing "by-right," implementing procedures to streamline the permitting process, and reducing the development review charge. To disincentivize the development of new single-detached housing, we recommend a LEED certification requirement to both disincentivize such development and mitigate the environmental impact of low-density development. This policy would only be applied to single-detached housing.

All recommendations for code amendments, siting and the building process reduce barriers to development missing middle housing types. Utilizing one or a combination of recommendations will bring Hood River closer to achieving their housing targets and providing for the needs of the community.

## Introduction

Hood River's population has grown 1.9% annually at a rate of 96 individuals per year since 2000, nearly twice the County or State average.<sup>1</sup> By 2025, the city is anticipating a population of over 11,000 individuals (see Figure I). Data summarizing community values and opinions reflect an increasing concern about the pace and consequences of growth, and the implications they carry for the future of Hood River.<sup>2</sup> Chief among these concerns are the rising housing costs and the lack of availability of diverse, affordable housing types. Additional attention is given to the increasing diversity of the city's residents, attributed to the aging of Baby Boomers and Millennials, and continued growth of the city's Hispanic and Latino population.<sup>3</sup>

Figure I. Population Growth, Hood River Oregon, 2010-2018



Source: US Census Bureau, ACS Demographic and Housing Estimates, Table DP05

Recent data from Hood River's 2015 Housing Needs Analysis (HNA) and Buildable Lands Inventory (BLI) indicates the city has enough land to meet its housing needs for 20 years without expanding the Urban Growth Boundary as long as the city goes to great lengths to develop at higher densities and address housing affordability.<sup>5</sup>

The introduction of missing middle housing types that provide a diversity of housing along the spectrum of affordability could be the remedy to the city's woes. However, the city's desire to address these issues in the short term could potentially clash with the local community's apparent lack of support for higher residential densities, which is perceived as incompatible with the city's current "small-town" atmosphere. As planning progresses, consideration of community-wide priorities concerning community design, the preservation of open space, protecting existing residential neighborhoods, public facilities, and the city's service- and recreation-based economy will continue to play a large role in how the city addresses their present housing crisis.

## Development Code

Development code provides guidance for how properties may be used or developed. Though technical in form, development code is an expression of a community's values surrounding urban design and form, environmental stewardship, social consciousness, transportation, livability, and other community



Source: Graymont Construction

priorities.<sup>4</sup> Thus, through language specifying building height and setback, use, lot side, parking parameters, density, and other variables, a community's values and priorities are translated to the three dimensional form of the built environment.

## Current Development Code Key Findings for Missing Middle Housing

- Hood River's policies generally comply with Goal 10 of the comprehensive plan, which strives to provide a variety of opportunities to meet the housing needs of the residents of Hood River at all income levels.<sup>6</sup> This excludes the regulation of townhouse development. Though single-family attached housing is a needed housing type, Hood River's zoning code only allows townhouses in R-2 and R-3, where they are a conditional use.<sup>7</sup>
- Accessory dwelling units, or ADU's, are an easy way for achieving invisible density, but Hood River zoning code imposes significant barriers to their development, to the extent that only about two units per year have been permitted in the 10 years ADUs have been allowed in the city.<sup>8</sup>
- Hood River's 2015 Housing Needs Analysis (HNA) Report estimates that Hood River has about 190 dwelling units used as short-term rentals and 150 secondary homes. Together, these 340 units account for 9.6% of Hood River's housing stock.<sup>9</sup>
- As of the City's 2015 HNA, single-family attached housing accounts for 3% of the existing mix of housing types, whereas single-family detached and multifamily housing represent 62% and 35%, respectively.<sup>10</sup>
- Code section 17.20.040 includes bicycle parking space requirements that only apply to multifamily and group living residential categories. The standards do not apply to single-family and two-family housing (attached, detached, or manufactured housing) or home occupations.<sup>11</sup>

## Recommendations

Current development code language along with corresponding recommended revisions are presented in Figure II.

