

# City of Cottage Grove Plan and Code Concepts Report



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**Prepared for:**

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and  
State of Oregon Transportation & Growth Management Program

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*The contents of this document do not necessarily reflect the views or policies of the State of Oregon.*

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## Introduction

This report contains final recommendations from the Cottage Grove Smart Development Advisory Committee ("Committee") in several important land use and transportation planning areas. These recommendations were developed after the Committee provided input on the February 13, 2002 Plan and Code Audit Report ("Audit"). The Audit provided summaries of existing plan policy and code provisions, evaluated whether or not they support the Smart Development principles, and suggested concepts for recommended policy and code amendments or additional policies and code provisions.

The recommendations in this report have not yet been presented to the Planning Commission or City Council. The work program for this project included a joint Planning Commission/City Council workshop; however, the City decided to terminate this project before the end of the current State budget cycle.

## General Committee Recommendations

The Committee reviewed draft Plan and Code Concepts recommendations at meetings on April 17 and July 24, 2002. The Committee recommended applying the following general concepts to the Cottage Grove Zoning Code and Comprehensive Plan:

1. Lot sizes for new developments may be averaged, which would allow smaller and larger lots to be mixed. This would allow for preservation of significant natural features and attention to topography without sacrificing density.
2. Design standards should be adopted, especially in the central business zone, to protect the historic character of downtown. Other commercial areas and accessory dwelling units in residential zones should be regulated through design standards to maintain aesthetics and compatibility within the zones. Design standards should not be required for single-family homes.
3. Parking areas should be landscaped and well-drained. Parking should not dominate the site and building, and should be located to the side or rear of commercial buildings, not in the front. Parking should be shared whenever possible. Pedestrians should be considered and incorporated into parking lot design.
4. Provisions in the Zoning Code should be streamlined wherever possible, such as combining the Residential Professional zone and Neighborhood Commercial zone into one zoning district; combining parking requirements into one table; and permitting uses outright where appropriate (instead of requiring a conditional use permit) in various zones.
5. Transition area standards should be adopted between zoning districts to encourage compatible transitions from lower intensity to higher intensity uses. Standards could include increased setbacks, landscaping, transitional land uses, and variable building heights. Transition areas are the only instance where setbacks would be increased.

## Recommended Code Concepts

The following text includes recommended code concepts for the City of Cottage Grove. These code concepts include the Smart Development Principles and are specifically developed for

Cottage Grove. The *Model Development Code and User's Guide for Small Cities* (September 1999) served as a guide for potential code language. Development Codes from the City of Creswell and Newberg, Oregon were also consulted.

Each zone or code section has the following format: background, TGM Program Code Audit Report recommendations, and Cottage Grove Advisory Committee recommendations. The Committee's recommendations came from its review and discussion of the TGM recommendations. Please note that this report is not final code language ready for adoption, but only concepts that can be used to draft code provisions.

# COTTAGE GROVE ZONING CODE

## RESIDENTIAL ZONES

### Background

The Residential Zoning Districts reviewed for Smart Development consistency include single-family (R-1), multi-family (R-2) and high density multi-family (R-3). As in most communities, the majority of residential land in Cottage Grove is zoned for single-family, followed by multi-family. There are only three areas within the city zoned for high density multi-family. The multi-family zoning districts permit single-family dwellings, and City staff states that these areas have been predominately developed with single-family dwellings. Of the 3,500 housing units that existed in 1998, 76 percent were single-family and 19 percent were multi-family<sup>1</sup>. General obstacles to Smart Development in these zoning districts include restrictive lot size and setbacks, limited building placement, not allowing accessory dwelling units, excessive off-street parking requirements, allowing larger lot single-family homes in zones designed for higher-density housing, and separation of uses.

#### **Suggested Concepts to Support Smart Development Principles (Recommendations from TGM Code Audit Report)**

- Allow variable lot coverage where different zoning districts abut to encourage compatible transitions from lower intensity to higher intensity zoning districts. Consider redefining lot coverage to include all impervious surfaces (driveways, parking areas, patios, etc.) and not just buildings.
- Expand lot averaging beyond Planned Unit Development overlay district and consider lot area maximum for single-family residential. Consider adopting minimum densities in R-2 and R-3 districts.
- Allow a variety of housing types within each zone. Consider permitting two or three attached units per building in R-1, and four or more attached units per building in R-2 and R-3. Consider limiting the number and size of single-family detached lots in R-2 zone. Consider prohibiting new single-family detached housing in R-3 zone and permitting pre-existing homes only with the condition that they be replaced by higher density housing (or other use permitted in R-3) when destroyed or redeveloped to ensure that density goals are met.
- Allow small accessory dwelling units (ADUs, known as "granny flats" or "mother-in-law apartments") in R-1 to increase affordable housing opportunities and increase housing units without increasing density. Develop design, area and height standards for these ADUs to maintain compatibility and minimize impacts. Consider an administrative review that does not require Planning Commission approval.
- Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios for multi-family developments, expanding compact auto parking space requirements and developing parking area design and location requirements. Consider a graduated scale of required spaces based on number of bedrooms (per Model Development Code recommendations). Consider removing parking requirements from individual chapters and putting them into one table to ease review.

## Committee Recommendations

### Accessory Dwelling Units

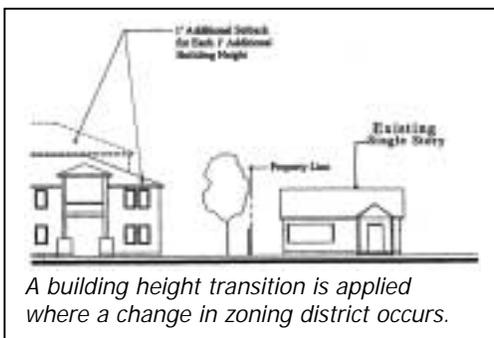
1. Allow accessory dwelling units (ADUs) to provide compatible, affordable housing without giving the appearance of increased density.
2. Develop design, area and height standards to help maintain compatibility with residential neighborhoods.
3. Retain the public hearing process to better gauge the comfort level of neighbors (even though the development and design standards for ADUs will be clear and objective and can be in checklist form).

#### Recommended code concepts:

- **Definition:** *An accessory dwelling is a small, secondary housing unit on a single-family lot. The additional unit can be a detached cottage, a unit attached to the garage, or in a portion of an existing house. An accessory dwelling shall comply with all the following standards:*
  - *The structure must comply with the Oregon Structural Specialty Code.*
  - *The primary residence or accessory dwelling shall be owner-occupied. Alternatively, the owner may appoint a family member as resident care-taker of the principal house and manager of the accessory dwelling.*
  - *A maximum of one accessory dwelling unit is allowed per lot.*
  - *The maximum floor area of the accessory dwelling unit shall not exceed 800 square feet.*
  - *The building height of a detached accessory dwelling shall not exceed the height of the existing residential dwelling.*
  - *A minimum four- to six-foot hedge or fence may be required to buffer a detached accessory dwelling from dwellings on adjacent lots if the accessory dwelling occupants or adjacent residents request one.*
  - *To provide usable yard area and allow air circulation and light, the minimum distance between buildings on the same lot shall be at least  $\frac{1}{2}$  the sum of the height of both buildings; provided, however, that in no case shall the distance be less than 10 feet.*



*Accessory dwelling units can provide compatible, affordable housing alternatives.*



### Variable Lot Coverage and Transitional Uses

The Committee agreed that variable lot coverage and building height standards where different zoning districts abut could encourage compatible transitions from lower intensity to higher intensity zoning districts. Two-story buildings would still be permitted outright in all residential zones. This would not preclude a two-story dwelling adjacent to a one-story dwelling within the same zone, provided setbacks and applicable regulations were met.

**Recommended code concept:**

- Building Height Transition:  
*This standard applies to new and vertically expanded buildings within 25-feet (as measured horizontally) of an existing single-story building with a height of 20-feet or less where a change in zoning district occurs (i.e., R-1 to R-2).  
 The building height transition standard is met when the height of the taller building does not exceed one (1) foot of height for every one (1) foot separating the two buildings.*

**Setbacks**

The Committee agreed that it was appropriate for certain architectural elements to encroach slightly into yards, including those dwellings with street frontage, and that setbacks could be reduced for smaller lots to provide more livable outdoor space.

**Recommended code concept:**

- Setback Exceptions:  
*The following architectural features are allowed to encroach into the yard setback by no more than three feet: eaves, chimneys, bay windows, overhangs, and similar architectural features. Porches, decks and similar structures not exceeding 36 inches in height may encroach into the setback by no more than 6 feet.*



*Example of front porches extending into the front yard setback.*

**Variety of Lot Sizes and Housing Types**



*An example of a variety of single-family housing types in Cottage Grove.*

The Committee agreed that by allowing lot size averaging and a limited variety of housing types within each zone, a desirable mixture of lot sizes and home sites could be provided. The Committee also concurred that prohibiting single-family housing in the R-3 district would assure an adequate supply of land for multi-family housing.

**Recommended code concepts:**

- *Single-family and multi-family residential lot size may be averaged to allow lots less than the minimum lot size in the Residential zoning districts, as long as the average area for all lots is not less than allowed by the zoning district. No lot created under this provision shall be less than 75 percent of the minimum lot size allowed in the underlying zoning district.*
- *When lower and higher intensity zoning districts abut, the lower intensity zoning district lot coverage may be increased up to 20 percent.*
- *New single-family dwellings are not permitted in the R-3 zoning district. Existing single-family dwellings are permitted only with the condition that they be replaced by higher density housing (or other use permitted in R-3) when destroyed or redeveloped.*
- *Duplex units are permitted outright mid-block and on corner lots in the R-1 zoning district.*

- *The maximum lot size for single-family in the R-2 zoning district is 4,500 square feet.*
- *Provide incentives to increase density in the R-2 zoning district, such as density bonuses, fee exemptions, etc.*

## Multi-Family Design Standards

The Committee supported clear guidelines for residential housing. The City will continue using design review for approval of proposed multi-family developments.

### Recommended code concepts:

- *Create multi-family design standards that include the following elements:*
  - *Buildings should have their primary entrances and front facades oriented toward the public street, and along internal street systems of larger scale developments, to help provide a sense of neighborhood and improve the attractiveness of street frontages. Buildings should not be oriented to major, high traffic-volume streets.*
  - *Locate building heights and masses on the site according to the intensity of the adjacent uses.*
  - *Off-street parking drives, garages, or other vehicle storage and maneuvering areas should not be placed between buildings and the public street to provide more attractive street frontages, reduce conflicts between pedestrians and vehicles, and retain curb room for on-street parking.*
  - *Larger multi-family complexes should contain an internal pedestrian circulation system that makes clear, easily identifiable, and safe connections between individual units and parking, public streets, and shared open space areas.*
  - *Internal vehicle circulation systems in larger multi-family complexes should be a continuation of the adjacent public street pattern wherever possible to promote street connectivity for vehicles, pedestrians, and bicyclists. Internal roadways should be designed to slow traffic speeds and discourage non-resident cut-through traffic. This can be achieved by meandering the roadway, keeping the road widths to a minimum, using raised crosswalks, allowing parallel parking, and planting trees and other vegetation to visually narrow the road.*



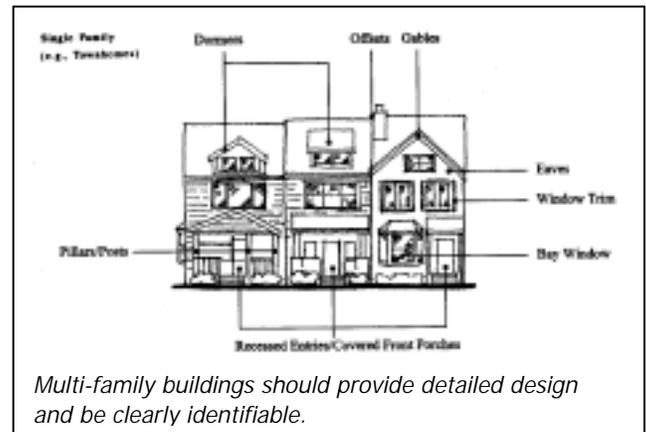
*Internal pedestrian circulation should be clear, identifiable and safe.*



*Shared open space can foster neighborhood interaction.*

- *Multi-family buildings sharing a single lot should contain shared open space areas for use by residents whenever site size and configuration allow.*
- *A usable private outdoor space such as a patio, balcony, porch, roof garden, or small yard should be provided for each unit. Building masses and screening, such as fences, hedges, arbors, or trellises should be used to help delineate private outdoor spaces. Ground floor units should have a front or rear patio or deck measuring at least 48 square feet.*

- Building form should avoid long, monotonous, flat, uninterrupted walls or roof planes, especially in areas visible to public streets. Buildings should be massed so that individual units are clearly identifiable and have the appearance of a collection of smaller buildings.
- Buildings should provide detailed design along all elevations using at least six of the following architectural features on all elevations: dormers, gables, recessed entries, covered porch entries, cupolas or towers, pillars or posts, eaves, off-sets, window trim, bay windows, balconies, decorative patterns on exterior finish, decorative cornices, or other similar architectural feature.



Multi-family buildings should provide detailed design and be clearly identifiable.



Lighting should illuminate common entries, pedestrian walkways and parking areas.

- Street-facing facades shall provide doors, porches, balconies, and/or windows on a minimum of 60 percent of the front elevation (street-facing side) and a minimum of 30 percent of the side and rear elevations (percent of elevation is measured as the horizontal plane of the building).
- Avoid the use of long balconies to access units where residents of one unit must walk across the welcome mat of their neighbors.
- Stairways should be inside the building where possible. External stairways, when necessary, should be recessed into the building, sided using the same siding materials as the building itself, or otherwise incorporated into the building architecture. Stairways should not simply hang off the building side.
- Lighting should illuminate common dwelling unit entries, pedestrian walkways, and parking areas within the project site. However, lighting should be directed downward and only illuminate the intended area to minimize impact on neighboring residents.
- Storage units should be incorporated into the buildings or grouped and set back from unit entries and public streets to lessen their visual impact.

## Parking

The Committee discussed attractive, well-drained, and landscaped residential parking areas, although there was not consensus that parking lot design elements should be mandatory. The Committee agreed that parking requirements should be moved from individual zoning chapters and put into one parking table to ease review. The Committee agreed that bicycle parking requirement ratios should be developed for multi-family developments.

### Recommended code concepts:

- Parking Area Landscape Guidelines:
  - New parking area landscaping is required for all for multi-family development in the R-2 and R-3 zoning districts with more than 10 required parking spaces.
  - A minimum of 7 percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. Evenly distributed means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy.
  - At a minimum, one tree per 5 parking spaces shall be planted.
  - All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces.
  - All landscaped areas shall have minimum dimensions of 4 feet by 4 feet to ensure adequate soil, water, and space for healthy plant growth.

- Bicycle parking
  - Bicycle parking is required for all for multi-family development in the R-2 and R-3 districts, excluding the exemptions listed at the end of this section.
  - Every residential use of 4 or more dwelling units shall provide at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. When a residential complex does not have a garage or other easily accessible storage unit, the bicycle parking space may be sheltered from sun and precipitation under an eave, overhand, an independent structure, or similar cover.
  - Bicycle parking shall be conveniently located with respect to street right-of-way and building entrance (e.g., no farther away than the closest vehicle parking space). It should be incorporated whenever possible into the building design.
  - Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards.
  - Exemptions. These requirements do not apply to single-family, duplex, and triplex housing, accessory dwelling units, home occupations, or developments with fewer than 10 required vehicle parking spaces.



*Bicycle parking should be covered, secure and conveniently located.*

## RESIDENTIAL PROFESSIONAL ZONES

### Background

The City of Cottage Grove has two Residential Professional zoning districts: Residential Professional-1 (RP-1), which allows more limited uses adjacent to single-family residential zoning districts, and Residential Professional-2 (RP-2), which allows broader uses adjacent to multi-family residential districts. Currently, there is more land zoned for Residential Professional-2 even though there is more single-family residentially zoned land. Cottage industries within the Residential Professional zones generally apply Smart Development principles by allowing people to walk or bike to work and retaining compatibility with the existing neighborhood. General obstacles to Smart Development in these zoning districts include restrictive lot size and setbacks, lack of design standards, additional layers of review, limitations on accessory units, unclear provisions for accessory dwelling units (ADUs) and excessive parking requirements.

### **Suggested Concepts to Support Smart Development Principles (Recommendations from TGM Code Audit Report)**

- Consider consolidating both Residential Professional zones and the Neighborhood Commercial zone into one Neighborhood Commercial District to streamline the Zoning Ordinance, making it easier to use and apply.
- Encourage cottage industries by streamlining application procedures. Consider allowing them as outright permitted uses with special development standards.
- Consider allowing more than one accessory use or building per development site or lot. Consider allowing ADUs to increase affordable housing opportunities and increase housing units without increasing density. Develop design, area, and height standards for these ADUs to maintain compatibility and minimize impacts. Consider an administrative review that does not require Planning Commission approval.
- Allow greater flexibility by varying lot coverage where different zoning districts abut to encourage compatible transitions from lower intensity to higher intensity zoning districts. Consider redefining lot coverage to include all impervious surfaces (driveways, parking areas, patios, etc.) and not just buildings.
- Consider a maximum lot area. Consider reducing required lot area, depth, and width dimensions to encourage flexibility for siting and design. Apply a ground floor frontage prohibition or limitation on housing so that residential buildings do not take land needed for neighborhood professional offices and studios.
- Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking space requirements and developing parking area design and location requirements. Consider incentives for parking lot design to encourage more compact spaces or fewer spaces. Add clear and objective standards. Consider removing parking requirements from individual chapters and putting them into one table to ease review.

