Eugene Review Panel

Report 2: Review of Middle Housing Concepts

23 February 2021 (updated 1 April with final votes from the Panel)

The following report was created for the City of Eugene by the 29 Panelists of the 2020–21 Eugene Review Panel on Housing.

The primary mandate of this Panel is to advise the City on the implementation of HB 2001. This report represents the second of three reports that fulfill that mission:

- *Report 1, December 2020: Guiding Principles*
- *Report 2, February 2021: Review of Middle Housing Concepts*
- *Report 4, April 2021: Review of Middle Housing Draft Code*

The Panel is also providing general public engagement advice to the City, which is the subject of Report 3.

In this second report, the Panel worked from a City of Eugene Middle Housing Survey, which was also open to the general public via the Engage Eugene platform. The Survey's four questions have been included in this report for reference. The Panel heard a presentation about the code framework the City is using, which divides code proposals into three tiers:

- *Allow (meet the State's minimum standards related to HB 2001)*
- *Encourage (remove barriers and increase flexibility)*
- *Incentivize (minimize regulation and apply bonuses and incentives)*

The Panel learned about the State's minimum standards, as well as the State's Model Code. The Panel then used the four questions of the Middle Housing Survey as the basis for rotating small group discussions, during which notes were taken. Each group identified Key Points within these notes that would lead toward a choice of Allow, Encourage, or Incentivize for each question. Where relevant, Panelists noted which of their Guiding Principles related to notes in this report. Finally, the Panel voted on its support for Allowing, Encouraging, or Incentivizing in each case.

All text in this report was authored exclusively by Panelists themselves in their own words, with the sole exception of explanatory text in italics. No final edits were made by either HD or City staff before publication.

Question 1: On-Site Parking

Three parking spaces on-site   One parking space on-site   No parking spaces on-site
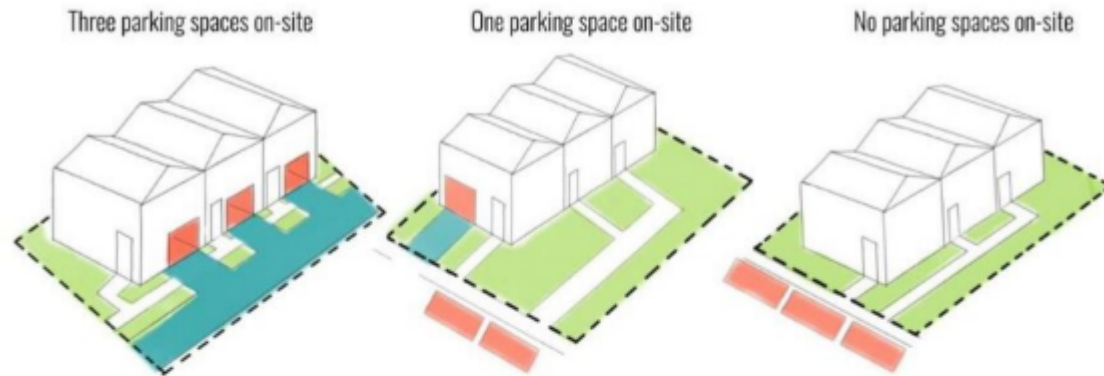
"On-site parking" is area allocated to vehicles (e.g., driveways, garages, carports, or other parking areas on the lot). Requiring more parking for vehicles can decrease the amount of space for housing and potentially increase the cost of development. When someone builds middle housing in these "R-1" zoned areas, how much space should be dedicated to parking?