Figure II. Percentage Land Area and Current and Proposed Development Code Language by Residential Zone, Hood River City, 2020.<sup>12 13</sup>

Zone	% Area of Vacant and Partially Vacant Residential Land	Current	Proposed
R1	59%	Single detached units, no allowance for missing middle	Allowance of townhomes (max two units), duplexes, and cottage housing
R2	35%	Single detached units, duplexes and townhouses (max two units) subject to HRMC 17.19, four or more townhouses subject to HRMC 17.16 and HRMC 17.19 which require site plan review permit	No single-detached, allowance of duplexes, triplexes, and townhomes, with townhomes 6 units or more requiring site plan review permit
R3	6%	Single detached units, duplexes and triplexes, and townhouse projects, townhouses (max three units) subject to HRMC 17.19, Four or more townhouses subject to HRMC 17.16 and HRMC 17.19	No single-detached, allow triplexes, quadplexes; townhomes 8 units or more require site plan for review

Source: Hood River Municipal Code, 2020



## Townhomes and Multifamily Housing

Current residential zoning permitted uses adhere to community preferences of lower density development and preservation of a small-town neighborhood character. Single-family detached units are presently a permitted use in all three residential zones, while townhomes are restricted to R-2 and R-3. Allowing townhome and multifamily units (see Figure III) in a manner that gradually increases the density gradient across residential zones can address the need for increased density that missing middle housing types satisfy while maintaining a gradual transition in density and physical character between zones. We recommend the allowance of townhomes in R-1 zoning where they are currently prohibited, the addition of cottage-style clustered housing as a permitted use, and the restriction of single-family detached units to R-1 zoning. In R-2 and R-3 zones, higher density duplexes, triplexes, and rowhouses should be permitted, and the threshold number of townhouse units requiring site plan review permitting should be increased incrementally from four to six units in R-2, and from four to eight units in R-3. Furthermore, we strongly recommend pairing these changes with additional messages to disincentivize short term rentals.

Figure III. Townhomes, 2018



Source: Mashvisor

## Cottage-Court Housing

We recommend the introduction of cottage-court housing into the R-1 residential mix, as this housing type can easily achieve slightly higher densities in this zone while promoting a more affordable, communal-oriented living style that may prove especially attractive to Hood River's senior residents (see Figure IV). The City is presently exploring the adoption of a cottage housing ordinance for the Westside Area Concept Plan to address development standards surrounding density, height, and lot size.<sup>14</sup> We underscore these interests and urge the city to lean towards smaller units and higher densities with additional measures to curb the infiltration of short-term rentals.

Figure IV. Cottage-Court Housing, 2019



Source: Congress for the New Urbanism

### *Case Study: Ashland, OR*

**Ashland, Oregon**, a city with a population of roughly three times the size of Hood River, faced similar problems regarding high housing costs and the need to make efficient use of limited development sites within the city's urban growth boundary.<sup>15</sup> Their code aimed to allow more housing on larger single family lots while keeping the additional units small and in physical consistency with the current neighborhoods. As a result, development language required that the units be small and be organized around a large, shared open space and only allowed in single-family

zones. The final code allowed clusters between three and 12 units, with a maximum lot size of 1,000 square feet and a density maximum of approximately 17 units per acre. Up to half of the units may be attached.<sup>16</sup> If implemented in Hood River, we recommend establishing clear standards of height and density. For infill development, the city can explore setting the collective maximum lot size for a cottage housing development to correspond with that of the largest single-family detached unit.