## **Committee Recommendations**

### **Merge Residential Professional and Neighborhood Commercial zones**

The Committee concurred that consolidating the Residential Professional-1 (currently allowed next to single-family residential), Residential Professional-2 (currently allowed next to multi-family residential) and Neighborhood Commercial into one Neighborhood Professional-Commercial zoning district would streamline the Zoning Ordinance, making it easier to use and apply.

#### **Recommended code concept:**

- *The purpose of the Neighborhood Professional-Commercial District is to provide for a mix of professional services and small-scale retail establishments within or near residential areas that are compatible with the residential character of the neighborhood.*
- *Development standards are based on the existing zones.*



*A Neighborhood Professional-Commercial zone could include units for living and working.*

### **Accessory Uses**

The Committee agreed that allowing more than one accessory use or building per development site or lot would be appropriate and help infill without giving the appearance of increased density. Up to two accessory buildings per development site are already permitted outright in the Neighborhood Commercial zone. This standard could be maintained in the new

Neighborhood Professional-Commercial zoning district. The current Residential Professional-2 zone currently allows no more than one accessory building per development site.

**Recommended code concept:**

- *Up to two accessory buildings are allowed per development site.*

### **Variable Lot Coverage**

The Committee agreed that allowing variable lot coverage where different zoning districts abut could encourage compatible transitions from lower intensity to higher intensity uses.

**Recommended code concept:**

- *When lower intensity and higher intensity zoning districts abut, the lower intensity district lot coverage may be increased up to 20 percent.*

### **Lot Area, Setbacks**

The Committee agreed that allowing certain features within the yard setback would reduce confusion and assist siting and design. The same setback exception is proposed in the Residential zones.

**Recommended code concepts:**

- *Setback Exceptions:*  
*The following architectural features are allowed to encroach into the setback yards: eaves, chimneys, bay windows, overhangs, and similar architectural features may encroach into the setback by no more than three feet. Porches, decks and similar structures not exceeding 36-inches in height may encroach into the setback by no more than 6 feet.*

### **Parking**

The Committee concurred that minimum parking ratios could be lowered to reduce the amount of land used. The Committee did not agree that credit for on-street parking was appropriate for Residential Professional uses. The Committee supported shared parking, which is already permitted in the zoning ordinance. The Committee concurred that removing parking requirements from individual chapters and putting them into one table would ease review. The Committee agreed that when the new Neighborhood Professional-Commercial zoning district is created, the existing parking provisions in the Residential Professional district should apply to the new district.

## **COMMERCIAL ZONES**

### **Background**

Three commercial zones were evaluated—Neighborhood Commercial (C-1), Central Business (C-2) and Community Commercial (C-2P). A few Neighborhood Commercial areas currently exist on the zoning map. The Central Business district is located in the existing downtown area and includes some parcels with a historic overlay subzone. The Community Commercial zone is located along higher volume streets and typically includes larger parcels to accommodate a wide range of allowable commercial uses. General obstacles to Smart Development in these zones include limited locations for residential uses, restrictive lot size and setbacks, lack of design standards, additional layers of review, limitations on accessory units, unclear provisions for accessory dwelling units (ADUs) and excessive off-street parking requirements.

### Suggested Concepts to Support Smart Development Principles (Recommendations from TGM Code Audit Report)

- Consider consolidating both Residential Professional zones and the Neighborhood Commercial zone into one Neighborhood Commercial District to streamline the Zoning Ordinance, making it easier to use and apply.
- Consider prohibiting new detached single-family dwellings so commercial zones can develop with desired office, retail and mixed uses. Apply a ground floor frontage prohibition or limitation on housing so that residential buildings do not take land needed for commercial businesses and retail. Encourage mixed use buildings such as residential or office over retail.
- Consider allowing more than one accessory use or building per development site or lot in Commercial zones. Consider allowing ADUs in the Neighborhood Commercial District to increase affordable housing opportunities and increase housing units without increasing density. Develop design, area, and height standards for these ADUs to maintain compatibility and minimize impacts. Consider an administrative review that does not require Planning Commission approval.
- Allow greater flexibility by varying lot coverage where different zoning districts abut to encourage compatible transitions from lower intensity to higher intensity zoning districts.
- Consider reducing required minimum lot area, depth, and width dimensions to encourage flexibility for siting and design. Consider design standards for commercial buildings.
- Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking space requirements and adding parking area design and location requirements such as locating parking to the side or rear of the building. Consider incentives for parking lot design to encourage more compact spaces or fewer spaces. Add clear and objective standards. Consider removing parking requirements from individual chapters and putting them into one parking table to ease review. Consider a standard for flexibility to determine parking requirements for uses not specifically listed.

## Committee Recommendations

### Merge Residential Professional and Neighborhood Commercial zones

The Committee concurred that consolidating the Residential Professional and Neighborhood Commercial into a new Neighborhood Professional-Commercial zoning district would streamline the Zoning Ordinance, making it easier to use and apply. This would expand the purpose of the Neighborhood Commercial zoning district from only allowing retail establishments to allowing professional services that are selected for their compatibility with residential neighborhoods.

The current zoning code allows a single lot to be rezoned to Neighborhood Commercial in residential zoning districts. (This concept is also presented under the Residential Professional zones.)

#### Recommended code concept:

- Neighborhood Professional-Commercial District Purpose.  
*The Neighborhood Professional-Commercial District is intended to provide for a mix of professional services and small-scale retail establishments within or near residential areas that are compatible with the residential character of the area.*
- *Development standards that are based on the existing zones.*



*Mill Street Square in Coburg, Oregon incorporates residential over studios and retail.*

## Accessory Uses

The Committee agreed that allowing more than one accessory use or building per development site or lot would be appropriate and provide infill without giving the appearance of increased density. Up to two accessory buildings per development site are permitted outright in the existing Neighborhood Commercial zone. Accessory buildings are permitted in the Central Business and Community Commercial districts but no minimum or maximum is specified.

## Variable Lot Coverage

The Committee agreed that allowing variable lot coverage where different zoning districts abut could encourage compatible transitions from lower intensity to higher intensity uses. Central Business and Community Commercial allow 100 percent lot coverage when loading, setbacks and parking are provided. Currently, Residential, Residential Professional and Neighborhood Commercial lot coverage may not exceed 50 percent.

### Recommended code concept:

- *When lower intensity and higher intensity zoning districts abut (i.e., R-1 to C-2P), the lower intensity district lot coverage may be increased up to 20 percent.*
- *Increase the maximum lot coverage in the new Neighborhood Professional-Commercial District to 70 percent.*

## Design Standards

The Committee agreed that reducing minimum lot area, depth, and width dimensions in the commercial zones would encourage flexibility for siting and design. The Committee also agreed that design standards were appropriate for commercial buildings, particularly to retain the historic character downtown. Setbacks are currently not required in the Central Business and Community Commercial zoning districts.

### Recommended code concepts:

- *Neighborhood Professional-Commercial Zoning District*
  - Setbacks. *A minimum front setback is not required in the Neighborhood Professional-Commercial district, except as necessary to comply with vision clearance standards. The maximum setback is 15 feet. This standard is met when a minimum of 50 percent of the front building elevation is placed fifteen (15) feet or closer to the property line. Exception: The maximum setback may be exceeded when an expanded sidewalk or outdoor seating area is provided between the building and front property line.*
  - Building Orientation. *All buildings shall have their primary entrance(s) oriented to the street. Parking must be located to the side or rear of the building. If a building is set back more than three feet from the public sidewalk, pedestrian amenities shall be located between the front building facade and the street. Recommended pedestrian amenities include benches, awnings, planters, etc.*
  - Permitted Uses. *Residential and neighborhood commercial or professional service uses may be mixed vertically (i.e., ground floor retail/office with upper-story apartments, townhomes or condominiums).*



*The character of historic buildings in downtown Cottage Grove could be retained by applying design standards.*

- Lot Area, Depth and Width. The minimum lot area for lots in the Neighborhood Professional-Commercial zoning district is 4,500 square feet. The minimum depth is 60-feet and the minimum lot width is 45-feet, except corner lots, where the minimum is 50-feet.
- Building and Floor Area Standards. The maximum width or length of a neighborhood commercial or mixed use (residential and commercial) building shall not exceed 100 feet (from end-wall to end-wall). The maximum commercial retail or service use floor area shall not exceed 5,000 square feet total per neighborhood professional-commercial site. Floor area is measured by totaling the interior floor area of all building stories, except crawl spaces (i.e., with less than 7.5 feet of vertical clearance).
- Central Business Zoning District
  - Building Orientation
    - All buildings shall have their primary entrance(s) oriented to the street. Parking must be located to the side or rear of the building. If a building is set back more than three feet, from the public sidewalk, pedestrian amenities shall be located between the front building facade and the street. Recommended pedestrian amenities include benches, awnings, planters, etc.
    - Setbacks. The maximum front setback in the Central Business zoning district is 5 feet, except as necessary to comply with vision clearance standards. This standard is met when a minimum of 50 percent of the front building elevation is placed five feet or closer to the property line. The side yard setback is zero, and buildings shall be placed as close together as possible to create the appearance of a continuous front. All buildings shall comply with the Uniform Building and Fire Codes.
    - Detailed Storefront Design. All buildings shall contribute to the storefront character and visual relatedness of Central Business buildings. This criterion is met by



Pedestrian amenities include sidewalks, benches, planters and street trees.



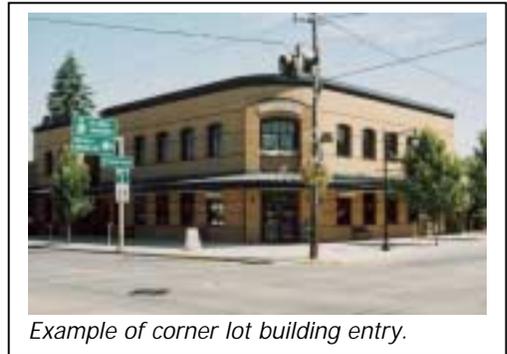
Architectural features such as regularly spaced windows help create attractive storefronts.

- providing all of the following architectural features:
  - Corner building entrances on corner lots.
  - Regularly spaced and similarly shaped windows with window hoods or trim (all building stories).
  - Large display windows on the ground-floor. Display windows shall be framed by bulkheads, piers and a storefront cornice (e.g., separates ground-floor from second story)
  - Decorative cornice at top of building or eaves provided with pitched roof.
  - All residential buildings in the Central Business zoning district are subject to design review criteria, standards, and process.

- Community Commercial Zoning District
  - Building Orientation and Entrance. Each building on a lot shall have its primary pedestrian entrance oriented to the primary street, meaning that the building entrance should face the street or is connected to the street by a direct and convenient pathway not exceeding 60-feet in length. This requirement does not apply to buildings that are located behind other buildings on the lot such that 50 percent of more of their building

frontage is blocked. Rear buildings shall have a primary entrance oriented to an internal sidewalk or pedestrian pathway system that provides a connection to the primary street.

- Parking and Service Drives. No off-street parking may be located within the required front yard setback. No off-street parking shall be located between the front property line of the primary street and the building. This requirement does not apply to buildings that are located behind other buildings on the lot such that 50 percent or more of their building frontage is blocked. The Planning Commission may approve exceptions to the above provided there are no reasonable alternatives that would allow access to or parking on the lot.
- Building Mass. Where buildings are oriented to the street, architectural features such as windows, pedestrian entrances, building off-sets, projections, detailing, changes in materials or similar features, shall be used to break up and articulate large building surfaces and volumes.
- Corner Lots. Buildings on corner lots shall have their primary entrance oriented to the street corner or within 40 feet of the street corner (as measured from the corner lot). In this case, the street corner shall provide an extra-wide sidewalk or plaza area with landscaping, seating or other pedestrian amenities. The building corner shall provide architectural detailing or beveling to add visual interest to the corner.
- Pedestrian-scale Building Entrances. Recessed entries, canopies, and/or similar features shall be used at the entries to buildings to create a pedestrian-scale.
- Windows. On commercial facades facing a public street, windows shall comprise a minimum of 40 percent of the ground floor façade.
- Design of Large-scale Buildings and Developments. Commercial buildings and uses comprising more than 40,000 square feet of total ground-floor building space shall also conform to the following:
  - Incorporate changes in building direction (articulation) and divide large masses into varying heights and sizes. Such changes may include building offsets, projections, changes in elevation or horizontal direction, sheltering roofs, terraces, distinct patterns of division in surface materials, use of windows, screening trees, and similar features.



Example of corner lot building entry.

## Parking

The Committee agreed that commercial:

- parking lots should be attractive, well-drained, and landscaped.
- parking ratios could be lowered to reduce the amount of land used, and
- parking area design and location requirements could improve the aesthetics and help make buildings more inviting.

Removing parking requirements from individual chapters and putting them into one table would ease review. The current code requires retail establishments to provide one parking space for each 300 square feet of retail establishment gross floor area, but not less than five spaces.



Commercial parking lots should be attractive, well-drained, landscaped and safe.

## Recommended code concepts (for all Commercial Zoning Districts):

- *Off-street parking, drives or other vehicle areas shall not be placed between buildings and streets where building placement complies with this standard.*
- *Remove the requirements for a minimum of five parking spaces.*
- *Amend retail establishment minimum parking requirement to one space for every 350 square feet of gross floor area. Consider no minimum requirement in the Neighborhood Professional-Commercial District.*
- *Parking Area Landscape Standards.*
  - *New parking area landscaping is required for all development in the Neighborhood Professional-Commercial, Central Business and Community Commercial zoning districts with more than five required parking spaces.*
  - *A minimum of 7 percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. Evenly distributed means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy.*
  - *At a minimum, one tree per 5 parking spaces shall be planted.*
  - *All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces.*
  - *All landscaped areas shall have minimum dimensions of 4 feet by 4 feet to ensure adequate soil, water, and space for healthy plant growth.*
- *Bicycle parking.* *For buildings with multiple uses (such as a commercial or mixed use building), a minimum of one bicycle parking space is required for every 10 motor vehicle parking spaces. Bicycle parking shall be conveniently located with respect to street right-of-way and building entrance (e.g., no farther away than the closest vehicle parking space). It should be incorporated whenever possible into the building design and clearly marked. Bicycle parking requirements for long-term and employee parking can be met by providing bicycle racks or other secure storage space inside or outside of the building. Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as to not conflict with vision clearance standards.*



*Off-street parking should not be placed between buildings and the street.*

## MANUFACTURED HOMES AND MOBILE HOME PARKS

### Background

Currently, the Manufactured Home Individual Lot zoning district (MHS) and Mobile Home Park (MHP) zoning district have a small amount of land zoned for these uses. Of the 3,500 housing units that existed in 1998, five percent were manufactured homes in parks.<sup>2</sup> Obstacles to Smart Development in these zoning districts include the legal validity of the MHS zone, limited locations for commercial uses, lack of mixed uses, restrictive lot dimensions and setbacks, and excessive off-street parking requirements.

<sup>2</sup> Region 2050 Cottage Grove Community Profile, November 2000

**Suggested Concepts to Support Smart Development Principles  
(Recommendations from TGM Code Audit Report)**

- Remove the Manufactured Home Individual Lot zoning district.
- Consider allowing appropriate smaller scale neighborhood commercial uses and expand the allowable home occupations in the Manufactured Home Park zoning district.
- Encourage lot averaging and Planned Unit Development review track for larger tracts of land in the Manufactured Home Park zoning district. Consider reducing required lot area, depth, and width dimensions to encourage flexibility for siting and design, which may negate the need for Planned Unit Development provisions.
- Consider a maximum footprint for accessory buildings in MHP to maintain compatibility with neighborhood and ensure it is secondary to residence.
- Consider lowering required parking ratios in MHP to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking space requirements. Consider removing parking requirements from individual chapters and putting them into one parking table to ease review.

**Committee Recommendations**

**Eliminate Manufactured Home Individual Lot Zoning District**

The Committee agreed to remove the Manufactured Home Individual Lot zoning district to meet state law regarding the similar treatment of manufactured and stick built homes on their own lot, which means that the City cannot have an exclusive manufactured home subdivision district. The Committee would like to spread manufactured homes throughout the residential zoning district, rather than concentrating them in one location.

**Neighborhood Commercial Uses and Home Occupations**

The Committee concurred that appropriate small-scale neighborhood commercial uses should be permitted uses and allowable home occupations should be expanded within the Mobile Home Park zoning district.

**Recommended code concept:**

*Retail and small scale commercial service uses (e.g., convenience market, small restaurant, video rental and similar uses) are permitted subject to Planning Commission approval and design review criteria and standards.*



*A small neighborhood market should be a permitted use in the Mobile Home Park district.*

**Lot Size Averaging and Variable Lot Sizes**

The Committee agreed that encouraging lot size averaging and reducing required minimum lot area, depth, and width dimensions would encourage flexibility for siting and design and would reduce the need for planned unit development provisions on larger tracts of land. This would also promote a variety of housing types within each zone, allowing a desirable mixture of lot sizes and home sites. The Committee also agreed that private streets and utilities are not necessary components of a planned unit development and can be detrimental to the city for fire protection, etc. Lot size averaging is also proposed in the Residential zoning districts.

**Recommended code concepts:**

- *Lot Size Averaging. Single-family residential lot size may be averaged in a subdivision to allow lots smaller than the minimum lot size in the Manufactured Home Park zoning district, as long as the average area for all lots is not less than allowed by the district. No individual*

lot created under this provision shall be less than 75 percent the minimum size allowed in the underlying district.

- Private Streets. Unless the Planning Commission determines that public streets are needed to provide for circulation and/or access to neighboring properties, private streets are permitted within singularly owned developments of sufficient size to warrant interior circulation. Unless otherwise specifically authorized as part of a street plan, a private street shall comply with the same standards as a public street. A street held for private use shall be distinguished from public streets (for example, different color street name signs) and any reservations or restrictions relating to the private street shall be described in the land division plat and the deed records. The Planning Commission may require legal assurances for the construction and maintenance of private streets.