ALLOW: Require the most parking possible per state law (one space per individual home is the maximum the City can require)
ENCOURAGE: Require less parking (allow on-street parking, and/or less parking near places where it is easier to get around without a car)
INCENTIVIZE: Require even less parking (if the developer includes affordable units.)
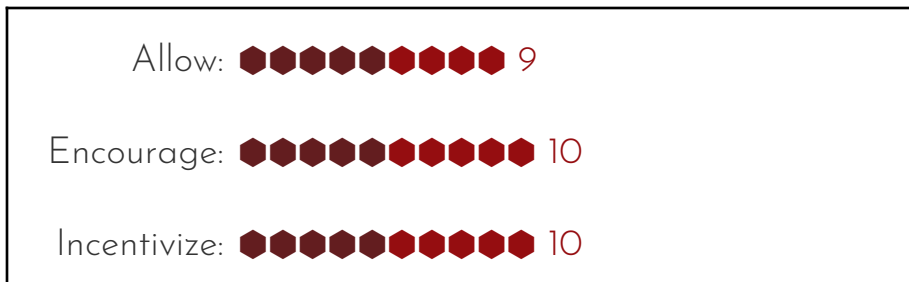
Vote Count

Allow: ●●●●●●●●● 9

Encourage: ●●●●●●●●●● 10

Incentivize: ●●●●●●●●●● 10

Key to Panelist Notes:
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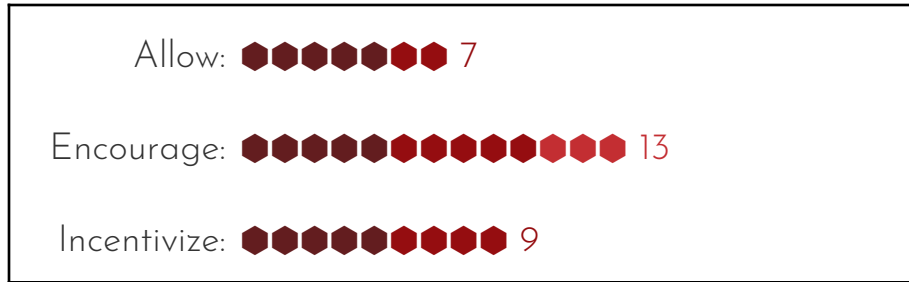| Allow Notes	Encourage Notes	Incentivize Notes	General Notes
Allow the state to require one spot per unit for accessibility. ● **Keep in mind accessibility for disabled and elderly.** We have lots of cars and the city will grow. Most people drive. **Infrastructure in the city does not allow for not having access to a car at this time.** **Garage is more than parking, some built for a living, storage, gathering spot.**	Encourage different options depending on the location in Eugene (accessible v. less developed parts of town). ● ***The future growth of the City should be planned for. (see Principle 26)*** (this could be a future where people are trying to drive less/move away from cars Depending on need/accessibility, some might need onsite, while on-street parking or no parking might be needed. (see Principle 11) **Build middle housing in a transit corridor and account for people wanting to keep their cars. (See Principle 8)** ● **Most business services are built on transit corridors - it makes sense, because then it is easier to get to those services.**	Parking will limit units created and could be a factor in choosing not to build more affordable housing. (see Principle 3) ***Let's not assume that 100% of middle housing without parking. Parking should not be thought of as either/or. This will be built in the next 15 years. The principles of building for the future go out the window if we prioritize parking. (see Principles 1, 30, 26, 14, 19, 18, 10, 3, 40, 7, 42)*** ● Incentivizing does not mean that no parking will be built in middle housing. ● If you do not incentivize, affordable housing will not be built. ● Contradict the above bullet point. We should prioritize parking.	**Middle housing will never be the largest share of the housing being built (it is only about 4% of the market.** **You are not going to be able to change people's habits without disincentivizing or incentivizing it.** The more middle housing that is built will make it available for people who have accessibility needs. It depends on housing type.