Figure V. Cottage Court Housing, Ashland, Oregon, 2017



Source: City of Ashland

### *Case Study: Wood Village, OR*

**The City of Wood Village, Oregon** similarly uses cottage housing as a creative infill development between higher density mixed-use areas and lower-density single family neighborhoods (see Figure VI). The site design includes windows, doors, and porches on the exterior facade to orient towards community activity on the street. The development focuses on compactness with both private and public ground space. Similar to the standards for Ashland, the maximum unit size is set at 1,200 square feet with a cluster range of 4-12 units per acre. For Hood River, we additionally recommend alleviating space required for parking by implementing bundled parking and adding a height restriction at 18-20 feet at the eave and 28-30 feet at the roof ridge to maintain consistency with character of the surrounding low-density residential neighborhood.<sup>17</sup>

Figure VI. Cottage Housing in Wood Village



Source: City of Wood Village

## **Form-Based Code**

A common problem in many communities is that the zoning designations do not reflect community needs and priorities concerning pattern and building types.<sup>18</sup> Form-based code provides a site-specific remedy to this issue in that a proposal for enhanced site design is negotiated in exchange for adherence to zoning standards. In this manner, higher densities can still be achieved with smaller house-scale buildings that are compatible with present neighborhood character.

### *Case Study: Novato City, CA*

**Novato City, California** implemented a mandatory form-based code that replaced existing zoning in a single neighborhood within the city (see Figure VII). This came as a remedy to restrictive zoning and neighborhood opposition towards higher density multifamily housing, much like Hood River. For new buildings and additions, the code applies development standards through six building types ranging from carriage houses and ADUs, detached houses to duplexes, triplexes to sixplexes, and cottage court up to courtyard buildings.<sup>19</sup>

In Hood River, we recommend a form-based code for new development so that the city can establish a number of house-scale building types with the same explicitly designated height, density, and lot coverage standards as to adhere to Oregon's mandate for clear and objective standards for housing development.



Figure VII. Form-Based Code Rendering, Novato, CA, 2015



Source: Opticos Design

## Location

When increasing the housing stock, the city should fully understand the process of infill compared to new development (greenfield or brownfield). City staff has mentioned that Hood River is like a land-locked island. There is a river to the north and mountains that surround the remainder of the city, which limits the amount of expansion possible to accommodate new development. With limited space, infill will have to be the long-term solution, especially after builders develop the vacant land identified in the BLI.

When deciding where to upzone and provide infill, the city should strategically focus on areas that are closer to neighborhood centers and along major roadways. Developers consider the following characteristics:

- The type and character of surrounding land uses;
- The adequacy of public services and facilities, such as schools;
- The accessibility of the site to transportation routes and parking;
- The availability of retail stores and services;
- The proximity of amenities such as parks; and
- The safety and reputation of the area.<sup>20</sup>

By thinking like a developer, the city can anticipate characteristics that incentivize the development of diverse housing types. Typically, urban infill projects are best suited to be in close proximity to transit centers, but the bus network in Hood River is limited. Instead, Hood River can focus new development in locations that have sufficient infrastructure for pedestrians, especially if a development contains

mixed-income housing. Additionally, as infill development will increase the local car traffic, it is recommended to site the project in a location where the roads have a sufficient level of service.

To achieve a profitable density, developers may have to acquire many parcels to aggregate a larger site. Locations with numerous landowners can complicate the sale of parcels, which discourages development in what otherwise might be an ideal location, which is a challenge for infill. Best practices also recommend that developers target inexpensive parcels, which maximizes their potential profit.<sup>21</sup> However, this practice is a leading cause of gentrification and displacement, so Hood River should be wary of “revitalization” projects (see Figure VIII).<sup>22</sup> Potentially, Hood River can incorporate examples of Form-Based Code into infill projects (see Form-Based Code section) so that new development, like in Figure III, does not clash with the current housing stock.

Figure VIII. Infill Project, Hood River, 2020



Source: Curtis Thomas

Developers usually prefer new, greenfield, development, since the land is cheaper and contaminated land is almost non-existent.<sup>23</sup> Other cities in the US, such as **Austin, Texas**, are also attempting to promote infill and discourage sprawl. Austin, Texas’s Comprehensive Plan identified infill as one of their main goals for accommodating growth, but their Plan admitted that suburban development has been more rapid than infill development.<sup>24</sup> In Austin, it has been more cost-effective to build in greenfield areas. The Westside Plan identified primarily vacant locations that developers might find appealing, and it is important to utilize the Westside Plan to encourage multi-family housing in those vacant locations since developers’ can be slower to