Private streets must comply with the same standards as public streets unless otherwise authorized as part of a street plan.

## Parking

The Committee agreed that bicycle parking ratios should be developed. The Committee concurred that removing parking requirements from individual chapters and putting them into one table would ease review.

### Recommended code concepts:

- Bicycle Parking
  - Bicycle parking is required for all for mobile home parks excluding the exemptions listed at the end of this section.
  - Every residential dwelling shall provide at least one sheltered bicycle parking space for each dwelling unit. Sheltered bicycle parking spaces may be located within a garage, storage shed, basement, utility room or similar area. When a residence does not have a garage or other easily accessible storage unit, the bicycle parking space may be sheltered from sun and precipitation under an eave, overhand, an independent structure, or similar cover.
  - Bicycle parking shall be conveniently located with respect to street right-of-way and building entrance (e.g., no farther away than the closest parking space).
  - Bicycle parking shall not impede or create a hazard to pedestrians.
  - Parking areas shall be located so as not to conflict with vision clearance standards.
  - Exemptions: These requirements do not apply to single-family, duplex, and triplex housing, accessory dwellings, home occupations, or development with fewer than 10 required vehicle parking spaces.

## INDUSTRIAL ZONES

### Background

This review includes the two industrial zones—Light Industrial (M-1) and Heavy Industrial (M-2). Examples of small local manufacturing companies cited in the November 2000 Cottage Grove Regional Profile include panelized housing, model-building kits, and handmade hardwood crafts. There is no Heavy Industry adjacent to residential now, although there is land designated for industrial outside the city limits and inside the Urban Growth Boundary adjacent to low density and medium density residential. General obstacles to Smart Development in the Light Industrial

and Heavy Industrial zoning districts include vehicle-oriented yard regulations, limited locations for commercial and lack of provisions for mixed uses, restrictive lot dimensions and excessive off-street parking requirements.

**Suggested Concepts to Support Smart Development Principles  
(Recommendations from TGM Code Audit Report)**

- Consider transition and/or buffering requirements between M-2 uses and lower intensity zoning districts and/or uses, specifically residential. Consider industrial site design standards for compatibility with adjoining uses.
- Permit outright appropriate commercial service and retail uses in the industrial zones for the use of employees and customers, limited by size to prevent regional retailers from using up industrial land. Require conditional use permits for significant negative impacts beyond property lines such as noise, glare, dust, traffic, etc. and address these impacts.
- Reduce minimum lot area and width requirements to allow for more flexibility in site design.
- Review and possibly revise required parking ratios with the goal of reducing the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking space requirements. Consider adding requirements for on-site parking to be located to side or rear of building.

**Committee Recommendations  
Transition Requirements**

The Committee concurred that transition and buffering requirements between industrial uses, particularly Heavy Industrial uses, and lower intensity zoning districts and/or uses such as residential should be required, and that design standards for compatibility with adjoining uses are appropriate. The current zoning code was amended in April 2001 to require a fence, evergreen hedge or wall where an Light Industrial zone abuts a residential zoning district. The screen must be located along the zone boundary and screen views of storage yards and operations not enclosed in a building. Ordinance 18.32.090 includes similar language for the Heavy Industrial zoning district, although it (incorrectly) refers to the Light Industrial zone.

**Recommended code concepts:**

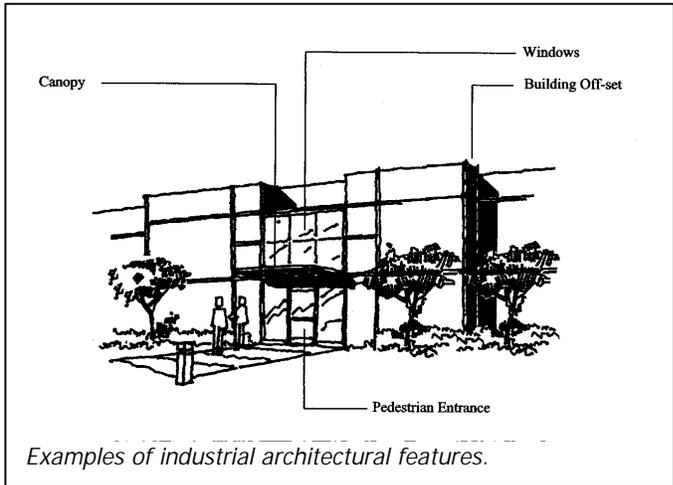
- Yard Setback Requirements
  - *Side and rear yard setbacks are not required in the Heavy Industrial zoning district except that buildings shall be setback from Residential zoning districts by a minimum of 40 feet.*
  - *Certain Light Industrial uses may require a conditional use permit.*
  - *Development in the Heavy Industrial zoning district (i.e., buildings, parking, outdoor storage and industrial activities) shall be set back from non-Heavy Industrial zoning districts by a minimum of 20 feet from side and rear yards.*
- Other Yard Requirements
  - Buffering. *The Planning Commission may require additional landscaping, walls or other buffering in yard setbacks to mitigate adverse noise, light, glare and aesthetic impacts to adjacent properties.*
  - *All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., for combustible materials, etc.).*
- Development Orientation  
*Industrial developments in the Heavy Industrial zoning district shall be oriented on the site to*



*Landscaping can help buffer industrial impacts to adjacent properties.*

minimize adverse impacts (e.g., noise, glare, smoke, dust, exhaust, vibration, etc.) and aesthetic impacts to adjacent properties and protect the privacy of adjacent uses to the extent possible. Mechanical equipment, lights, emissions, shipping/receiving areas, and other components of an industrial use that are outside enclosed buildings, shall be located away from residential areas, schools, parks and other non-industrial areas to the maximum extent practicable.

- Design Standards for Industrial Districts. Where building elevations are oriented to the street, architectural features such as windows, pedestrian entrances, building off-sets, projections, detailing, change in materials or similar features, shall be used to break up and articulate large building surfaces and volumes. Recessed entries, canopies, and/or similar features shall be used at building entries to create a pedestrian-scale entry.



### Permitted Uses

The Committee concurred with permitting outright appropriate commercial uses in the industrial zones for the use of employees and customers.

**Recommended code concept:**

Offices and other commercial uses are permitted when they are integral to a primary industrial use (e.g., administrative offices, wholesale of goods produced on location, and similarly uses). Retail and commercial service uses up to 4,000 square feet in gross floor area (e.g., convenience market, small restaurant, secondary use for wholesaler, and similar uses) are also permitted.

### Lot Area and Width

The Committee concurred that reducing minimum lot area and width would allow for more flexibility in site design.

**Recommended code concept:**

Existing lot area and widths may be reduced by up to 35 percent subject to Design Review provisions.

### Parking

The Committee concurred that industrial parking lots should be attractive, well-drained, and landscaped. The Committee also concurred that parking ratios could be lowered to reduce the amount of land used, and that parking area design and location requirements could improve the aesthetics. The Committee concurred that removing parking requirements from individual chapters and putting them into one table would ease review. The current Zoning Code already contains a provision for flexibility in determining parking requirements for uses not specifically listed. Similar parking lot concepts are proposed for multi-family residential and commercial zoning districts.

**Recommended code concepts:**

- Parking Area Landscape Standards  
Parking area landscaping is required for all new developments in the M-1 and M-2 districts with more than five required parking spaces.



Landscaping can provide a buffer between industrial uses

- *A minimum of 7 percent of the combined area of all parking areas, as measured around the perimeter of all parking spaces and maneuvering areas, shall be landscaped. Such landscaping shall consist of an evenly distributed mix of shade trees with shrubs and/or ground cover plants. Evenly distributed means that the trees and other plants are distributed around the parking lot perimeter and between parking bays to provide a partial canopy.*
- *At a minimum, one tree per 5 parking spaces shall be planted.*
- *All parking areas with more than 20 spaces shall include landscape islands with trees to break up the parking area into rows of not more than 12 contiguous parking spaces.*
- *All landscaped areas shall have minimum dimensions of 4 feet by 4 feet to ensure adequate soil, water, and space for healthy plant growth.*
- *Bicycle parking:*
  - *A minimum of one bicycle parking space is required for every 10 motor vehicle parking spaces.*
  - *Bicycle parking shall be conveniently located with respect to street right-of-way and building entrance (e.g., no farther away than the closest vehicle parking space). It should be incorporated whenever possible into the building design and clearly marked.*
  - *Bicycle parking requirements for long-term and employee parking can be met by providing bicycle racks or other secure storage space inside or outside of the building.*
  - *Bicycle parking shall not impede or create a hazard to pedestrians. Parking areas shall be located so as not to conflict with vision clearance standards.*

## **DEVELOPMENT REGULATIONS AND OVERLAY DISTRICTS**

### *Panhandle lots*

Panhandle lots are a common residential infill technique in Cottage Grove. The current zoning code requires an access easement and maintenance agreement if an abutting property's access driveway or private easement is used.

**Suggested Concepts to Support Smart Development Principles  
(Recommendations from TGM Code Audit Report)**

- Reduce minimum lot area and width requirements to allow for more flexibility in site design and aid in the partitioning of deep and irregularly shaped lots.
  - Reduce the number of lots that can be served by one panhandle access to two lots to avoid piecemeal development.
  - Consider allowing shared parking facilities and/or reducing the number of required parking spaces.

### **Committee Recommendations**

The Committee concurred that reducing the number of lots served by panhandle access to two would help avoid piecemeal development, and that allowing shared parking would be appropriate and could help reduce the amount of land needed for development. Shared parking provisions already exist in the zoning code.

**Recommended code concept:**

- *A flag lot may serve no more than two dwelling units, including accessory dwellings and dwellings on individual lots. A 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 drive area.*

## Planned Unit Developments

### Background

Planned Unit Developments allow a developer to integrate greater flexibility in planning out a subdivision while the City gets the opportunity to review and comment on a cohesive master plan. The three general areas within the city with a PUD overlay are zoned single-family and multi-family residential. Within the current zoning code, the Planning Commission has the ability to allow a change in lot coverage, yards, etc. within the PUD provisions.

#### **Suggested Concepts to Support Smart Development Principles (Recommendations from TGM Code Audit Report)**

- Consider requiring yards be no greater than parent district.
- Consider design standards to achieve compatible development between abutting neighborhoods and/or transitions from lower intensity to higher intensity zoning districts.
- Consider reducing minimum 5-acre PUD requirement to encourage broader application of PUD overlay. Consider reducing 25-acre requirement for PUDs that include commercial uses and services. Encourage compatible neighborhood commercial uses within PUD as outright permitted uses.

## Committee Recommendations

### Compatible Development

The Committee agreed that design standards could help achieve compatible development between abutting neighborhoods and/or transitions from lower intensity to higher intensity zoning districts.

#### **Recommended code concepts:**

- *When lower intensity and higher intensity zoning districts abut (i.e., R-1 to R-2), the Planning Commission may apply design review provisions and design standards.*
- *Planned Unit Developments shall be consistent with the following design principles:*
  - *All neighborhoods have identifiable centers and outer boundaries.*
  - *Edge lots are readily accessible to neighborhood professional-commercial and recreational uses by walking and bicycling (a distance not greater than one-quarter mile).*
  - *Uses and housing types are mixed and in close proximity to one another.*
  - *Streets are connected and blocks are small (e.g., between 200-600 feet in length; with a maximum perimeter of 1,600 feet).*
  - *Civic buildings, monuments and open spaces (e.g., parks, squares, greenbelts, natural areas, etc.) are given prominent sites throughout the neighborhood.*
  - *Land needed for public use (e.g., schools, parks, fire stations, and other facilities) shall be designated on the master plan, in accordance with the Comprehensive Plan.*

### PUD Size Requirements

The Committee concurred that reducing the minimum 5-acre PUD requirement and minimum 25-acre requirement for PUDs with commercial uses and services would encourage broader application of PUD overlay. The Committee also agreed that allowing compatible neighborhood professional-commercial uses within a PUD as outright permitted uses was appropriate.

#### **Recommended code concepts:**

- *A planned unit development shall not be established on less than one acre of contiguous land, or 10 acres of contiguous land for a PUD including commercial uses and services, unless the planning commission finds that property less than the respective sizes is suitable.*

- *Professional offices and small scale commercial uses are permitted where integral to the PUD uses (e.g., convenience market, small restaurant, video rental and similar uses).*

## *General Use Requirements*

### **Suggested Concepts to Support Smart Development Principles (Recommendations from TGM Code Audit Report)**

- Further develop design standards for accessory buildings and/or ADUs to include architectural detailing, area, and height standards to maintain compatibility and minimize impacts.
- Consider allowing porches, including covered porches, and bay windows to encroach into yards with street frontage.

*These recommendations were supported by the Committee and have been incorporated into the recommendations for specific zones.*

## *Design Review*

### **Suggested Concepts to Support Smart Development Principles (Recommendations from TGM Code Audit Report)**

- Consider providing density bonuses to encourage development to meet design standards. Develop clear and objective standards that detail elements needed to ensure “compatibility with the surroundings.”

The Committee supported clear and objective standards that detail elements needed to ensure “compatibility with the surroundings.” The Committee requested more information about density bonuses (see Items for Further Discussion).

*The recommendation for clear standards was supported by the Committee and has been incorporated into the recommendations for specific zones.*

## **COMPREHENSIVE PLAN POLICIES**

### **Background**

The various Comprehensive Plan policies and sections should be amended to reflect recommendations made by the Committee. The specific policy number, if applicable, is noted in the heading. In some instances, the recommendation applies to more than one policy. Recommendations also applying to the Zoning Code have been incorporated into the recommendations for specific zones.

**Suggested Concepts to Support Smart Development Principles  
(Recommendations from TGM Code Audit Report)**

- Explicitly encourage off-street parking to be located to the side or rear of commercial and, to a lesser extent, industrial uses, while not eliminating on-street parking. (Economic Development Policy 6)
- Provide mid-block zoning district lines. (Economic Development Policy 9)
- Encourage lot size averaging within a subdivision to encourage infill and preserve natural amenities. (Parks, Recreation and Open Space Policy 3)
- Develop Urban Design policies that promote quality architectural design, particularly downtown. These could be coordinated with density bonuses when pedestrian amenities are provided. (Urban Design)
- Investigate methods to streamline procedures, including administrative approval for adjustments or minor changes. Review and improve PUD ordinances. (Participation, Review and Amendment Policies)
- Expand policies within the TSP to support less land for streets through street standards appropriate to street function. Consider adopting narrower street standards. (Street and Roadway Policies)
- Expand policies to emphasize interconnectivity and reduce the use of cul-de-sacs. (Bikeway and Pedestrian Policies)

**Committee Recommendations**

**Off-Street Parking** (Economic Development Policy 6)

The Committee was in favor of requiring commercial and to a lesser extent, industrial off-street parking to be to the rear or side.

**Mid-Block Zoning District Boundaries** (Economic Development Policy 9)

The Committee was in favor of providing mid-block zoning district lines (instead of in the center of a street). City staff noted that there are already some mid-block zoning district lines, such as near Gateway Boulevard.

**Lot Size Averaging**

The Committee supported lot size averaging within a subdivision to encourage infill and preserve natural amenities.

**Urban Design**

The Committee supported developing Urban Design policies that promote quality architectural design, particularly downtown. One Committee member thought these could be coordinated with density bonuses when amenities are provided but requested more specific information about the applicability of density bonuses. At this time, the City does not have density requirements.

**Transportation**

The Committee agreed that Transportation System Plan policies that support less land for streets through street standards appropriate to street function and adopting narrower street standards were appropriate. The Committee also supported expanding policies that emphasize interconnectivity and reduce the use of cul-de-sacs.



*Urban design features improve the attractiveness of a downtown.*

## Items for Further Discussion:

### Residential Zones

#### Lot Coverage

The Committee concurred that redefining lot coverage to include all impervious surfaces (driveways, parking areas, patios, etc.) would assure that open space is truly open. However, there was concern that it may preclude accessory uses such as greenhouses, permaculture projects, artistic landscaping, etc.

#### Transitional Uses

The Committee discussed allowing transitional uses between district boundaries and arterial streets, such as live-work types of buildings, neighborhood commercial, places of worship, day care facilities, schools, etc. to encourage compatible transitions from lower intensity to higher intensity zoning districts.

#### Single-Family Residential Maximum Lot Area

The Committee discussed a lot area maximum for single-family residential. This would ensure efficient use of land during growth and keep urban uses out of surrounding farmland.

#### Minimum Densities

The Committee discussed minimum densities in the R-2 and R-3 districts. This would ensure that lower-density developments do not use of land needed for multi-family housing.

#### Parking/Garages

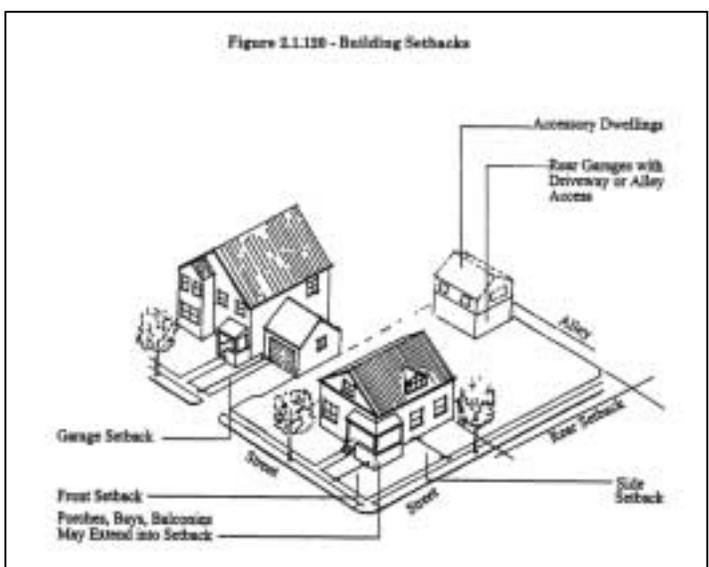
The Committee discussed the positive and negative aspects of on-street parking in residential areas, debating the aesthetics of a streetscape without cars versus the desire for convenience of being able to park in front of a residence. Discussion centered around (1) aversion to the narrower driving area and cluttered appearance created by on-street parking versus the fact that narrower streets slow down traffic on neighborhood streets, and (2) the loss of private green space to accommodate two required off-street parking spaces per dwelling unit versus using public property, the street, to store private property. The Committee discussed clustering off-street parking spaces similar to what was done at Pine Grove subdivision off Cemetery Road. One Committee member wanted to allow some neighborhoods the opportunity to develop homes without the currently mandated two off-street parking spaces. One option is to require that garages are either accessed from alleys, or otherwise recessed behind the front building elevation by a minimum distance such as 5 feet.