Question 2: Lot Coverage
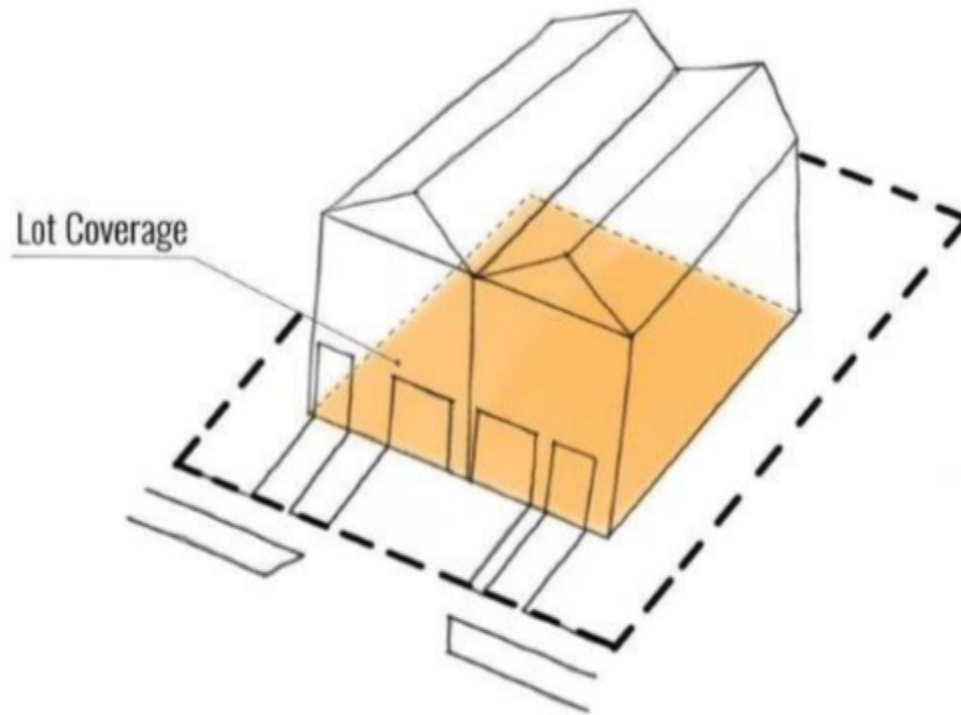
Lot Coverage

"**Lot coverage**" is the percent of a lot covered by homes or other structures. Decreasing how much of a lot can have housing typically results in more open area (such as a yard). Increasing how much of a lot can have housing provides more flexibility and can lower costs. <u>When building new middle housing, how much of the lot should be covered with homes?</u>

- ☐ ALLOW: Allow the largest amount of open area possible
- ☐ ENCOURAGE: Allow for lots to develop with a balance between open area and housing
- ☐ INCENTIVIZE: Allow most of the lot to have housing if it is near transit or provides affordable units

Vote Count

Allow: ⬡⬡⬡⬡⬡⬡⬡ 7

Encourage: ⬡⬡⬡⬡⬡⬡⬡⬡⬡⬡⬡⬡⬡ 13

Incentivize: ⬡⬡⬡⬡⬡⬡⬡⬡⬡ 9

Allow Notes	Encourage Notes	Incentivize Notes	General Notes
Open space and green spaces are important (***<u>see Principles 21, 19</u>***) Maintain 50% but also keep in mind site/building may vary. ***<u>Maintain green character of Eugene</u>*** (more trees and green space). ● Community gardens Emphasize city beauty. **Low carbon footprint** consistent with state movement.	**For duplex and triplex.** **You might need more room for this type (children, open space) (see Principle 14)** ● Open space should include green space. **Dedicated amount of green space should be included in the code per community or neighborhood or per capita.**	This is a problem with exponential growth. If we start with incentivizing, **we can scale down once the goal (achieve a certain amount of middle housing that satisfies demand) is reached.** Multiplex would fall here because it may not need as much space (emphasis on affordability). **(see Principle 38)**	Your house cannot take more than 50% of your lot. What is the rationale? **Safety issues** with more housing in a lot? ● Having space among houses increases safety - like in the case of fire for example. Space between houses serves as a fire break. The need for space might be for aesthetic reasons. Homes should have backyards (e.g. planting) 50/50 is a good idea. It might depend on the structure of the house. ***One size might not fit all. Duplexes might fall differently than multiplexes.***