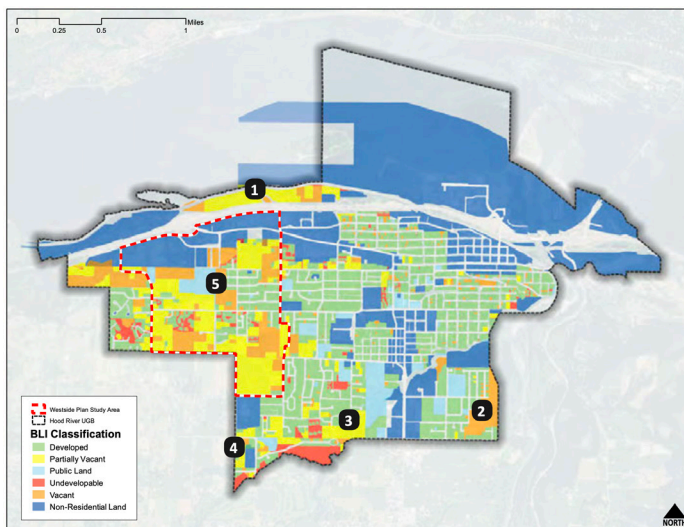
provide an “ideal” infill development project.

Within the BLI, the City identified vacant and partially areas in the Westside Plan, which developers prefer (see Figure IX). The scenarios in the Westside Plan proposed to designate additional R-1 zoning, which primarily results in single-detached housing, like the development in the Southeast corner of the city (see Figure IX, identifier 2).

While the Westside Plan proposes R-2, R-2.5, and R-3 zoning in strategic areas that are along transit corridors, close to grocery stores, and near schools, we recommend that the city should be cautious about zoning more land to R-1. Given the Hood River’s constraints, we recommend to only use R-1 zoning when an R-2 zone is politically or financially impossible. In the Westside plan’s proposed zoning, Scenarios A, B, and C all allow for more R-1 development in a significant portion of the plan, which would result in about 200 new single-family homes (see Figures X and XI).<sup>25</sup>

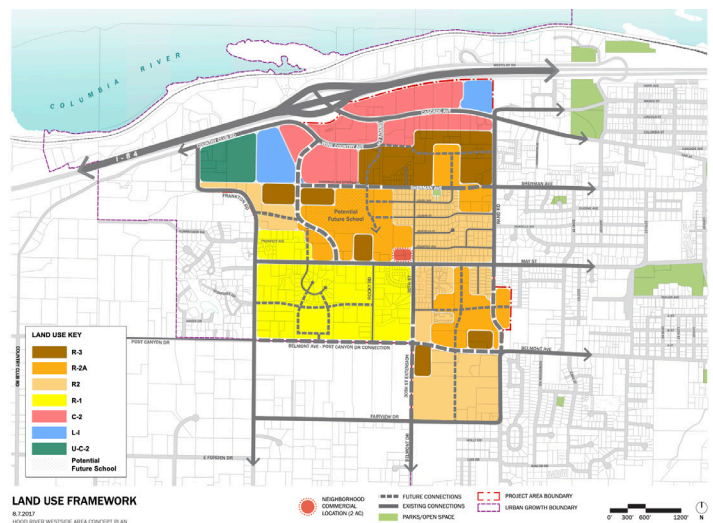
Rather than zoning for R-1, the planning committee should consider zoning R-2 as the lowest possible density because it allows for a more diverse set of housing options as well as a limited supply of single-detached homes. In the three scenarios, the housing estimates include additional “missing middle” housing types, but the estimates relied on the assumption of 100% completion of the Westside Plan. Hood River should be wary that, under current plans for the Westside Area, single-family detached homes might be built before missing middle housing, since that is what the market has provided thus far. The committee can also make it easier for developers to build middle income housing by streamlining the permitting process for missing middle housing such as duplexes and cottage clusters. (see Multi-Family Housing, By Right).