#### Front Yard Setbacks

The Committee debated the merits and disadvantages of (1) maximum front yard setbacks, which encourage homes closer to the street and provide larger back yards, and



*Clustering of off-street parking at Pine Grove subdivision.*



varied front yard setbacks along the street, which improve aesthetics.

## **Residential Professional Zones**

The TGM consultant recommends the following: Consider a maximum lot area size. Consider reducing required lot area, depth, and width dimensions to encourage flexibility for siting and design. Apply the ground floor frontage limitation on housing so that residential buildings do not take land needed for neighborhood professional offices and studios.

## **Commercial Zones**

The TGM consultant recommends the following: Consider prohibiting new detached single-family dwellings so commercial zones can develop with desired office, retail and mixed uses. Apply the ground floor frontage limitation on housing so that residential buildings do not take land needed for Neighborhood Commercial businesses and retail. Encourage mixed uses such as residential or office over retail.

## **Panhandle/Flag Lot Regulations**

The Committee discussed the merits and disadvantages of reducing minimum lot area and width requirements to allow for more flexibility in site design and aid in the partitioning of deep and irregularly shaped lots. One opinion was that reducing the minimum lot square footage to 4,500 square feet would mean that all lots would be developed at that size. Others felt that there would be a variety of lot sizes still because some developers will still cater to those who may want larger lots and lot size averaging would allow them to do that.

## **Planned Unit Development Overlay District**

The Committee discussed clarifying the intent of requiring yards to be no greater than the parent district.

## **Next Steps**

The City Council will decide whether to approve some, all, or none of the recommendations in this report. If the Council approves some or all of them, it may decide to implement them by drafting and adopting an ordinance of code amendments.

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Last Saved: January 8, 2003

# Smart Development Code Assistance City of Cottage Grove Phase I — Plan and Code Audit ADVISORY COMMITTEE DRAFT--APRIL 17, 2002

## Introduction

Cottage Grove is a city of about 8,445 people that is surrounded by striking natural features. The City is growing quickly, experiencing a 14 percent population increase since 1990. The City's comprehensive plan and land use regulations are outdated and inadequate to deal with continued growth. The Oregon Transportation and Growth Management (TGM) program has contracted with Lane Council of Governments to help audit the City's comprehensive plan policies and development regulations, and recommend revised comprehensive plan policy and code amendment concepts based on the Smart Development principles.

This phase identifies obstacles to Smart Development in the City's comprehensive plan and zoning ordinance, and recommends solutions to remove those obstacles. The concepts recommended in this report were presented during a meeting with the Cottage Grove Transportation and Growth Management Smart Development Advisory Committee, which includes the Planning Commission and two city councilors. The City Community Development Director, planning staff and the TGM project manager also attended meetings and offered input and expertise.

## Review Process and Smart Development Principles

This plan and code audit is based on the following Smart Development principles:

1. Efficient Use of Land Resources
2. Full Utilization of Urban Services
3. Mixed Use
4. Transportation Options
5. Detailed, Human-Scaled Design

These principles are "smart" ways of building a community, providing numerous benefits to all citizens. They represent the wise use of resources (both financial and natural resources), sound management of public facilities, and the building of community. The principles are both financially successful and publicly responsible. They are the ways that, historically, many Oregon communities were first developed. These principles are described in detail in the *Smart Development Code Handbook* (TGM Program, 1997). They are summarized below to provide a context for the review of Cottage Grove's comprehensive plan and zoning ordinance.

## Smart Development Themes

*Principle 1. Efficient Use of Land Resources.* Smart development supports the preservation of land and energy resources. These benefits result from more compact downtowns and neighborhoods, infill development on vacant lots, and moderation in street and parking standards.

*Principle 2. Full Utilization of Urban Services.* Smart development means creating neighborhoods where more people will use existing services like water lines and sewers, roads, emergency services, and schools. Building compactly does not mean all areas must be densely developed. Rather, the goal is an average density for the area, at a level that makes full use of urban services.

*Principle 3. Mixed Uses.* Locating stores, offices, homes, schools, and recreation within walking distance of each other in compact neighborhoods with pedestrian-oriented streets promotes independence of movement; safety in commercial areas; reduction in auto use, especially for shorter trips; more safety for children and seniors; support for those who work at home; and a variety of housing choices.

Design standards, along with appropriately placed mixed-use zoning, can provide compatibility between different land uses. Additionally, limitations on commercial functions, such as hours of operation and delivery truck access, may be necessary to make them compatible with residential uses.

*Principle 4. Transportation Options.* Well-designed streets comfortably accommodate pedestrians, cyclists, and motorists. Factors that affect transportation choices include sidewalk and street design, placement of parking, and location of building fronts, doors, and windows. Well-designed bike lanes and sidewalks help protect people from traffic accidents. Convenience begins with a connected network of streets that provides alternative routes with reasonable walking distances between destinations.

*Principle 5. Detailed, Human-Scaled Design.* Community acceptance of more compact and mixed-use developments requires compatibility between buildings to assure privacy, safety and visual consistency. Similar size of buildings, orientation of buildings to the street, the presence of windows, doors, porches and other architectural elements facing the street, and effective use of landscaping all contribute to successful compatibility between diverse building types. Human-scaled design is also critical to the success of streets and paths as preferred routes for pedestrians, cyclists and motorists alike.

The Committee discussed and expressed support for the following Smart Development concepts at the first meeting:

- Highway 99-Main Street intersection redesign (within ODOT's authority and outside the scope of TGM Smart Development Code Assistance)
- Street trees and setback sidewalks
- Reduce number and size of parking spaces for new development
- Traffic-calming street design for residential areas, such as roundabouts
- Ancillary/accessory dwelling units
- Bulb-outs at intersections
- Residential above retail
- Increase number of allowable stories with human-scaled proportions and design
- Address planned unit development regulations and panhandle (flag) lots
- Pedestrian-friendly sidewalk and streetscape design in the downtown
- Discourage cul-de-sacs

Smart development concepts supported by Committee members include narrow residential streets, a variety of housing types, smaller lot sizes with residential design standards, and alleys in new developments if maintenance issues are addressed.

Another key concept discussed was that “Smart Development is the right fit to the local community.” This principle recognizes that the unique character and values of Cottage Grove should be reflected in new smart development projects. The committee discussed developing the railroad yard or new public buildings as smart development demonstration projects, after new code provisions are adopted.

### **Comprehensive Plan and Land Use Ordinance Audit**

Lane Council of Governments reviewed the policies contained in the *Cottage Grove Comprehensive Plan* and the applicable chapters of the *Cottage Grove Zoning Ordinance*. The Cottage Grove Municipal Code contains land division regulations. Applicable sections of this Code have been included with the appropriate or related Zoning Ordinance chapter or Comprehensive Plan policy.

The “plan and code audit” is intended to provide ideas and concepts – not detailed code language. The review identifies Smart Development obstacles and opportunities, and then recommends ways to remove the obstacles. It provides examples of selected smart development code standards, rather than a detailed review of every dimensional or numerical standard. Existing City of Cottage Grove policies and development codes that support or present obstacles to smart development are highlighted in the attached table. The following specific Zoning Ordinance chapters were reviewed:

#### **Zoning Ordinance:**

- 18.10 R-1 Single-Family Residential District
- 18.12 R-2 Multiple-Family Residential District
- 18.13 R-3 High Density Multiple-Family Residential District
- 18.18 RP-1 Residential Professional-1 District
- 18.20 RP-2 Residential Professional-2 District
- 18.22 C-1 Neighborhood Commercial District
- 18.24 C-2 Central Business District
- 18.26 C-2P Community Commercial District
- 18.14 MHS Manufactured Home Individual Lot District
- 18.16 MHP Mobile Home Park District
- 18.30 M-1 Light Industrial District
- 18.32 M-2 Heavy Industrial District
- 18.35 Panhandle (Flag) Lot Regulations
- 18.36 PUD Planned Unit Development Overlay
- 18.38 General Use Requirements
- 18.42 Off-Street Parking
- 18.48 Variances
- 18.50 Design Review

## Comprehensive Plan:

- Housing
- Economic Development
- Industrial Areas
- Public Facilities and Services
- Parks, Recreation and Open Space
- Energy Conservation
- Urban Design
- Air and Water Resources
- Participation, Review and Amendments
- Urban Service Area
- Transportation and Land Use Planning Integration
- Streets and Roadways
- Public Transportation and Demand Management
- Bikeways and Pedestrians

The audit does not include additional Zoning Ordinance regulations or Comprehensive Plan policies that do not directly apply to the TGM smart development concepts, either as obstacles or opportunities; i.e., hillside development, flood plain development, historic preservation, signs, riparian protection, etc.

Lane Council of Governments has facilitated one meeting so far with the Advisory Committee to discuss smart development obstacles and issues. An introductory meeting with Cottage Grove and TGM staff was also held. The following summarizes the obstacles and key recommendations of this audit:

### Residential Zones

*General obstacles* to Smart Development in the R-1, R-2, R-3 zones include restrictive lot size and setbacks, limited building placement, not allowing accessory dwelling units, excessive off-street parking requirements and separation of uses.

#### *Recommendations include:*

1. Allow variable lot coverage where different zoning districts abut to encourage compatible transitions from lower intensity to higher intensity zoning districts. Consider redefining lot coverage to include all impervious surfaces (driveways, parking areas, patios, etc.).
2. Expand lot averaging beyond Planned Unit Development overlay district and consider lot area maximum for single-family residential. Consider adopting minimum densities in R-2 and R-3 districts.
3. Allow a variety of housing types within each zone. Consider permitting two or three attached units per building in R-1, and four or more attached units per building in R-2 and R-3. Considering limiting the number and size of single-family detached lots in R-2 zone. Consider prohibiting new single-family detached housing in R-3 zone and permitting pre-existing homes only with the condition that they be replaced by higher density housing (or other use permitted in R-3) when destroyed or redeveloped to ensure that density goals are met.

4. Allow accessory dwelling units (ADUs) in R-1 to increase affordable housing opportunities and increase housing units without increasing density. Develop design standards, area, depth and width standards for these ADUs to maintain compatibility and minimize impacts. Consider an administrative review that does not require Planning Commission approval.
5. Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios for multi-family developments, expanding compact auto parking requirements and developing parking area design and location requirements. Consider a graduated scale of required spaces based on number of bedrooms (per Model Development Code recommendations). Consider removing parking requirements from individual chapters and putting them into one table to ease review.

### **Residential Professional**

*General obstacles* to Smart Development in the RP-1, RP-2 zones include restrictive lot size and setbacks, lack of design standards, additional layers of review, limitations on accessory units, unclear provisions for accessory dwelling units and excessive parking requirements.

*Recommendations include:*

6. Consider consolidating Residential Professional and Neighborhood Commercial into one Neighborhood Commercial district to streamline the Zoning Ordinance, making it easier to use and apply.
7. Encourage cottage industries by streamlining application procedures. Consider allowing them as outright permitted uses with special development standards.
8. Consider allowing more than one accessory use or building per development site or lot. Consider allowing ADUs to increase affordable housing opportunities and increase housing units without increasing density. Develop design standards, area, height, depth and width standards for these ADUs to maintain compatibility and minimize impacts. Consider an administrative review that does not require Planning Commission approval.
9. Allow greater flexibility by varying lot coverage where different zoning districts abut to encourage compatible transitions from lower intensity to higher intensity zoning districts. Consider redefining lot coverage to include all impervious surfaces (driveways, parking areas, patios, etc.).
10. Consider a maximum lot area. Consider reducing required lot area, depth, and width dimensions to encourage flexibility for siting and design. Apply the ground floor frontage limitation on housing so that residential buildings do not take land needed for neighborhood professional offices and studios.
11. Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking requirements and developing parking area design and location requirements. Consider incentives for parking lot design to encourage more compact or fewer spaces. Add clear and objective guidelines. Consider removing parking requirements from individual chapters and putting them into one table to ease review.

### **Commercial**

*General obstacles* to Smart Development in the C-1, C-2, C-2P zones include limited locations for residential uses, restrictive lot size and setbacks, lack of design standards, additional layers of review, limitations to accessory units, unclear provisions for accessory dwelling units and excessive off-street parking requirements.

*Recommendations include:*

12. Consider consolidating Residential Professional and Neighborhood Commercial into one Neighborhood Commercial district to streamline the Zoning Ordinance, making it easier to use and apply.
13. Consider prohibiting new detached single-family dwellings so commercial zones can develop with desired neighborhood-scale office, retail and mixed uses. Apply the ground floor frontage limitation on housing so that residential buildings do not take land needed for Neighborhood Commercial businesses and retail. Encourage mixed use such as residential over retail.
14. Consider allowing more than one accessory use or building per development site or lot in the Neighborhood Commercial zone. Consider allowing ADUs to increase affordable housing opportunities and increase housing units without increasing density. Develop design standards, area, height, depth and width standards for these ADUs to maintain compatibility and minimize impacts. Consider an administrative review that does not require Planning Commission approval.
15. Allow greater flexibility by varying lot coverage where different zoning districts abut to encourage compatible transitions from lower intensity to higher intensity zoning districts.
16. Consider reducing required lot area, depth, and width dimensions to encourage flexibility for siting and design. Consider design standards for commercial buildings.
17. Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking requirements and parking area design and location requirements such as located to the side or rear of the building. Consider incentives for parking lot design to encourage more compact or fewer spaces. Add clear and objective guidelines. Consider removing parking requirements from individual chapters and putting them into one table to ease review. Consider a standard for flexibility to determine parking requirements for uses not specifically listed.

### **Manufactured-Mobile Homes**

*General obstacles* to Smart Development in the MHS, MHP zones include legal validity of MHS zone, limited locations for commercial uses, lack of mixed uses, restrictive lot dimensions and setbacks, and excessive off-street parking requirements.

*Recommendations include:*

18. Remove the MHS zoning district.
19. Consider allowing appropriate smaller scale neighborhood commercial uses as permitted uses and expand allowable home occupations.
20. Encourage lot averaging and Planned Unit Development review track for larger tracts of land. Consider reducing required lot area, depth, and width dimensions to encourage flexibility for siting and design, which may negate the need for the Planned Unit Development provisions.

21. Consider a maximum footprint for accessory building to maintain compatibility with neighborhood and ensure it is secondary to residence.
22. Consider lowering required parking ratios to reduce the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking requirements. Consider removing parking requirements from individual chapters and putting them into one table to ease review.

**Industrial:**

*General obstacles* to Smart Development in the M-1 and M-2 zones include vehicle-oriented yard regulations, limited locations for commercial and lack of provisions to mix uses, restrictive lot dimensions and excessive off-street parking requirements.

*Recommendations include:*

23. Consider transition and/or buffering requirements between M-2 uses and lower intensity zoning districts and/or uses, specifically residential. Consider design standards for compatibility with adjoining uses.
24. Permit outright appropriate commercial uses in the industrial zones for the use of employees and customers. Review conditional uses for significant negative impacts beyond property lines such as noise, glare, dust, traffic, etc. and address these impacts.
25. Reduce lot area and width requirements to allow for more flexibility in site design.
26. Review and possibly revise required parking ratios with the goal of reducing the amount of land used for parking. Consider providing credit for on-street parking, developing bicycle parking requirement ratios, expanding compact auto parking requirements. Consider adding requirements for on-site parking to be located to side or rear of building.

**Panhandle-Flag Lot Regulations:**

*Recommendations include:*

27. Reduce lot area and width requirements to allow for more flexibility in site design and aid in the partitioning of deep and irregularly shaped lots.
28. Reduce the number of lots that can be served by panhandle access to two to avoid piecemeal development.
29. Consider allowing shared parking facilities and/or reducing the number of required parking spaces.

**Planned Unit Development Overlay District**

*Recommendations include:*

30. Consider requiring yards be no greater than parent district.
31. Consider design guidelines to achieve compatible development between abutting neighborhoods and/or transitions from lower intensity to higher intensity zoning districts.
32. Consider reducing 5-acre PUD requirement to encourage broader application of PUD overlay. Consider reducing 25-acre PUD requirement for including commercial uses and services. Encourage compatible neighborhood commercial uses within PUD as outright permitted uses.

## **General Use Requirements**

*Recommendations include:*

33. Further develop design standards for accessory buildings and/or ADUs to include architectural detailing, area, height, depth and width standards to maintain compatibility and minimize impacts.
34. Consider allowing porches, including covered porches, and bay windows to encroach slightly into yards with street frontage.

## **Off-Street Parking**

*Recommendations are included within the specific zones.*

## **Conditional Use Permits and Variances**

*Recommendations include:*

35. Consider adopting minor conditional use and/or variance adjustments that can be reviewed administratively.

## **Design Review**

*Recommendations include:*

36. Consider providing density bonuses to encourage development to meet design guidelines and/or standards. Develop clear guidelines that detail elements needed to ensure "compatibility with the surroundings."