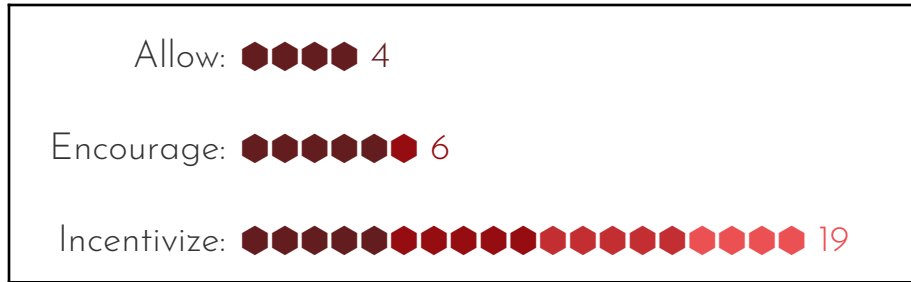|			
			Multiplex may have a courtyard and green space or shared space. **Dedicated amount of green space should be included in the code per community or neighborhood or per capita.** **Develop a standard for green space - baseline**

Question 3: Design Standards

Design standards define the look and feel of buildings. In many cases, the City of Eugene currently applies only very basic design standards such as building setbacks (the distance from the edge of the property to the home) and maximum height to homes in the zone(s) that will soon allow more middle housing types. Some design standards promote walking and pedestrian accessibility (having doors to homes face the street or reducing the width of driveways or garage doors).

The following are examples of potential design standards. <u>What level of standards should the City use for middle housing?</u>
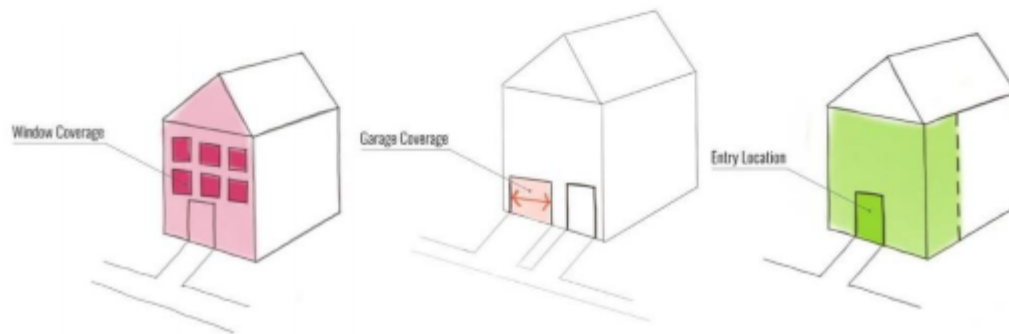
- ☐ ALLOW: Use the highest level of design standards (allowed by the state such as the location of doors or entries, the amount of the house covered by windows, and garage widths). Features will more closely match single-family homes, but the standards may limit design flexibility and may add cost to the home.
- ☐ ENCOURAGE: Develop design standards that are less restrictive than the "allow" option. Encourages middle housing to include basic design features but leaves more options available for design flexibility and reducing costs.
- ☐ INCENTIVIZE. Use very few or no design standards. This permits a wide range of design options for entry locations, garage width, and other factors that may make middle housing stand out more from single-family homes, but has the benefit of greater design flexibility that can result in more efficient, customized, and lower-cost housing.

Vote Count

Allow: ●●●● 4

Encourage: ●●●●●● 6

Incentivize: ●●●●●●●●●●●●●●●●●●● 19

Allow Notes	Encourage Notes	Incentivize Notes	General Notes
	Design flexibility **What to keep some standards leading to development diversification (see Principle 28)** **Promote sustainability and build for the future - stipulations (see Principles 19, 20, 26)**	**_Has to be incentivized - making less restrictive how we design middle housing is gonna make it more affordable_** **Any design standards should focus on quality of living (see Principles 38, 30)** **Allows for variety of types of building (see Principle 1, 28, 36)** **Set few/low design standards. If restrictions are required, they should be basic and logical. (ex. height).** (see Principles 1, 2,39, 26, 14, 19, 18. 3, 5, 40, 7, 20)	**There are no design standards for single dwelling houses** - This is not true, there are design standards for SF (ex setbacks/building height. But not aesthetic standards - Talking about affordability in terms of design - but are we also talking about cost affordability to owners / renters. - Is there any way they can inspect? Response: every building gets inspected. - Concern example: would developers not put enough doors / windows if there are not enough requirements **Not in favor of packing people in at the cost of green spaces (see Principles 19, 20, 26)** - The carbon footprint of building is actually smaller in denser developments