Figure IX. Buildable Lands in Hood River, 2017



Source: Hood River, Westside Area Concept Plan

Figure X. Westside Plan, Scenario A, 2017



Source: Hood River, Westside Area Concept Plan

Figure XI. Estimates of New Housing Units in the Westside Plan, 2017

Housing Type	Scenario A		Scenario B		Scenario C	
	R-1	R-2	R-1	R-2	R-1	R-2
Single-Family Detached	206	158	206	175	206	175
Single-Family Attached	0	75	0	83	0	83
Multifamily	0	55	0	60	0	61

Source: Hood River, Westside Concept Plan, 2017



## Development Process

Currently, both planned unit developments and subdivisions are required to undergo expensive and time-intensive permitting processes (see Appendix A).<sup>26</sup> To expedite this process and alleviate one barrier to developing “missing middle” housing, we recommend code changes to allow multi-family housing options “by-right,” streamline permitting, reduce the cost of development review, and apply rigorous environmental standards for new single-detached development.

### Multi-Family Housing “By-Right”

A code change to allow multi-family housing options “by-right” eliminates the time-intensive and costly review and permitting process. The term “by-right” in this context means that the use is explicitly allowed in the determined zone(s) and therefore does not require additional review. The code implementation for the Westside Area Concept Plan includes allowances for cluster subdivisions, cottage court houses, and co-housing in specific zones (see Appendix B).<sup>27</sup> The SCYP team recommends going further by enabling more robust by-right code language to allow the following “missing middle” housing types in R-1, R-2, and R-3 zones:

- Townhomes (R-1, max 2 units; R-2, max 6 units; R-3 max 8 units)
- Duplexes (R-1 and up)
- Cottage Clusters (R-1 and up) (see Figure XII)
- Triplexes (R-2 and up)
- Quadplexes (R-3 and up)

Alternatively, this policy can be restricted to specific zones or implemented through an overlay to localize development in the desired location. The City of Eugene’s Affordable Housing Tools and Strategies supports by-right zoning as a strategy to improve housing affordability and diversity.<sup>28</sup> By-right zoning is bolstered when paired with form-based code which shapes a cohesive community form that is challenging with conventional zoning, therefore eliminating the design review process.<sup>29</sup> While form-based code can be challenging in Oregon, it can help “enabl[e] communities to confidently let go of discretionary review.”<sup>30</sup>

Figure XII. Cottage Housing, Shoreline, WA, 2017



Source: Medium, Cottage Clusters, 2017

### Streamlined Permitting

If it is not feasible to allow multi-family housing by-right, we recommend code revisions to fast-track the review and permitting process. The first step to streamline the process includes pre-design support to both identify potential obstacles and assist with filing permits. The Green Tape Program illustrates one approach to efficient development review.<sup>31</sup> Vancouver, Washington has also implemented expedited development review specifically addressing infill development.<sup>32</sup>

#### *Case Study: Montgomery County, MD*

Located in Montgomery County, Maryland, the **Green Tape Program** involves three major components: the designation of a redevelopment zone, pre-design consultation and assistance, and ‘top of the stack’ two-week permit issuance.<sup>33</sup> By designating a redevelopment zone in which permitting and inspection are accelerated, the program focuses development in a particular area.<sup>34</sup> The program applies to both new construction and renovation.<sup>35</sup> Pre-design consultation helps both identify and address zoning and code issues as well as provide assistance with filing, review, and inspection processes.<sup>36</sup> This enables permits to be issued within two weeks of receiving the application.<sup>37</sup> The overarching intention and impact of this program is to render the development process predictable and fair (see Figure XIII).<sup>38</sup>



Figure XIII. Silver Spring, Maryland, 2006



Source: Environmental Protection Agency, Smart Growth, 2006

### *Case Study: Vancouver, WA*

The **Vancouver, Washington Municipal Code**, passed in December 2019, also implemented standards that specifically address infill development. These standards include expedited development review process to “encourage development of underutilized and challenging parcels.”<sup>39</sup> While subject to city staffing capacity, the policy “endeavor[s] to complete review of an infill project within a 60-day time period” for projects that do not require a hearing.<sup>40</sup> While it is too soon to know the impact of this particular code change, previous efforts to relax standards have had a significant impact.<sup>41</sup> Between March 2018, when the policies were enacted, and October 2018, 13 ADU permits were issued.<sup>42</sup> Combining past planning efforts with more recent code revision is likely to further incentivize ADU development.