## **Comprehensive Plan**

*Recommendations include:*

37. Explicitly encourage off-street parking to be located to the side or rear of commercial and to a lesser extent, industrial uses while not eliminating on-street parking. (Economic Development Policy 6)
38. Provide mid-block zoning district lines. (Economic Development Policy 9)
39. Encourage average lot sizing within a development to encourage infill and preserve natural amenities. (Parks, Recreation and Open Space Policy 3)
40. Develop Urban Design policies that promote quality architectural design, particularly downtown. These could be coordinated with density bonuses when amenities are provided. (Urban Design)
41. Investigate methods to streamline procedures, including administrative approval for adjustments or minor change. Review and improve PUD ordinances. (Participation, Review and Amendment Policies)
42. Expand policies within the TSP to support less land for streets through street standards appropriate to street function. Consider adopting skinny street standards. (Street and Roadway Policies)
43. Expand policies to emphasize interconnectivity and reduce the use of cul-de-sacs. (Bikeway and Pedestrian Policies)

## Conclusion

The above Comprehensive Plan and zoning ordinance concepts should be refined through a community planning process, where draft ordinance language, illustrations, and options can be discussed and points of agreement identified. The State Transportation and Growth Management Program has several resources available for this work. The *Model Development Code and Users Guide for Small Cities* (TGM, 1999) is appropriate for this purpose, and contains sample code language for the concepts recommended in this report. The *Infill and Redevelopment Code Handbook* (TGM, 1999) also contains model ordinances and a step-by-step approach for communities to plan for infill or redevelopment.

At the end of this project early next fall, LCOG will give the city a final written report with plan policy and land use code amendment concepts that are recommended to remove obstacles to Smart Development and meet city growth management and livability objectives. At that time, the City may request additional TGM Code Assistance to prepare adoption-ready comprehensive plan policies and land use regulations based on the concepts in the audit report.

# COTTAGE GROVE SMART DEVELOPMENT ZONING ORDINANCE AUDIT: RESIDENTIAL DISTRICTS

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
<b>Purpose</b>	<p>Provide for low density, urban single-family use, together with compatible land uses as determined to be desirable and/or necessary.</p> <p><b>Comments:</b> R-1 allows compatible uses determined to be “desirable and/or necessary”—could allow for more mixed use</p>	<p>Provide a quality environment for apartment dwellers</p>	<p>Provide a quality environment for apartment dwellers. Adjacent to highways, major arterials and collector streets. No R-3-generated traffic through single-family districts. R-3 zone intended to be compatible with RP-1, RP-2, and commercial zones. C-1 okay within large R-3 zones.</p> <p><b>Comments:</b> R-3 zone has potential for mixed use</p>	<p><b>Principles:</b> <i>Full Utilization of Urban Services and Mixed Use</i></p> <p><b>Obstacle:</b> R-1 (low density) and R-2 (apartments) zones generally reflect single-use zoning and separation of uses including segregating R-3-generated traffic from R-1 zones.</p> <p><b>Solution:</b> Create more flexibility of residential and commercial uses in R-1 and R-2 zones; integrate multi-family with surrounding neighborhoods; keep RS (Residential Suburban) as agricultural-compatible urban holding zone</p>
<b>Permitted Buildings and Uses</b>	<ul style="list-style-type: none"> <li>• Single-family residence</li> <li>• Duplex on corner lots if lot area per dwelling &gt;3,500 sf. Lot &gt;65 feet wide and 80 feet deep</li> <li>• PUDs</li> <li>• Home occupations</li> <li>• Partitioned duplex on corner lots if each parent lot &gt;7000 sf. New duplex parcels &gt;3,500 sf. Original parent lot &gt;65 feet wide and 80 feet deep</li> </ul>	<ul style="list-style-type: none"> <li>• Single-family residence per R-1 requirements</li> <li>• Duplex residential structures on lots &gt;7,000 sf</li> <li>• Triplex residential structures on lots &gt;12,000 sf</li> <li>• Four-plex residential structures on lots &gt;15,000 sf</li> <li>• PUDs</li> <li>• Home occupations</li> <li>• Multiple-family residential</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple family dwellings</li> <li>• PUDs</li> <li>• Duplex, triplex and four-plex residential structures (per R-2 requirements)</li> <li>• Home occupations</li> <li>• Partitioned duplex, triplex and four-plex into two separate parcels subject to R-2 requirements</li> <li>• Residential home</li> <li>• Manufactured Home Park</li> </ul>	<p><b>Principles:</b> <i>Efficient Use of Land, Full Utilization of Urban Services and Mixed Use</i></p> <p><b>Obstacle:</b> Lot size and dimensions too restrictive for attached units thereby reducing infill potential; buildings and uses generally reflect single-use zoning and separation of uses and housing types. State law requires that residential homes be permitted in all zones permitting single-family dwellings, and permitting residential facilities in any zone that permits multi-family dwellings; accessory dwelling units not permitted.</p> <p><b>Solution:</b> Reduce minimum lot size and dimensions for attached units,</p>

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
	<p><b>Comments:</b> Change Code language from "partitioned duplex, triplex and four-plex" to "two single-family attached dwellings", "three single-family attached dwellings", and "four single-family attached dwellings." The Comprehensive Plan states that C-1 may combine with all Residential zone districts.</p>	<p><b>Comments:</b> Change Code language from "partitioned duplex, triplex and four-plex" to "two single-family attached dwellings", "three single-family attached dwellings", and "four single-family attached dwellings." The Comprehensive Plan states that C-1 may combine with all Residential zone districts.</p>	<p><b>Comments:</b> Change Code language from "partitioned duplex, triplex and four-plex" to "two single-family attached dwellings", "three single-family attached dwellings", and "four single-family attached dwellings." The Comprehensive Plan states that C-1 may combine with all Residential zone districts.</p>	<p>allow average lot sizing; allow mid-block duplexes in R-1 and R-2; expand allowable home occupations; consider permitting two or three attached units per building in R-1, and four or more attached units per building in R-2 and R-3; consider limiting number and size of single-family detached lots in R-2 to ensure they do not dominate this zone; consider redefining multi-family as 3 or more units per lot per the Model Development Code and delete references and standards here for triplexes and four-plexes; permit residential homes in R-1 and R-2, and residential facilities in R-2 and R-3; allow accessory dwelling units in R-1 to increase affordable housing opportunities and increase housing units without increasing density; add design standards for ADUs to keep them compatible and minimize their impact.</p>
<p><b>Buildings and Uses Permitted Conditionally</b></p>	<ul style="list-style-type: none"> <li>• Triplex dwellings on lots &gt;12,000 sf.</li> <li>• Cottage industry (any commercial and/or light industrial activity that is located or proposed to be located in an owner or renter occupied residentially zoned lot so long as such activity satisfies requirements of Section 18.46.190, Cottage Industry Conditional Use Permits (CUPs).)</li> <li>• Day Care</li> <li>• Nursing Home</li> </ul>	<ul style="list-style-type: none"> <li>• Partitioned triplex: Parent lot &gt;12,000 sf; each proposed parcel &gt;4,000 sf,</li> <li>• Partitioned four-plex: Parent lot &gt;15,000 sf; each proposed parcel &gt;3,750 sf,</li> <li>• Cottage Industry (any commercial and/or light industrial activity that is located or proposed to be located in an owner or renter occupied residentially zoned lot so long as such activity satisfies requirements of Section 18.46.190, Cottage Industry Conditional Use Permits.)</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple-family structures &gt;three stories or 35 feet tall</li> <li>• Single-family residence subject to R-1 requirements</li> <li>• Day Care</li> <li>• Assisted Living</li> </ul>	<p><b>Principles:</b> <i>Efficient Use of Land, and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> Lot size generally excessive for attached units (triplexes and four-plexes); multi-family structures in R-3 &gt;35 feet in height require extra layer of review (CUP). Requiring a conditional use permit for triplexes, multi-family housing, and single-family attached housing (partitioned triplexes and partitioned four-plexes) may violate state law (ORS 197-307) by creating obstacles to needed housing in Cottage Grove; permitting detached</p>

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
	<p><b>Comments:</b> Cottage Industry allows some commercial or light industrial uses in R-1 and R-2 with CUP, supporting mixed-use development concepts.</p>	<ul style="list-style-type: none"> <li>• Day Care</li> <li>• Nursing Home</li> <li>• Manufactured Home Subdivision</li> </ul> <p><b>Comments:</b> Cottage Industry allows some commercial or light industrial uses in R-1 and R-2 with CUP, supporting mixed-use development concepts.</p>	<p><b>Comments:</b> Previous CUPs for single-family homes in R-3 district have been granted for large developments, resulting in low density development within a high density district.</p>	<p>single-family housing in R-3 does not support efficient use of land in this zone.</p> <p><b>Solution:</b> Reduce minimum lot sizes for attached units in R-1 and R-2 zones, allow average lot sizing; encourage Cottage Industries; consider allowing multi-family structure with greater maximum height outright provided that design standards address provisions for human-scaled design elements; allow multi-family dwellings (triplexes) and single-family attached dwellings (partitioned triplexes and partitioned four-plexes) as a permitted building and use; prohibit new single-family detached housing in R-3; permit only pre-existing homes with the condition that they be replaced by higher-density housing (or other use permitted in R-3) when destroyed or redeveloped; consider minimum densities in R-2 and R-3 districts</p>
<p><b>Accessory Buildings and Uses</b></p>	<p>Necessary and normal uses only. Max two accessory buildings per dwelling. Detached accessory buildings separated from main building by &gt;10 feet. Accessory buildings in side and rear yard if:</p> <ul style="list-style-type: none"> <li>– Not in side yard within 60 feet of front property line</li> <li>– Not within 5 feet of side yard property line</li> <li>– Not within 10 feet of property line abutting a street; garages, carports, or parking space taking direct access from street set back 20 feet from property line.</li> </ul>	<p>Same as R-1</p>	<p>Same as R-1 and R-2</p>	<p><b>Principles:</b> <i>Efficient Use of Land</i></p> <p><b>Comments:</b> Zoning ordinance considers attached accessory buildings to be part of main building</p> <p><b>Obstacle:</b> No size limit on structure does not address compatibility (bulk and scale) with surrounding neighborhood; 10-feet between accessory building and main building excessive</p> <p><b>Solution:</b> Consider maximum size limit for accessory structures</p>

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
<b>Building or Structural Height-- Residential/ Main Buildings, Accessory Buildings</b>	<p>Residential buildings maximum building or structural height 2-__ stories or 28 feet.</p> <p>Accessory building maximum 1 story or 18 feet; accessory building height may be exceeded with special use permit</p> <p><b>Comment:</b> Maximum residential building height compatible with a range of residential building types</p>	<p>Main buildings maximum 3 stories or 35 feet.</p> <p>Accessory building maximum one story or 18 feet; accessory building height may be exceeded with special use permit.</p> <p><b>Comment:</b> Maximum main building heights compatible with a range of residential building types</p>	<p>Main buildings maximum three stories or 35 feet.</p> <p>Accessory building maximum one story or 18 feet; accessory building height may be exceeded with special use permit</p> <p><b>Comment:</b> Maximum main building heights compatible with a range of residential building types</p>	<p><b>Principle:</b> <i>Efficient Use of Land and Detailed, Human-Scale Design</i></p> <p><b>Obstacle:</b> One-story accessory building height in all zones restrictive; special use permit adds additional layer of review; does not address detached accessory dwelling units</p> <p><b>Solution:</b> Eliminate special permit process; add standard for detached accessory dwelling unit (ADU) height to be less than maximum height of primary dwelling, to keep the ADU secondary to the primary dwelling and compatible with the surrounding neighborhood.</p>
<b>Lot Area and Dimensions</b>	<p>Minimum lot area = 6,000 sf Minimum lot depth = 80 feet Minimum lot width = 60 feet, except corner lots &gt;65 feet wide</p>	<p>Same as R-1</p>	<p>Same as R-1 and R-2</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> All residential zones have the same lot dimensions and do not allow for flexibility or lot averaging</p> <p><b>Solution:</b> Reduce minimum lot area, depth and width requirements; consider varying dimensions to encourage more flexibility in design and siting; allow average lot sizing; consider maximum lot area for single-family detached housing; add special area, depth and width standards for single-family attached (townhomes), which are smaller than single-family detached units.</p>

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
Lot Coverage	Maximum lot coverage by all structures, including duplexes on corner lots, <40% of lot	Buildings and structures except garages <40% of lot.  Multi-family residential open space area required per "room count" >400 sf. For each additional 1-10th of 1% by which the building and structural coverage, except garages, is reduced, the basic open space area per "room count" requirement may be reduced by one square foot. Required open space area per "room count" may not be <200 sf. "Room count" means the number of bedrooms per dwelling unit multiplied by the number of dwelling units to be provided in a multiple family residential structure.	Same as R-2	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> 40% coverage similar for all residential zones despite a range of housing types allowed; R-2 and R-3 multi-family open space calculation based on number of bedrooms is complicated and difficult to administer</p> <p><b>Solution:</b> Redefine "lot coverage" to include all impervious areas (driveways, parking areas, patios, etc.) and not just buildings, in order to discourage homeowners from paving their front yards, to improve storm water infiltration and quality, and to decrease the cost of storm water management facilities; tailor maximum lot coverage standards to the housing type or use per the Model Development Code, including simplifying open space requirement for R-2 and R-3 zones</p>
Yard Regulations	Front Yard = 15 foot setback Side Yard = 5 foot setback Rear Yard = 10 foot setback	Front yards = 15 feet. Side yards: >5 feet, corner lot side yard abutting street: >10 feet Where R-2 district abuts lower density residential district, structures >28 feet tall set back 20 feet from boundary of abutting district. No accessory buildings, clothes lines, incinerators, no storage of trailers, boats, electrical equipment, appliances, etc. or parking of vehicles in front or side yard. Rear yards. Dwelling units set	Front Yard = 15 feet Side Yard = 5 feet, corner lot side yard = 10 foot Rear Yard = 10 foot setback. Where R-3 district abuts any residential district, any structure >28 feet tall set back 20 feet from the boundary of abutting district. Required side yards not for accessory buildings, clothes lines, incinerators, storage of trailers, boats, or of any materials.	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> Do not consider potential site design options and varied housing types; do not consider alley access lots</p> <p><b>Solution:</b> Revise setback dimensions to allow for more flexibility in site design (e.g., front yard may be reduced to 10 feet for a front porch; 4-6 feet rear yard setback for garages on alley); remove prohibition of clothes lines in yard setbacks.</p>

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
		back >10 feet from rear property line. No accessory buildings, clothes lines, incinerators, no storage of trailers, boats, electrical equipment, appliances, etc. or parking of vehicles.		
<b>Place of Buildings. (Minimum Space Between the Exterior Walls of Main Buildings)</b>		Buildings end to end, 10 feet; no entries from space between building ends; Buildings rear to end or front to end, 25 feet; Buildings front to rear or rear to front, 35 feet; Buildings front to front, where arranged around an open court; distance between buildings >30 feet, except where there is a driveway within the court, distance 35 feet	Buildings end to end, 10 feet; no entries from space between building ends; Buildings rear to end or front to end, 25 feet; Buildings front to rear or rear to front, 35 feet; Buildings front to front, where arranged around an open court; distance between buildings >30 feet, except where there is a driveway within the court, distance 35 feet	<b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i>  <b>Obstacle:</b> Confusing with no flexibility in building placement; does not address detached accessory dwelling units.  <b>Solution:</b> Do not restrict spacing more than required by the Uniform Building Code "life safety" requirements to provide flexibility of layout, especially on infill sites
<b>Off-Street Parking</b>	Two permanently reserved parking spaces for each dwelling Space not less than 10 feet wide and 20 feet long	At least one and one-half permanently reserved parking spaces including garages or carports on the site for each dwelling unit. Space not less than 10 feet wide and 20 feet long;  Off-street parking shall not be permitted within the required yards adjacent to a street.  <b>Comments:</b> Code requires more restrictive regulations when requirements are contradictory, therefore single-family and duplex units must provide two 10x20 foot parking spaces	At least one and one-half permanently reserved parking spaces including garages or carports on the site for each dwelling unit. Space not less than 10 feet wide and twenty feet long  Off-street parking shall not be permitted within the required yards adjacent to a street.  <b>Comment:</b> Code requires more restrictive regulations when requirements are contradictory, therefore single-family and duplex units must provide two 10x20 foot parking spaces	<b>Principles:</b> <i>Efficient Use of Land and Detailed, Human-Scaled Design</i>  <b>Obstacle:</b> no consideration of compact parking space dimensions; no consideration of use of other travel modes or number of residents; does not address senior housing, manufactured home parks, accessory dwellings, and neighborhood commercial uses permitted in residential zones.  <b>Solution:</b> Review current parking ratio; consider parking ratio maximums; acknowledge on-street parking; allow compact spaces; require bicycle parking for multi-family developments; consider parking area design and location requirements; for multi-family and single-family attached, consider a

Code Elements	R-1 Single-family	R-2 Multi-Family	R-3 High Density Multi-Family	Smart Development Concepts and Consistency
				<p>graduated scale of required spaces based on number of bedroom per the Model Development Code; add standards for senior housing, manufactured home parks, accessory dwellings (if desired). Consider re-formatting the city's development ordinances to put all parking standards for all uses in one table, rather than separated into individual zoning chapters; add a "catch-all" standard for flexibility to determine the parking requirement for a use not specifically listed.</p>
<p><b>Underground Utilities</b></p>	<p>Except where deemed physically impractical by the city engineer, all utility cables shall be installed underground in new construction.</p> <p><b>Comments:</b> Generally consistent with principles since it improves appearance of the streetscape</p>	<p>Same as R-1</p> <p><b>Comments:</b> Generally consistent with principles since it improves appearance of the streetscape</p>	<p>Same as R-1 and R-2</p> <p><b>Comments:</b> Generally consistent with principles since it improves appearance of the streetscape</p>	<p><b>Principles:</b> <i>Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> "deemed physically impractical" is vague and discretionary and as applied to housing, this standard it probably violates ORS 197.307's requirement of clear and objective standards for approval of needed housing.</p> <p><b>Solution:</b> Reduce subjective review by the city engineer by adding guidelines or criteria that determine whether undergrounding is "physically impractical;" consider re-formatting development ordinances to put all utility standards for all uses in one table, rather than in individual zoning chapters.</p>