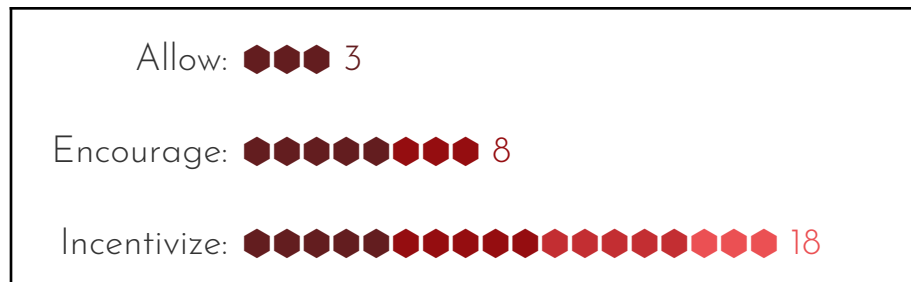|			
			- A larger population, though, will produce more trash, etc. - We are not advocating to build middle housing in green spaces ***Keep Eugene Funky! (see Principle 35)*** **Don't want builders to take advantage of the limited existing standards**

Question 4: General Direction

The questions above about parking, lot coverage, and design standards are examples of the many code topics that require change to meet State regulations. <u>In general, what direction do you feel is best for the Eugene community?</u>

ALLOW for more middle housing: Meet the minimum standards required by the State of Oregon. *This option has more regulations, less design flexibility, and has less potential to reduce the cost of future housing compared to the other two options.*

ENCOURAGE more middle housing: Remove code barriers, increase flexibility. *This option has less regulation, more design flexibility, and reduces housing costs more than the "allow" option.*

INCENTIVIZE more middle housing: Minimize regulation, apply bonuses and incentives. *This option has the least regulation, most flexibility, and has the potential to reduce housing costs the most of the 3 options.*

Vote Count

Allow: ⬢⬢⬢ 3

Encourage: ⬢⬢⬢⬢⬢⬢⬢⬢ 8

Incentivize: ⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢⬢ 18

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Allow Notes	Encourage Notes	Incentivize Notes	General Notes
	All others need to be encouraged Reducing barriers (See Principle 6) **Regulations are sometimes needed but not always.** It's good to have flexibility in the design, more yards or less, more house or less. **Affordable housing is important. Middle of the road option allows flexibility.** Eugene is a unique city that should have unique housing options.	**Green building practices and spaces (see Principles 21, 26)** ***Need and demand is high - City needs to do all it can (see Principle 1)*** **Minimizing restrictions is important** *(see Principles 6, 18, 5, 16)* Single Unit housing comparatives Minimum standard and quality / habitability (see Principles 30, 38) **Homelessness - middle housing helps provide flexibility / affordability (see Principles 22, 2)** **(All the Principles from Question 1 [1, 30, 26, 14, 19, 18, 10, 3, 40, 7, 42] apply here, plus Principles 6, 39, 35, 5, 31, 20** **Incentivizing affordable housing will help with diversity (see Principle 35) and walkable neighborhoods (see Principle 10)**	Encourage in all areas and incentivize in areas where middle housing is less established / prevalent **Middle housing will not address homelessness (see Principle 22).** It will alleviate people who are in low-income housing, but will not address the unhoused populations. Low income housing should be affordable housing. Agree we need to incentivize more middle housing. But lots of cheap housing in Eugene already – thin walls, not very aesthetic. Need to consider children's needs. We need to be careful with regulations. **Can we please do something about the unhoused population in Eugene?**