### **Reduced Development Review Charge**

In addition to expediting the development review process, we recommend adjusting the costs of both development review and system development charges (SDCs) for all “missing middle” housing types.<sup>43</sup> **Springfield, Oregon** recently implemented policy to waive SDCs for auxiliary dwelling units (ADUs) (see Figure XIV).<sup>44</sup> In Springfield, city SDCs are being waived for new ADUs permitted through

June 30, 2022.<sup>45</sup> The city estimates that this will save about \$5,000 to \$6,000 for an ADU in Springfield.<sup>46</sup> Understanding that housing development can be time- and cost-intensive, reducing this burden incentivizes development of missing middle housing types. While this policy may not, on its own, contribute to improved housing affordability, it would bolster either by right zoning or streamlined permitting. We understand that financial incentives such as these are not a top priority but nonetheless recommend considering reduced cost to alleviate another burden.

Figure XIV. An ADU in Springfield, Oregon, 2018



Source: City of Springfield, 2018

### **Rigorous Environmental Standards**

To help shape the form of new development, we recommend rigorous environmental standards to disincentivize new development of single-detached housing. Single-detached housing is the most resource-intensive housing type, so dis-incentivization will encourage new multi-family housing development that will not only provide needed housing but also yield a lower environmental impact. LEED certification involves attainable standards that may add a barrier to single-detached development and reduce the environmental impact (see Figure XV).<sup>47</sup> This would be a progressive policy without U.S. precedent, and would require further research to verify that such a requirement would be legal in Oregon.

LEED Residential Design and Construction standards can somewhat mitigate the environmental impact of new single-detached home development.<sup>48</sup> The registration and certification process add time and

money to development. Standards are designed in terms of “credits;” the more credits are attained, the higher the certification level.<sup>49</sup> Criteria are delineated under the following categories:

- Location and transportation
- Sustainable sites
- Water efficiency
- Energy and atmosphere
- Materials and resources
- Indoor environmental quality
- Innovation
- Regional priority<sup>50</sup>

Rigorous environmental standards through LEED certification requirements provide dual benefits of dis-incentivizing new detached single-family home development and mitigating the environmental impact of such development.

Figure XV. LEED Certified Single-Detached House (n.d.)



Source: BarisWedlick Architecture

## Conclusion

In order to provide developers with the opportunities to build missing middle housing, we looked at code language, the location, and the development process. Hood River has stressed the necessity for more diverse housing types with dwelling units that are affordable and meet the needs of the missing middle. The market has shown a desire to build single-family detached as more people have moved to Hood River. Because it is a desirable vacation spot and in proximity to Portland, people with higher incomes have influenced the housing market to produce a homogenous, single-family detached, housing stock. A compiled list of case studies can be found in Appendix D.

In order to combat the market, the planning committee should consider our recommendations to expand options in the current zoning structure, so developers have the availability to build a diverse set of houses where they might see fit:

- Zoning changes to allow greater diversity of housing types in R-1, R-2, and R-3
- Adopt a form-based code to better align zoning with community needs and priorities
- Avoid R-1 zoning in the Westside Plan instead permitting R-2, R-2.5, or R-3 zoning to provide mix of housing types
- Allow multi-family housing by right to eliminate the development review process
- Streamline review and permitting for missing middle housing types
- Require LEED certification for new single-detached homes

While all of these recommendations are likely to help, combining strategies will further incentivize “missing middle” housing development.