# RESIDENTIAL PROFESSIONAL AND COMMERCIAL DISTRICTS

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
Purpose	<p>Desirable mix of residential land uses and professional services within or adjacent to single-family districts. Uses permitted outright in the RP-1 district selected for compatibility with residential uses.</p> <p><b>Comments:</b> Generally consistent with mixing of uses; could identify areas for RP redevelopment</p>	<p>Broad range of professional services, commercial services, and other mixed uses; intended for commercial areas or adjacent to multi-family district. RP-2 zone appropriately along thoroughfares.</p> <p><b>Comments:</b> Generally consistent with mixing of uses; could identify areas for RP redevelopment</p>	<p>Areas for retail establishments in residential area without destroying the residential character of the area.</p> <p><b>Comments:</b> Generally consistent with mixing of uses; could identify areas for C-1 redevelopment</p>	<p>Areas for a wide range of commercial and business facilities whose market is assumed to be citywide</p>	<p>Location for a wide range of commercial and business facilities with parking not more than 400 feet from site</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Mixed Use</i></p> <p><b>Obstacle:</b> C-2 and C-2P do not allow extensive mixing of uses</p> <p><b>Solution:</b> Encourage more mixed use such as multi-family housing over retail in C-2 and C-2P; encourage broader locations for RP-1 and RP-2 districts; consider incentives to encourage RP uses and buildings (streamlined application process, etc.)</p>
Permitted Buildings and Uses	<ul style="list-style-type: none"> <li>• Duplex, triplex and 4-plex (as permitted by R-2 standards)</li> <li>• Multiple-family dwellings</li> <li>• Offices and studios for businesses as listed in Zoning Ordinance (examples—architects, dentists, etc.)</li> <li>• Single-family residence</li> </ul>	<ul style="list-style-type: none"> <li>• Multiple-family dwelling as permitted by the R-3 district</li> <li>• Duplex, triplex and 4-plex as permitted in the R-2 district</li> <li>• Professional offices and studios as listed in Zoning Ordinance (examples—architects, dentists, etc.)</li> </ul>	<ul style="list-style-type: none"> <li>• Single-family dwelling; if lot used for commercial and residential, residential to occupy part of property abutting residential district, otherwise, residential shall occupy rear of lot</li> <li>• Retail as listed in Zoning Ordinance such as laundromat, food store, barber shop, etc.</li> </ul>	<ul style="list-style-type: none"> <li>• Residential uses if dwelling unit does not occupy front 25 feet of building's ground floor facing street, except one six-foot wide separate entrance to residential uses allowed at front of building on ground floor</li> <li>• Commercial and business uses as listed in Zoning Ordinance</li> </ul>	<ul style="list-style-type: none"> <li>• Residential uses if dwelling unit does not occupy front 25 feet of building's ground floor facing street, except one six-foot wide separate entrance to residential uses allowed at front of building on ground floor</li> <li>• Commercial and business uses as listed in Zoning Ordinance</li> </ul>	<p><b>Principles:</b> <i>Efficient Use of Land and Mixed Use</i></p> <p><b>Comments/Obstacle:</b> C-2, C-2P limit location of residential use to rear of building, which may be appropriate for compatibility with retail frontage; no single-family allowed in RP-2</p> <p><b>Solution:</b> Allow greater flexibility of residential uses in commercial zones; encourage more mixed use; consider design standards; include triplexes and four-plexes in "multi-</p>

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
						family" housing definition and standards as recommended for residential zones; prohibit new single-family dwellings so that the zone can develop with the desired neighborhood-scale office, retail, and mixed uses; apply the C-2 and C-2P ground floor frontage limitation on housing to the RP-1, RP-2, and C-1 zones, so that residential buildings do not take land needed for neighborhood office and retail uses; consider consolidating RP-1, RP-2, and C-1 into one Neighborhood Commercial District to streamline the code and make it easier to use.
Conditional Buildings and Uses	<p>Cottage Industry: General Principles:</p> <ul style="list-style-type: none"> <li>• Locate more intense uses on larger sites and adjacent to arterials</li> <li>• Locate low intensity uses on local streets. More carpooling, bicycling and walking increases compatibility of higher intensity use in low density residential</li> </ul>	<p>Cottage Industry: General Principles:</p> <ul style="list-style-type: none"> <li>• Locate more intense uses on larger sites and adjacent to arterials</li> <li>• Locate low intensity uses on local streets. More carpooling, bicycling and walking increases compatibility of higher intensity use in low density residential</li> </ul>				<p><b>Principles:</b> <i>Efficient Use of Land and Mixed Use</i></p> <p><b>Obstacle:</b> RP-1 and RP-2 cottage industries required to go through additional layer of review</p> <p><b>Solution:</b> Encourage Cottage Industries by streamlining or changing application procedures, such as making them outright permitted uses with special development standards</p>

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
Main Buildings and Uses; Accessory Buildings	<p>Main Buildings: More than one main use per lot or development site is permitted</p> <p>Accessory Buildings: Only necessary and normal to uses permitted in zone. No more than one accessory building permitted on any lot or development site without Planning Commission approval.</p>	<p>Main Buildings: More than one main use per lot or development site is permitted</p> <p>Accessory Buildings: Only necessary and normal to uses permitted in zone. No more than one accessory building permitted on any lot or development site without Planning Commission approval.</p>	<p>Accessory Buildings:</p> <ul style="list-style-type: none"> <li>• Only necessary and normal to uses permitted in zone. No more than two accessory buildings per development site. Detached accessory buildings separated from main building by &gt;10 feet.</li> </ul> <p>Accessory buildings permitted in side and rear yards if:</p> <ul style="list-style-type: none"> <li>- Not in side yard within 60 feet of front property line</li> <li>- Not within 5 feet of side yard property line &lt;10 feet of property line abutting a street; garages, carports, or parking space taking direct access from street set back 20 feet from property line.</li> </ul>			<p><b>Principles:</b> <i>Efficient Use of Land, Full Utilization of Urban Services and Mixed Use</i></p> <p><b>Obstacle:</b> RP zones limit accessory buildings unless approved by Planning Commission; excessive setbacks and locational criteria in C-1 zone reduce infill potential; not clear whether accessory dwelling units are permitted.</p> <p><b>Solution:</b> Clarify locational criteria in C-1 zone; consider allowing more than one accessory use or building in RP and C-1 zones; consider permitting detached accessory dwellings with design standards, as recommended for the residential zones; simplify process to an administrative review that does not require Planning Commission approval for accessory uses and structures.</p>

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
<b>Building or Structural Height—Main Buildings, Accessory Buildings</b>	Main Building: Main building shall not exceed 2 and _ stories or 28-feet in height  Accessory Building: Limited to one story or 18-feet in height  <b>Comment:</b> Main building height compatible with diverse building types	Main Building: Main building shall not exceed 2 and _ stories or 30-feet in height  Accessory Building: Limited to one story or 18-feet in height  <b>Comment:</b> Main building height compatible with diverse building types	Main Building: Main building shall not exceed 2 and _ stories or 28-feet in height  Accessory Building: Limited to one story or 18-feet in height  <b>Comment:</b> Main building height compatible with diverse building types	Any building shall not exceed 4 stories or 48-feet in height  <b>Comment:</b> Main building height compatible with diverse building types	Any building shall not exceed 4 stories or 48-feet in height, except where adjacent to R district, then subject to design review procedures  <b>Comment:</b> Main building height compatible with diverse building types	<b>Principle:</b> <i>Efficient Use of Land and Detailed, Human-Scale Design</i>  <b>Obstacle:</b> One-story accessory building height restrictive; design review appropriate when C-2P adjacent to residential and may also be appropriate for all other zones listed here when abutting a residential zone.  <b>Solution:</b> Increase allowable accessory building height— consider height transition standards where adjacent to single-story residential; create standards for compatible transition between main and accessory buildings
<b>Lot Area and Dimensions</b>	Lot area = 6,000 sf Lot dimensions: Depth = 80 feet; Width = minimum 60 feet, corner lot width = minimum 65 feet	Same as RP-1	Same as RP-1 and RP-2	Minimum lot width = 15 feet	Minimum lot width = 15 feet  <b>Comments:</b> 15 foot lot width appropriate for community commercial	<b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i>  <b>Obstacle:</b> RP zones and C-1 zone same lot regulations—no flexibility or lot averaging  <b>Solution:</b> Reduce or eliminate lot requirements for design and siting flexibility; consider maximum lot area; consider design standards for commercial buildings

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
Lot Coverage	Maximum = 50% Maximum lot coverage for impervious surface = 65 percent  <b>Comments:</b> 50% for buildings and 65%-85% for impervious surface consistent with principles	Maximum = 50% Maximum lot coverage for impervious surface = 85 percent  <b>Comments:</b> 50% for buildings and 65%-85% for impervious surface consistent with principles	Maximum = 50%	100% allowed when minimum loading space, setbacks, and parking provided  <b>Comments:</b> 100% coverage appropriate in C-2 zone	100% allowed when minimum loading space, setbacks, and parking provided  <b>Comments:</b> 100% coverage appropriate in C-2P zone	<b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i>  <b>Obstacle:</b> Lack of transition coverage where different zones abut each other; limited C-1 lot coverage reduces design and siting flexibility and discourages infill development  <b>Solution:</b> Allow greater coverage where residential zones abut to encourage transition between zones; consider coverage incentives where design complies with principles
Lot Area or Development Site	Same as R-2 zone (Minimum lot area = 6000 sf. Minimum lot depth = 80 feet. Minimum lot width = 60 feet, except corner lots >65 feet wide)  Not more than 50 percent of the dwelling unit shall be employed for the Cottage Industry	Same as R-2 zone (Minimum lot area = 6000 sf. Minimum lot depth = 80 feet. Minimum lot width = 60 feet, except corner lots >65 feet wide)  Not more than 50 percent of the dwelling unit shall be employed for the Cottage Industry	Minimum lot area 6000 sf Minimum lot depth = 80 feet. Minimum lot width = 60 feet, except corner lots >65 feet wide			<b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i>  <b>Obstacle:</b> Lot area, depth and width too restrictive and do not allow flexibility  <b>Solution:</b> Reduce lot area, depth and width requirements; consider varying dimensions to encourage flexibility in design and siting or consider eliminating lot size and dimension requirements altogether; allow larger C-1 portion of property when meet certain standards

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
Yard Regulations	<p>Front yard minimum = 15 feet; Side yard minimum = 5 feet, corner lots = 10 feet Front and side yards not used for accessory buildings, clotheslines, incinerators, storage of trailers, boats or of any materials; Rear yard = minimum 10 feet (dwelling units and other primary buildings or covered structures)</p> <p><b>Comments:</b> Probably acceptable to prohibit, storage of certain items, etc. for aesthetics in front and side yards</p>	<p>Front yard = minimum 15 feet; Side yard = minimum 5 feet, corner lots = 10 feet Front and side yards not used for accessory buildings, clotheslines, incinerators, storage of trailers, boats or of any materials;. Rear yard = minimum 10 feet (dwelling units and other primary buildings or covered structures)</p> <p><b>Comments:</b> Probably acceptable to prohibit, storage of certain items, etc. for aesthetics in front and side yards</p>	<p>Front yard = minimum 15 feet; Side yard = minimum 5 feet, corner lots = 10 feet; no portion of building shall be within 3 feet of property line without building sitting on property line; Front and side yards not used for accessory buildings, clotheslines, incinerators, storage of trailers, boats or of any materials; Rear yard = minimum 15 feet</p> <p><b>Comments:</b> Probably acceptable to prohibit, storage of certain items, etc. for aesthetics in front and side yards</p>	<p>Front yard not required; Side yard not required; when created, minimum three feet wide and deep. Rear yard no structural improvement</p> <p><b>Comments:</b> No yards required in C-2 zone consistent with principles</p>	<p>Front yard not required; Side yard not required; when created, minimum three feet wide and deep. Rear yard no structural improvement</p> <p><b>Comments:</b> No yards required in C-2P zone consistent with principles</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> No consideration of site design options and varied housing/work building types; does not allow accessory buildings in setbacks; does not address storefront compatibility in C zones</p> <p><b>Solution:</b> Revise setbacks for flexibility in site design, particularly reduced front setback for office and commercial uses; consider adding maximum front setbacks for storefront entrances (example—every 25-50 feet in C-2 and C-2P zones); consider requiring storefronts to be built along sidewalks in C-1 and C-2 zones (e.g., a zero-foot maximum front setback).</p>
Off-Street Parking	<p>On-site or within 400 feet; 1 space per employee on-site; customer, visitor or resident parking per 18.42, Off-Street Parking Requirements</p> <p>Cottage Industry: Off-street parking on site or within 400</p>	Same as RP-1	<p>Dwelling units: 2 including garage or carport for each dwelling; not in required front yard; not less than 10x20;</p> <p>Commercial: 1 permanently maintained space on building lot with unobstructed ingress</p>	<p>Dwelling units: 2 parking spaces for each dwelling; parking space shall not have access from principal commercial street; where ground floor used for parking, front 25-feet of ground floor facing principal commercial</p>	<p>Dwelling units: 2 parking spaces for each dwelling including garage or carport; parking spaces shall not have access from principal commercial street;</p> <p>off-street parking on site or within 400</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Detailed, Human-Scaled Design</i></p> <p><b>Obstacle:</b> Excessive parking requirements in commercial and mixed-use zones excessive; compact (8x18 foot) parking spaces only allowed with commercial uses; except for Cottage Industries, no</p>

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
	<p>feet. Employee alternative modes encouraged and may be required.</p> <p>Trips from Cottage Industry site not to exceed trips from equivalent permitted dwelling units on site.</p> <p>Non-resident vehicles on site: 1 per 5 non-resident employees.</p> <p>Car-pooling beyond minimum may be required for greater compatibility.</p> <p>Bicycling and walking to site may be part of approval if will help maintain neighborhood public health and safety</p> <p><b>Comments:</b> Parking within 400-feet consistent with principles</p>		<p>and egress for every 300 sf of floor area in commercial use; total off-street parking not less than five; one space or within 400 feet per employee per shift on site</p>	<p>street used for retail sales</p> <p><b>Comments:</b> Many commercial and business parking is located within several downtown parking lots paid for through a downtown Local Improvement District</p>	<p>feet at: one parking space for each 400 sf of retail floor space; one parking space for each 800 sf of other floor space; one parking space for each employee.</p> <p>Parking is also determined by Section 18.42, Off-Street Parking Requirements, depending on the use</p>	<p>consideration of travel modes other than motor vehicles; some standards too discretionary, i.e., "maintain neighborhood public health and safety."</p> <p><b>Solution:</b> Reduce current parking ratio; set parking ratio maximums; consider providing credit for on-street parking; allow certain percentage of compact spaces; require bicycle parking for commercial uses; consider parking area design and landscaping standards and location requirements (behind or on side of building); consider incentive for parking lot design (more compact spaces, fewer spaces, etc.); eliminate minimum number of required on-site spaces in C-1; add clear &amp; objective guidelines to discretionary standards or replace them with clear &amp; objective standards.</p>

Code Element	RP-1 Residential Professional-1	RP-2 Residential Professional-2	C-1 Neighborhood Commercial	C-2 Central Business	C-2P Community Commercial	Smart Development Concepts and Consistency
Underground Utilities	<p>Except where deemed physically impractical by the city engineer, all utility cables shall be installed underground in new construction</p> <p><b>Comments:</b> Generally consistent with Smart Development principles; improves appearance of streetscape</p>	<p>Except where deemed physically impractical by the city engineer, all utility cables shall be installed underground in new construction</p> <p><b>Comments:</b> Generally consistent with Smart Development principles; improves appearance of streetscape</p>				<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacles:</b> Discretionary standards such as "where deemed impractical by the city engineer."</p> <p><b>Solution:</b> Less subjective review by city engineer: add clear and objective guidelines to existing standard, or replace with clear and objective standards.</p>
Street Access			<p>No more than two ingress and egress points for building site in commercial use</p>			<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacles:</b> No street access standards for RP or C-2 zones; C-1 standard inadequate to properly control access for pedestrian and traffic safety.</p> <p><b>Solution:</b> See Model Development Code for access permit, spacing, and options standards (Chapter 3.1) for all of these zones.</p>

# MANUFACTURED HOME INDIVIDUAL LOT AND MOBILE HOME PARK DISTRICTS

Code Elements	MHS Manufactured Home Individual Lot District	MHP Mobile Home Park District	Smart Development Concepts and Consistency
<b>Purpose</b>	<p>Provide a stable, healthful environment, together with the full range of urban services for those residents choosing to reside in manufactured homes on individual lots. This district should provide residents with residential areas comparable in quality and density with R-1 single-family residential areas.</p> <p><b>Comments:</b> Manufactured homes allowed on individual lots in the RS, R-1 and R-2 districts</p>	<p>Provide a stable, healthful environment, together with the full range of urban services for those residents choosing to reside in mobile homes on a permanent or temporary basis or for those people desiring to utilize travel trailers, motor homes or campers for short visits to the city</p> <p>Mobile Home park: “any place where four or more mobile homes are located within 500 feet of one another...” Manufactured dwelling replaces the term ‘mobile home’ per ORS 446.</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Mixed Use</i></p> <p><b>Obstacle:</b> State law prohibits special regulations for manufactured homes on individual lots (except for certain design standards listed in the statute.). They must be zoned and regulated like stick-built homes on lots.</p> <p><b>Solution:</b> Eliminate the MHS zoning district. Make sure that MHP District definitions and standards conform to current state law.</p>
<b>General Provisions, Locational Criteria</b>	<p>Subdivision must be at least five acres in size unless the manufactured home subdivision abuts an existing MH subdivision</p>	<p>District may be used as a buffer between commercial or light industrial and residential districts. Must have primary access off arterial or a collector within reasonable distance of intersecting arterial</p> <p><b>Comments:</b> Mobile home park may provide compatible buffer between districts</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> MHS zone and standards are not legal.</p> <p><b>Solution:</b> Eliminate the MHS zoning district.</p>
<b>Permitted buildings and uses</b>	<ul style="list-style-type: none"> <li>• Manufactured homes on individual lots</li> <li>• Residential home</li> <li>• Home occupations</li> <li>• Planned unit developments</li> </ul> <p><b>Comments:</b> Home occupations allow some small-scale commercial-type uses</p>	<ul style="list-style-type: none"> <li>• Mobile home parks</li> <li>• Home occupations</li> <li>• Planned unit developments</li> </ul> <p><b>Comments:</b> Home occupations allow some small-scale commercial-type uses</p>	<p><b>Principles:</b> <i>Efficient Use of Land, Full Utilization of Urban Services and Mixed Uses</i></p> <p><b>Obstacle:</b> MHP zone generally reflects single-use zoning and separation of uses. MHS zone and standards are not legal.</p> <p><b>Solution:</b> In MHP, allow appropriate smaller scale neighborhood commercial uses as permitted uses; expand allowable home occupations; encourage planned unit developments for larger tracts of land. Eliminate the MHS zoning district.</p>

Code Elements	MHS Manufactured Home Individual Lot District	MHP Mobile Home Park District	Smart Development Concepts and Consistency
<b>Conditional Buildings and Uses</b>	<ul style="list-style-type: none"> <li>• Church</li> <li>• Day care</li> <li>• Parks</li> <li>• Public buildings</li> <li>• Nursing homes</li> <li>• Schools</li> </ul>	<ul style="list-style-type: none"> <li>• Grocery stores</li> <li>• Drugstores</li> <li>• Restaurants</li> <li>• Professional offices</li> <li>• Laundromat</li> <li>• Overnight travel trailer parks</li> </ul> <p><b>Comments:</b> Mobile home parks allow some commercial uses</p>	<p><b>Principles:</b> <i>Efficient Use of Land</i> and <i>Mixed Use</i></p> <p><b>Obstacle:</b> No conditional commercial uses in MHS zone—reflects single-use zoning and separation of uses, discourages development</p> <p><b>Solution:</b> Allow appropriate smaller scale commercial uses as permitted use; expand allowable home occupations</p>
<b>Accessory Buildings and Uses</b>	Permitted if located behind the front 60 feet of lot depth. No more than two buildings allowed as accessory to any manufactured home dwelling.	Not more than two buildings allowed as accessory to any mobile home dwelling	<p><b>Principles:</b> <i>Efficient Use of Land</i> and <i>Mixed Use</i></p> <p><b>Obstacle:</b> MHS zone and standards are not legal.</p> <p><b>Solution:</b> Consider maximum footprint for accessory buildings to keep them in scale with the neighborhood and keep them secondary to the residence; eliminate MHS district.</p>
<b>Building or Structural Height Limitations</b>	<p>Main building height 2- stories or 28 feet.</p> <p>Accessory building maximum 1 story or 18 feet</p>	<p>Main building height 2- stories or 30 feet.</p> <p>Accessory building maximum 1 story</p> <p><b>Comments:</b> MHP building heights compatible with zone</p>	<p><b>Principles:</b> <i>Efficient Use of Land</i> and <i>Detailed, Human-Scaled Design</i></p> <p><b>Obstacle:</b> MHS zone and standards are not legal.</p> <p><b>Solution:</b> Eliminate the MHS District.</p>
<b>Lot coverage, lot area and lot dimensions</b>	<p>Minimum lot area = 6000 sf Minimum lot width = 60 feet, 65 feet for corner lots Depth = 80 feet</p> <p>Coverage: &lt;40 percent of the lot area. Patio structures used for open use, and swimming pools not structurally covered not included in coverage calculation</p> <p>Minimum 864 square feet of interior space, roof pitch &gt;2:12</p>	<p>Minimum area for park = 40,000 sf Minimum lot area per mobile home space = 4,000 sf Frontage and depth: &gt;40 feet width, &gt;60 depth</p>	<p><b>Principles:</b> <i>Efficient Use of Land</i> and <i>Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> MHS zone and standards are not legal; no lot averaging allowed except through PUD process; MHP minimum space size and dimensions are excessive</p> <p><b>Solution:</b> Reduce lot area, depth and width requirements in MHP zone; allow lot averaging; consider; eliminate MHS District.</p>

Code Elements	MHS Manufactured Home Individual Lot District	MHP Mobile Home Park District	Smart Development Concepts and Consistency
<b>Yard regulations</b>	<p>Front yard setback &gt;15 feet, except garages and carports taking access on the front of the property shall be set back 20 feet</p> <p>The yard shall be landscaped and maintained.</p> <p>Side yard setback shall be as follows:  Interior side yard = 7-1/2 feet  Alley side yard = 5 feet  Street side yard (except that garages will be set back 20 feet) = 10 feet  Public and semipublic buildings 20% of lot width (Minimum 10 feet, Maximum 30 feet)</p> <p>Rear yard: Residential structures, including corner lots, shall be set back five feet. All garages, carports, or parking spaces taking access from an alley shall be located not less than 14 feet from the centerline of the alley.</p>	<p>No mobile home or accessory thereto shall be located any closer than 25 feet from a park property line abutting on a public streets, 10 feet from all other park property lines and 10 feet from any such areas as a park street, a common parking area or common area</p> <p>A mobile home and accessories thereto separated from an adjoining mobile home and its accessories by &gt;15 feet</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> MHS District imposes special standards for manufactured homes on individual lots.  MHP: Do not consider potential site design options and varied housing types; do not allow accessory buildings in front, side or rear setbacks; setback from public street is excessive.</p> <p><b>Solution:</b> Revise setback dimensions to allow for more flexibility in site design and location, allow access from rear yard for accessory buildings if alley. Make sure that MHP standards are consistent with current state law. Eliminate MHS District.</p>
<b>Off-street parking</b>	<p>Two permanent off-street parking spaces, &gt;10 wide and 20 feet long for each dwelling unit</p> <p>Permanent off-street parking for customers, visitors or residents shall be provided on the site or as required under Chapter 18.42, Off-Street Parking</p>	<p>Two off-street parking spaces for each dwelling unit</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Detailed, Human-Scaled Design</i></p> <p><b>Obstacle:</b> MHS District imposes special standards for manufactured homes on individual lots. MHP does not consider travel modes other than auto; does not consider guest parking.</p> <p><b>Solution:</b> Review current parking ratio; consider parking ratio maximums; provide credit for on-street parking if MHP streets are wide enough: 24' pavement for parking on one side, 28' pavement for parking on both sides; consider requiring bicycle parking for common buildings; consider parking area design and location requirements for guest parking; eliminate MHS District.</p>

Code Elements	<b>MHS</b> Manufactured Home Individual Lot District	<b>MHP</b> Mobile Home Park District	<b>Smart Development Concepts and Consistency</b>
<b>Underground utilities</b>	<p>Except where deemed physically impractical by the city engineer, all utility cables shall be installed underground in new construction</p> <p><b>Comments:</b> Generally consistent with Smart Development principles; improves appearance of streetscape</p>	<p>No requirements in Zoning Ordinance, however, Resolution No. 1246, effective October 1994 requires all new utilities (power, telephone, cable TV, etc.) to be placed underground</p> <p><b>Comments:</b> Generally consistent with Smart Development principles; improves appearance of streetscape</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacles:</b> Discretionary standards such as "where deemed impractical by the city engineer."</p> <p><b>Solution:</b> Less subjective review by city engineer: add clear and objective guidelines to existing standard, or replace with clear and objective standards.</p>

# INDUSTRIAL DISTRICTS

Code Elements	M-1 Light Industrial District	M-2 Heavy Industrial District	Smart Development Concepts and Consistency
<b>Purpose</b>	<p>Areas for manufacturing, assembly, packaging, wholesaling and related activities with limited detrimental impact on adjacent districts</p> <p>Commercial uses include agricultural supply and equipment, auto sales, building maintenance, carwash, freight yards, eating establishments, machine/equipment rental and sales, storage yards, public parking, animal hospitals, etc.</p>	<p>Create, preserve and enhance areas containing manufacturing or related establishments, which are potentially incompatible with most other establishments, and is typically appropriate to areas which are most distant from residential areas, and which have extensive rail and highway shipping facilities</p> <p>Commercial uses include agricultural supply and equipment, auto sales, building maintenance, carwash, freight yards, eating establishments, machine/equipment rental and sales, storage yards, public parking, animal hospitals, etc.</p>	<p><b>Principles:</b> <i>Full Utilization of Urban Services and Mixed Use</i></p> <p><b>Obstacle:</b> M-1 and M-2 zones generally reflect single-use zoning and separation of uses</p> <p><b>Solution:</b> Consider permitting some commercial uses in M-1 and M-2 zones (e.g., vehicle repair and sales, hotels and motels, amusement uses, retail trade, personal and professional services in M-1; personal and professional services such as banks, hair salons, restaurants and dry cleaners for use of industrial employees and customers in M-2).</p>
<b>Buildings and Uses Permitted Conditionally</b>	<p>The planning commission may grant a conditional use permit in an M-1 district for uses such as service station, heavier industrial vehicle maintenance and repair, boarding kennel, etc.</p>	<p>The planning commission may grant a conditional use permit in an M-2 district such as animal hospital, service station, public buildings, very heavy industry, etc.</p>	<p><b>Principles:</b> <i>Efficient Use of Land, and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> Requiring a conditional use permit for certain industrial uses can be an obstacle to development</p> <p><b>Solution:</b> Review conditional uses for significant negative impacts beyond their property lines such as noise, glare, dust, traffic, etc. (see Model Development Code, Chapter 2.3).</p>
<b>Lot Area and Dimensions</b>	<p>Minimum lot area = 9,000 sf Minimum lot width = 60 feet, except corner lots &gt;65 feet wide</p>	<p>Minimum lot area = 9,000 sf Minimum lot width = 60 feet, except corner lots &gt;65 feet wide</p>	<p><b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i></p> <p><b>Obstacle:</b> Lot area and width restrict flexibility, and siting and design options</p> <p><b>Solution:</b> Reduce lot area and width requirements to allow for more flexibility in site design; consider allowing average lot sizing for industrial subdivisions or parks.</p>

Code Elements	M-1 Light Industrial District	M-2 Heavy Industrial District	Smart Development Concepts and Consistency
<b>Lot Coverage</b>	100% allowed when minimum loading space, setbacks and parking are provided  <b>Comments:</b> Consistent with principles	100% allowed when minimum loading space, setbacks and parking are provided  <b>Comments:</b> Consistent with principles	<b>Principles:</b> <i>Efficient Use of Land and Full Utilization of Urban Services</i>  <b>Obstacles:</b> None
<b>Yard Regulations</b>	Front yards: >20 feet. May be used for parking except for front eight feet and no parking space shall have access directly from street Side yards: not required except corner lots >10 feet adjacent to side street r.o.w. If created, minimum of three feet wide and three feet deep Rear yards: not required	Front yards: not required Side yards: not required; if created, minimum of three feet wide and three feet deep Rear yards: not required	<b>Principles:</b> <i>Efficient Use of Land and Detailed, Human-Scaled Design</i>  <b>Obstacle:</b> M-1 front yard setback reduces visibility for commercial uses. Allowing front yard parking is a vehicle-oriented standard that ignores pedestrian and bicyclist needs, safety, and comfort.  <b>Solution:</b> Consider transition/buffering requirements between M-2 uses and other districts, specifically residential; consider design standards for compatibility with adjoining uses; consider reduced front yard setback for commercial uses in M-1 zone; consider adding locational requirements for on-site parking to side or rear for all uses.
<b>Off-Street Parking</b>	Minimum three parking spaces for visitor on each building site. One parking space on-site or within 400 feet for each employee per shift One parking space on-site or within 400 feet for each vehicle operated from site.  Section 18.42, Off-Street Parking, requires one parking space per each 500 square feet of gross floor area.	Same as M-1	<b>Principles:</b> <i>Efficient Use of Land and Detailed, Human-Scaled Design</i>  <b>Obstacle:</b> No consideration of compact parking space dimensions; no consideration of travel modes other than autos; no parking lot design standards  <b>Solution:</b> Review and possibly revise current parking ratios; set parking ratio maximums for permitted commercial uses [not as crucial for industrial uses as for commercial uses]; provide credit for on-street parking; allow certain percentage of compact spaces; require bicycle parking; consider parking area design and location requirements.

# REGULATIONS AND OVERLAY DISTRICTS

Code Elements	Panhandle (Flag) Lot Regulations	Smart Development Concepts	Recommended Revisions
<b>Purpose and Applicability</b>	<p>Encourages more intensive land development, infill, and compact development through modifications of the street frontage and other requirements when applicable. Panhandle lots are only allowed when topographical or other physical constraints prevent the property from meeting the street frontage requirement, and when there is no way the property can otherwise be reasonably served by a street.</p> <p><b>Comments:</b> Permitting flag lots supports efficient land use and the achievement of planned densities.</p>	<i>Efficient Use of Land and Full Utilization of Urban Services</i>	
<b>Lot Area and Dimensions</b>	<ul style="list-style-type: none"> <li>• Lot area does not include the panhandle access.</li> <li>• Rear residential lots or parcels are generally required to be at least 6,000 square feet.</li> <li>• All single-family residential front lots or parcels shall be a minimum of 4,500 square feet in area and shall comply with the off-street parking, setback and street frontage requirements of the zoning district in which they are located.</li> </ul> <p><b>Comments:</b> Smart development encourages jurisdictions to allow small lot development to promote efficient land use and meet target densities.</p>	<i>Efficient Use of Land</i>	<p>Reduce excessive minimum lot size to facilitate partitioning of deep and unusually shaped lots and promote compact development; consider permitting inclusion of panhandle in lot area calculation to encourage more infill development.</p>
<b>Development Standards</b>	<ul style="list-style-type: none"> <li>• A maximum of four lots or parcels may be assigned to a single panhandle</li> <li>• Minimum panhandle width and street frontage shall be 20 feet with minimum 12 foot paved surface width for one or two rear lots or parcels, and 25 feet with minimum 18 foot paved surface width for three or four rear lots or parcels.</li> <li>• When panhandle is over 150 feet long, it must have a uniform surface at least 20 feet wide with approved fire apparatus turn around.</li> <li>• Access can occur through a panhandle driveway or an abutting property's driveway, a private easement, or a private road.</li> <li>• When a buffer is required, it shall contain at least five foot fence or wall, or comparable landscaping.</li> </ul> <p><b>Comments:</b> Shared driveways promote efficient use of land by preventing multiple, adjacent accesses.</p>	<i>Efficient Use of Land and Detailed, Human-Scaled Design</i>	<p>Add language promoting use of shared driveways whenever possible; reduce permitted number of lots served by panhandle access to two to encourage good planning and avoid piecemeal development without an adequate street access and connection system. (See Model Development Code Section 2.1.140 for example flag lot standards.)</p>

Code Elements	Panhandle (Flag) Lot Regulations	Smart Development Concepts	Recommended Revisions
<b>Yard Regulations</b>	<p>Generally requires a minimum setback of 10 feet from any two property lines for buildings on rear lot; and 5 feet from any other property line, unless waived by owners.</p> <p><b>Comments:</b> Narrower setback requirements help in achieving planned densities by providing more flexibility in siting on small lots.</p>	<i>Efficient Use of Land</i>	Consider whether the existing setbacks can be further reduced.
<b>Off-Street Parking</b>	<p>Each lot or parcel shall have at least two permanent parking spaces. The required parking spaces shall not be located in the panhandle portion of the driveways.</p> <p><b>Comments:</b> Excessive parking requirements takes up land that could be used for additional dwellings or accessory units.</p>	<i>Efficient Use of Land</i>	Encourage shared parking facilities and consider reducing required number of spaces.
Code Elements	Planned Unit Development Overlay District	Smart Development Concepts	Recommended Revisions
<b>Purpose, General Criteria</b>	<ul style="list-style-type: none"> <li>• Encourage the planned development of large tracts of land;</li> <li>• Encourage better land utilization through a flexible application of zoning regulations;</li> <li>• Preserve natural amenities by intermingling open space and residential areas;</li> <li>• Provide for the efficient use of public utilities and facilities through better use of land;</li> <li>• Create opportunities for a wider variety of choice in life styles.</li> </ul> <p><b>Comments:</b> The use of PUDs encourages a coordinated approach to development, which supports smart development principles. PUDs have not been well implemented in the past.</p>	<i>Efficient Use of Land and Full Utilization of Urban Services</i>	
<b>Design and Development Standards</b>	<ul style="list-style-type: none"> <li>• Generally allows PUDs in areas with &gt;five acres, unless special considerations apply.</li> <li>• Generally limits land coverage to be same as parent zoning district.</li> <li>• Provides density regulations that may require deeper yards around the PUD perimeter. These deeper yards generally may not be open space.</li> <li>• Requires at least ten percent of area to be devoted as open space within a planned unit development for scenic, landscaping or open recreational purposes.</li> <li>• Generally requires that all utilities be placed underground.</li> <li>• Allows more flexibility in the minimum lot requirements as long as the project will harmonize with the surrounding neighborhood.</li> <li>• Individual buildings, accessory buildings, off-street parking, loading facilities, open space and landscaping and screening may be located without reference to lot lines, except the boundary lines of the development, except that required parking spaces serving a residential use shall be located within two hundred feet of the building containing the residential use served.</li> </ul> <p><b>Comments:</b> Flexible lot sizes for a whole development and compatibly designed transitions between neighborhoods support smart development. However, requiring larger yards as setbacks from adjacent neighborhoods does not help achieve planned densities.</p>	<i>Efficient Use of Land and Full Utilization of Urban Services</i>	Consider requirement so yards cannot exceed those of the parent district; use design guidelines to achieve compatible development between abutting neighborhoods; consider reducing acreage (5) requirements; clarify "special consideration" and when allow PUDs <5 acres