Source: TravelOregon



## **Appendix A: Current Cost of Subdivision and Permitting**

The current cost of subdivision and permitting are as follows:

- Planned Unit Development - \$4,330 plus \$503 per unit
- Subdivision - \$3,605 plus \$52 per parcel<sup>51</sup>

Allowing multi-family housing by-right in all (or some) single-family zones would not only remove the time burden that can impact development feasibility but also reduce the cost.

## **Appendix B: By Right Allowances in the Westside Area Concept Plan**

The proposed code implementation for the Westside Area Concept Plan includes allowing the following structures by-right:

- Cluster Subdivisions – permitted by-right in R-1, R-2, and R-2.5
- Cottage Court – permitted by-right in R-1, R-2, and R-2.5
- Co-Housing – permitted by right in R-2.5 and R-3.<sup>52</sup>

While this amendment begins to address Hood River’s housing shortage, we recommend more robust policy that allows multi-family housing in all residential zones (R-1, R-2, and R-2.5).

## **Appendix C: Policies and Programs for Future Consideration**

For the future, programs and policies such as the Local Innovation and Fast Track Housing Program (LIFT) or a Mixed-Income Transit Oriented Development are likely to further support the development of lower cost market-rate housing and affordable housing.

### **Local Innovation and Fast Track Housing Program (LIFT)**

This Oregon Housing and Community Services (OHCS) program is intended to serve rural communities with less than 25,000 people by providing affordable housing units as quickly as possible.<sup>53</sup> Municipalities may apply when the OHCS offers funds through notices of funding availability.<sup>54</sup>

### **Mixed-Income Transit Oriented Development**

This particular program prioritizes the review of affordable or mixed-income housing projects and establishes a set review period for applications.<sup>55</sup> This is achieved by creating a “one-stop” multi-disciplinary review committee.<sup>56</sup> While Hood River does not have significant transit capacity at this time, it is an opportunity to co-locate housing with current and future potential transit service areas.