Code Elements	Planned Unit Development Overlay District	Smart Development Concepts	Recommended Revisions
<b>Permitted Buildings and Uses</b>	<p>Permitted uses and buildings in the PUD overlay zone:</p> <ul style="list-style-type: none"> <li>• Single family dwellings;</li> <li>• Duplexes;</li> <li>• Multi-family dwellings;</li> <li>• Common public and private open space;</li> <li>• Supporting accessory buildings and uses</li> <li>• Parks, community centers, recreation facilities, trails, clubs.</li> </ul> <p>Buildings and uses permitted conditionally:</p> <ul style="list-style-type: none"> <li>• Commercial uses and services in planned unit developments of 25 acres or greater in size</li> <li>• Churches</li> <li>• Day care</li> <li>• Public buildings</li> <li>• Schools</li> </ul> <p><b>Comments:</b> Mixed use neighborhoods support smart development. However, limiting commercial to larger PUDs detracts from the flexibility of the overlay district and does not promote the integration of limited commercial in residential zones.</p>	<i>Mixed Use</i>	<p>Reduce or eliminate the minimum size requirement for PUDs to include commercial development.</p>
<b>Development Procedures</b>	<p>There shall be a three stage review process for all planned unit developments consisting of a pre-application conference, a preliminary approval, and a final approval.</p> <p><b>Comments:</b> Onerous procedures for PUDs provide a disincentive for their development.</p>	<i>Development Review Process</i>	<p>Examine PUD review process to determine if and how it could be streamlined.</p>

Code Elements	General Use Requirements	Smart Development Concepts	Recommended Revisions
<b>Purpose</b>	<p>Requires construction, renovations, alterations, and use of structures to follow what is permitted in the zoning district, and requires procurement of necessary permits and licenses.</p> <p><b>Comments:</b> Single use zoning and separation of uses can be contrary to smart development principles that encourage flexibility.</p>	<i>Mixed Use</i>	The requirement supports smart development when mixed uses are allowed in the zoning districts.
<b>Design Standards for Accessory Structures</b>	<p>Special use permits for accessory structures that exceed height requirements may be allowed according to the following criteria:</p> <ol style="list-style-type: none"> <li>The maximum height shall not exceed 25 feet or two stories.</li> <li>Accessory building yard requirements are upheld,</li> <li>Light angle requirements from the side and rear property lines are met, and</li> <li>The structure is consistent with the character of the area.</li> </ol> <p><b>Comments:</b> Permitting accessory structures is a key component of smart development as it provides housing choice while achieving planned densities.</p>	<i>Full Utilization of Urban Services</i>	Review accessory building standards to ensure they are not unnecessarily prohibitive.
<b>Yard Regulations</b>	<ul style="list-style-type: none"> <li>Required front yards are permitted to have extend into them only eaves, cornices, steps, terraces, platforms and porches having no roof covering and being not over three and one-half feet high.</li> <li>Required side yards are permitted to have only eaves or cornices extend over them for a distance of not more than two feet.</li> <li>Upon the joint request of the owners, private garages or other buildings, except building housing animals, may be constructed upon or immediately adjacent to the division line between the two properties.</li> </ul> <p><b>Comments:</b> Allowing porches and bay windows to encroach slightly into the required setback makes the area more visually interesting for pedestrians and thus makes pedestrian activity more appealing.</p>	<i>Detailed, Human-Scaled Design</i>	Revise the yard regulations to allow porches, including covered porches, and bay windows to encroach slightly into yards with street frontage.

Code Elements	Off-Street Parking Requirements	Smart Development Concepts	Recommended Revisions
<b>Applicability</b>	<p>Single-family residences required to have minimum two off-street parking spaces; two-family dwellings are required to have at least four spaces; three-family and multi-family dwellings are required to have one and one-half per each dwelling unit.</p> <p>Retail establishments are generally required to have one space for each three hundred square feet of gross floor area, but not less than five spaces.</p> <p>For mixed uses, the total requirements for off-street parking spaces shall be the sum of the requirements for the various uses. Off-street parking facilities for one use generally cannot be considered as providing parking facilities for any other user. Planning Director can approve a legal, joint use planning agreement.</p> <p>Comments: Preventing excessive parking requirements is important to smart development, since parking takes up significant land and does not consider human-scale design.</p>	<i>Efficient Use of Land</i>	Consider reducing minimum parking standards and ratios. Establish parking maximums. Allow on-street parking and encourage shared parking whenever possible.
Code Elements	Conditional Use Permits	Smart Development Concepts	Recommended Revisions
<b>Development Standards</b>	<p>CUPs granted under the following conditions:</p> <ul style="list-style-type: none"> <li>• The proposed development will be compatible with and will not adversely affect the livability or development of abutting properties and surrounding neighborhood.</li> <li>• The proposal harmonizes in scale, coverage, and density.</li> <li>• The proposal does not detract from public facilities availability, impose harmful effects upon desirable neighborhood character, generate excessive traffic or reduce capacity of surrounding streets; nor impose any other relevant impact of the development.</li> <li>• The location, design and site planning of the proposed development provides a convenient and functional environment, and will be as attractive as the nature of the use and setting will allow.</li> <li>• The proposed development will not impede the successful operation of the surrounding area in its basic community functions, or that it provides an essential service to the community or region.</li> <li>• The proposed development is compatible with the general purpose and intent of the city's comprehensive plan.</li> <li>• The required dedication and improvement of streets within the development site for the proper extension and/or connection of necessary streets shall be made.</li> <li>• The use of the development site shall not adversely affect access to and subdivision of abutting properties.</li> </ul> <p><b>Comments:</b> Protecting compatibility with surrounding areas and promoting interconnectivity is fundamental to smart development. Whenever feasible without compromising the intent of requirements, development review process for conditional uses should be minimized.</p>	<i>Detailed, Human-Scaled Design, Transportation Options, and Development Review Process</i>	Examine the CUP review process to determine what aspects could be considered minor adjustments and thus approved administratively instead of through the complete CUP process.

Code Elements	Variance	Smart Development Concepts	Recommended Revisions
<b>Purpose</b>	<p>To prevent or to lessen such practical difficulties and unnecessary physical hardships which are consistent with the objectives of this title. A practical difficulty or unnecessary physical hardship may result from the size, shape or dimensions of a site or the location of existing structures thereon, from geographic, topographic or other physical conditions on the site or in the immediate vicinity.</p> <p><b>Comments:</b> Flexibility in lot size and other requirements is helpful to achieve planned densities that are compatible with smart development. Onerous review procedures can be detrimental to these ends.</p>	<i>Efficient Use of Land and Development Review Process</i>	<p>Examine the variance review procedures to determine if any elements could be considered minor adjustments and thus undergo administrative approval.</p>
Code Elements	Design Review	Smart Development Concepts	Recommended Revisions
<b>Purpose</b>	<ul style="list-style-type: none"> <li>• To preserve landscape in its natural state by minimizing tree and soil removal; to keep grade changes consistent with the neighborhood or area; and to achieve safe, efficient and attractive development of the site.</li> <li>• To prevent interference with the development, use, enjoyment or value of other property in the vicinity or the orderly, and to promote pleasing development of the neighborhood or area as a whole.</li> <li>• To ensure that the proposed development or physical improvement has a desirable, efficient and workable interrelationship among buildings, parking, circulation, open space, landscaping and related activities and uses.</li> <li>• To ensure that due consideration has been given to the historical characteristics or architectural theme within an area, and that there is sufficient variety in the design of the structures and ground to avoid monotony in the external appearance.</li> </ul> <p><b>Comments:</b> Ensuring compatibly designed buildings and quality architectural design through the use of design guidelines helps promote smart development.</p>	<i>Detailed, Human-Scaled Design</i>	
<b>Applicability</b>	<ul style="list-style-type: none"> <li>• The design, size, shape and arrangement of structures and uses are in scale and compatible with the surroundings.</li> <li>• Exposed utility lines, storage areas, machinery, installations, service and loading areas, advertising features and similar accessory areas and structures are set back or screened to minimize the loss of natural light, views, privacy and general aesthetic value of surrounding properties.</li> <li>• The development or physical improvement is so designed, sized or sited to minimize obstruction of scenic views.</li> </ul> <p><b>Comments:</b> Ensuring compatibly designed buildings and quality architectural design through the use of design guidelines helps promote smart development.</p>	<i>Detailed, Human-Scaled Design</i>	<p>Consider providing density bonuses to encourage development to meet design guidelines. Develop clear guidelines that detail elements needed for "compatibility with the surroundings."</p>

# COMPREHENSIVE PLAN

Comprehensive Plan Policies	Smart Development Consistency	Recommended Smart Development Policy Revisions
Housing Policy 2	<p><b>Smart Development Principles:</b> Detailed, Human-Scaled Design</p> <p><b>Comments:</b> Policy recommends the use of a tree-planting ordinance.</p>	Expand Housing Policy 2 to explicitly encourage or require street trees in order to support pedestrian-friendly streetscapes.
Housing Policy 3	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> The City supports the integration of multi-family dwellings in any residential zone with adequate services. However, higher density multi-family units are encouraged “adjacent” to downtown, but are not directly incorporated into the downtown area through mixed use, except those multi-family units that are permitted in rear and upper stories in C-2 and C-2P districts.</p>	Change Housing Policy 3 to promote mixed use development by supporting multi-family development not only integrated into all residential areas but also into commercial areas as well.
Housing Policy 4	<p><b>Smart Development Principles:</b> Development Review Process</p> <p><b>Comments:</b> This policy encourages performance standards for mobile home subdivisions. Providing a dual-track design review option could enable developers to choose between following specific standards and administrative review, or meeting performance standards subject to a design review.</p>	Expand Housing Policy 4 to encourage the implementation of a dual-track design review process.
Housing Policy 6	<p><b>Smart Development Principles:</b> Transportation Options</p> <p><b>Comments:</b> This policy has vague language encouraging the “appropriate use of cul-de-sacs.”</p>	Revise Housing Policy 6 to limit the prevalence of cul-de-sacs. Municipal Code Section 17.28.080 states maximum cul-de-sac is 400 feet or 18 single-family dwellings, whichever is the lesser.
Housing Policy 12	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> This policy, like Housing Policy 3, allows for placement of multi-family dwellings in medium density residential areas and in PUDs. To meet the goals of Smart Development, multi-family dwellings should be permitted in commercial zones as well.</p>	Expand Housing Policy 12 to include commercial zones in the list of areas appropriate for placing multi-family dwellings.
Economic Development Policy 3	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> The City encourages the rezoning of certain commercial areas to neighborhood commercial or residential professional. Providing for the integration of neighborhood and community shopping centers interspersed with residential areas promotes smart development.</p>	
Economic Development Policy 4	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> The development of “Main Street Districts” is encouraged under smart development. Cottage Grove’s adoption and refining of the Central Business District Plan supports this concept.</p>	

Cottage Grove Comprehensive Plan Policies	Smart Development Consistency	Recommended Smart Development Policy Revisions
Economic Development Policy 5	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> Providing flexible opportunities for residential professional zoning supports the concept of mixed use.</p>	Rephrase Economic Development Policy 5 to clarify what is meant by requiring the application of Residential Professional zoning when “changing the zone” in a Residential Professional area.
Economic Development Policy 6	<p><b>Smart Development Principles:</b> Detailed, Human-Scaled Design</p> <p><b>Comments:</b> This policy supports the development of bicycle parking and off-street parking. Promoting non-auto travel and parking is considered smart development. Off-street parking should be located in back or beside businesses to encourage pedestrian access and preserve the street aesthetically. Additionally, some on-street parking should be retained to help assure the success of those businesses. Municipal Code Section 2.20 lists Parking Advisory Commission duties as including all matters relating to controlled automobile parking and related development activities within off-street parking districts.</p>	Develop Economic Development Policy 6 to explicitly encourage off-street parking to take place beside or behind commercial businesses, while not eliminating on-street parking.
Economic Development Policy 7	<p><b>Smart Development Principles:</b> Detailed, Human-Scaled Design</p> <p><b>Comments:</b> This policy limits the location of strip commercial development to high traffic areas. This supports less auto-dependent, pedestrian-friendly development in the remaining commercial areas.</p>	
Economic Development Policy 8	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> Allowing neighborhood shopping areas in residential areas promotes smart development.</p>	
Economic Development Policy 9	<p><b>Smart Development Principles:</b> Detailed, Human-Scaled Design</p> <p><b>Comments:</b> Transitioning between commercial development and adjacent residential areas can be accomplished through mid-block zoning district lines can ease the transition between zones.</p>	Revise Economic Development Policy 9 to provide mid-block zoning district lines.
Industrial Areas Policies 1 and 3	<p><b>Smart Development Principles:</b> Mixed Use</p> <p><b>Comments:</b> Allowing limited retail in industrial zones supports smart development.</p>	
Public Facilities and Services Policy 1	<p><b>Smart Development Principles:</b> Full Utilization of Urban Services</p> <p><b>Comments:</b> Limiting the availability of public services to the urban service area promotes smart development by discouraging low density “under-building.”</p>	

Cottage Grove Comprehensive Plan Policies	Smart Development Consistency	Recommended Smart Development Policy Revisions
Parks, Recreation, and Open Space Policy 2	<p><b>Smart Development Principles:</b> Transportation Options</p> <p><b>Comments:</b> Continued development of the Greenway Program, which emphasizes pedestrian and bicycle paths, supports smart development.</p>	
Parks, Recreation, and Open Space Policy 3	<p><b>Smart Development Principles:</b> Efficient Use of Land Resources</p> <p><b>Comments:</b> To provide more options in acquiring new parks, infill development and average lot sizes for a whole development can be used to preserve natural amenities and develop parks.</p>	Expand Parks, Recreation, and Open Space Policy 3 to encourage exploration of using average lot size for a whole development and encouraging infill development to preserve natural amenities and generate possible park sites.
Energy Conservation Policy 1	<p><b>Smart Development Principles:</b> Full Utilization of Urban Services</p> <p><b>Comments:</b> This policy recognizes the benefits and efficiencies of limiting the urban service area, thus supporting density goals and smart development.</p>	
Urban Design	<p><b>Smart Development Principles:</b> Detailed, Human-Scaled Design</p> <p><b>Comments:</b> There are no policies listed in this section of the Comprehensive Plan.</p>	Policies that promote quality architectural design, particularly downtown, can be coordinated with the use of density bonuses for providing amenities.
Air and Water Resources Policy 3	<p><b>Smart Development Principles:</b> Efficient Use of Land Resources</p> <p><b>Comments:</b> This policy promotes preservation of natural features and vegetation. This effort would be supported by the use of average lot size for a whole development.</p>	Expand Air and Water Resources Policy 3 to include the use of average lot size for a development in order to preserve natural amenities.
Participation, Review, and Amendment Policies	<p><b>Smart Development Principles:</b> Development Review Process</p> <p><b>Comments:</b> The regular review of the Comprehensive Plan promotes the elimination of process obstacles, provided that procedures are not made more onerous over time.</p>	Look for ways to streamline procedures as part of the annual review of the Comprehensive Plan, including allowing administrative approval for minor adjustments and improving PUD ordinances.
Urban Service Area Policies	<p><b>Smart Development Principles:</b> Full Utilization of Urban Services</p> <p><b>Comments:</b> These policies promote planned growth and efficient service delivery, which supports smart development.</p>	
Transportation and Land Use Planning Integration Policies	<p><b>Smart Development Principles:</b> Efficient Use of Land Resources</p> <p><b>Comments:</b> The use of coordinated development plans that provide a framework for locating smart development features such as the interconnected street network and land uses would support the intent of these TSP policies.</p>	Develop a Transportation and Land Use Planning Integration policy that supports the creation and use of specific or refinement plans to ensure coordination between transportation and land use resources.

Cottage Grove Comprehensive Plan Policies	Smart Development Consistency	Recommended Smart Development Policy Revisions
<b>Street and Roadway Policies</b>	<p><b>Smart Development Principles:</b> Transportation Options, Efficient Use of Land Resources</p> <p><b>Comments:</b> These policies support multi-modal streets and connectivity, thus supporting smart development. However, the policies lack explicit direction to use less land for streets whenever possible, another key concept of smart development.</p>	Expand the Street and Roadway Policies of the TSP to support less land for streets by use of street standards appropriate to street function, and possible adoption of “skinny” street standards.
<b>Public Transportation and Demand Management Policies</b>	<p><b>Smart Development Principles:</b> Transportation Options</p> <p><b>Comments:</b> These policies support the smart development concepts of providing transit-supportive development.</p>	
<b>Bikeway and Pedestrian Policies</b>	<p><b>Smart Development Principles:</b> Transportation Options</p> <p><b>Comments:</b> These policies generally support the smart development concepts of multi-modal streets, and bike and pedestrian connectivity. Explicit language could be added to reduce the use of cul-de-sacs that limit connectivity, and to establish block length maximums that discourage widespread pedestrian travel.</p>	Expand the Bikeway and Pedestrian Policies to emphasize interconnectivity and reduce the use of cul-de-sacs.

**Notes:**

Although listed in the Cottage Grove Comprehensive Plan as “Recommendations,” the Plan indicates that the recommendations are intended “as policy statements...to provide a consistent course of action to accomplish the community’s goals.” (Comp Plan, pg. 5)