## Appendix D: Compiled Case Studies

Jurisdiction	Link	Category	Description	Case Study Code Language	Recommendation
Ashland, OR	Diversifying Housing Options with Smaller Lots and Smaller Homes	Cottage-Court Housing	Ashland faced similar problem regarding high housing costs and limited land supply. Their code aimed to allow more housing on larger single family lots while keeping additional units small and consistent with neighborhood character.	The final code allowed clusters between three and 12 units, with a maximum lot size of 1,000 square feet and a density maximum of approximately 17 units per acre. Up to half of the units may be attached.	We recommend establishing clear standards of height and density. For infill development, the city can explore setting the collective maximum lot size for a cottage housing development to correspond with that of the largest single-family detached unit.
	<a href="https://www.ashland.or.us/Pages.asp?NavID=17803">https://www.ashland.or.us/Pages.asp?NavID=17803</a>				
Wood Village, OR	Cottage Housing in the City of Wood Village	Cottage-Court Housing	Wood Village uses cottage housing as a creative infill development between higher density mixed-use areas and lower-density single family neighborhoods. The site design includes windows, doors, and porches on the exterior facade to orient towards community activity on the street. The development focuses on compactness with both private and public ground space.	The maximum unit size is set at 1,200 square feet with a cluster range of 4-12 units per acre	We recommend implementing bundled parking and adding a height restriction at 18-20 feet at the eave and 28-30 feet at the roof ridge to maintain consistency with character of the surrounding low-density residential neighborhood.
	<a href="https://www.oregonmetro.gov/sites/default/files/2014/05/11/wood_village_case_study.pdf">https://www.oregonmetro.gov/sites/default/files/2014/05/11/wood_village_case_study.pdf</a>				
Novato City, CA	Northwest Neighborhood Study	Form-Based Code	Novato City implemented a mandatory form-based code that replaces existing zoning in a single neighborhood within the city. This came as a remedy to restrictive zoning and neighborhood opposition towards higher density multifamily housing.	For new buildings and additions, the code applies development standards through six building types ranging from carriage houses and ADUs, detached houses to duplexes, triplexes to sixplexes, and cottage court up to courtyard buildings.	We recommend a form-based code for new development so that the city can establish a number of house-scale building types with the same explicitly designated height, density, and lot coverage standards as to adhere to Oregon's mandate for clear and objective standards for housing development.
Austin, TX	Imagine Austin: Comprehensive Plan. Vibrant, Livable, Connected	Infill vs. New Development	While the Austin Comprehensive Plan identified infill as one main goal for accommodating growth, suburban development has occurred more rapidly than infill. In Austin, it is more cost-effective to build in greenfield areas.	-	Infill can be challenging and can move slowly, so it is important to utilize the Westside Plan to encourage new multi-family housing.
	<a href="https://www.austintexas.gov/sites/default/files/files/Planning/ImagineAustin/webiabstract.pdf">https://www.austintexas.gov/sites/default/files/files/Planning/ImagineAustin/webiabstract.pdf</a>				
Eugene, OR	How can we increase housing affordability, availability, and diversity?	Multi-Family Housing "By Right"	The City of Eugene's Affordable Housing Tools and Strategies supports by-right zoning as a strategy to improve housing affordability and diversity.	-	Go further than the Westside Plan does currently, allowing the following missing middle housing types in R-1, R-2, and R-3: <ul style="list-style-type: none"> <li>· Townhomes (R-1, max 2 units; R-2, max 5 units; R-3 max 7 units)</li> <li>· Duplexes (R-1 and up)</li> <li>· Cottage Clusters (R-1 and up)</li> <li>· Triplexes (R-2 and up)</li> <li>· Quadplexes (R-3 and up)</li> </ul>
	<a href="https://www.eugene-or.gov/DocumentCenter/View/43719/Housing-Tools-Options-and-Explanation-11_28_18_Final">https://www.eugene-or.gov/DocumentCenter/View/43719/Housing-Tools-Options-and-Explanation-11_28_18_Final</a>				
Montgomery County, MD	Make Development Decisions Predictable and Fair: Green Tape Program	Streamlined Permitting: the Green Tape Program	Render the development process predictable and fair by designating a redevelopment zone, providing pre-design consultation and assistance, and delivering 'top of the stack' two-week permit issuance.	-	If by right zoning is not feasible, consider this program as a model for streamlined permitting.
	<a href="https://www.epa.gov/smart-growth/make-development-decisions-predictable-and-fair-green-tape-program-silver-spring">https://www.epa.gov/smart-growth/make-development-decisions-predictable-and-fair-green-tape-program-silver-spring</a>				
Vancouver, WA	Vancouver Municipal Code § 20.920.060	Infill Development	Municipal code revision to address infill development by expediting review to encourage development of underutilized and challenging parcels. Seek to complete review within 60 days.	Vancouver Municipal Code § 20.920.060 H. Expedited Development Review Process. An applicant may request an expedited review process for infill projects. An expedited infill project shall be contingent upon city staffing and other resource availability. Community and Economic Development will endeavor to complete review of an infill project within a 60-day time period from Fully Complete (FC) to issuance of the land use decision for projects that do not require a hearing; and 80 days for projects that require a hearing.	Vancouver offers an alternative option to the Green Tape program which also seeks to incentivize infill development.
	<a href="https://www.columbian.com/news/2018/oct/15/adu-interest-on-the-rise-in-southwest-washington/">https://www.columbian.com/news/2018/oct/15/adu-interest-on-the-rise-in-southwest-washington/</a>				
Springfield, OR	Accessory Dwelling Units in Springfield <a href="https://www.springfield-or.gov/accessory-dwelling-units-in-springfield/">https://www.springfield-or.gov/accessory-dwelling-units-in-springfield/</a>	Waive System Development Charges	Recently implemented policy to waive SDCs for auxiliary dwelling units (ADUs) until June 2022. The city estimates a savings of \$5,000-\$6,000 for an ADU in Springfield.	-	We understand that this is not a top priority but believe that, if paired with other policies, this can bolster infill development.



## Endnotes

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