

EVENT DETAILS

- **Title:** Housing Options Project Community Open House
- **Date:** Tuesday, Feb. 5 | 5:30 to 7:30 PM
- **Location:** Beaverton City Library | 12375 SW 5th Street
- **Attendance:** 57

The majority of attendees that completed comment cards indicated that they were homeowners. Staff had conversations with attendees who shared that they are renters. However, it's still assumed that the majority of attendees were homeowners. Additional events will be scheduled to explore the needs of renters.

DOCUMENT GUIDE

- If you'd like to read **key takeaways by housing type**, go to [page 2](#).
- If you'd like to read **key takeaways by theme**, skip ahead to [page 3](#).
- If you'd like to review the **individual responses**, read [pages 4-10](#).
- If you'd like to review the **comment cards**, read [page 11](#).
- If you'd like to review the **original project boards**, skip ahead to [page 12](#).

EVENT PURPOSE

City staff arranged an Open House to discuss expanding housing opportunities in residential areas. If the housing types were already allowed in all residential areas, as with ADUs, or allowed in many residential areas, as with smaller lot homes, then staff asked for feedback regarding changes to current design and development standards. If the housing types were not allowed, then staff asked for feedback on where and how these new housing types could be allowed. Housing types that are not allowed in many residential areas include duplexes, triplexes, fourplexes, townhouses, shared court apartments, and cottage clusters.

EVENT PROMOTION

The City of Beaverton's Communications Team promoted the Open House through e-blasts, newsletters, rack cards, social media (Facebook and NextDoor), and a press release issued one week before the event. The Communications Team also promoted the event on the City of Beaverton's main web site, Housing Options Project web site, and reader boards in City Hall and the Beaverton Main Library. Five days before the event, staff also placed three A-frame signs in front of the Beaverton Main Library.

The Planning Division sent multiple e-blasts to residents signed up for project updates. They also shared the event with the Housing Options Project Community Work Group, 10 volunteers from advisory boards and neighborhood associations, who promoted the event within their personal networks. The Development Division shared the event with local housing organizations.

EVENT FORMAT

Participants were encouraged to move freely throughout the room and discuss housing types with staff. Staff were standing by four board stations to facilitate discussions:

- **Station 1:** Project Overview
- **Station 2:** ADUs and Smaller Homes on Smaller Lots
- **Station 3:** Duplexes, Triplexes, and Fourplexes
- **Station 4:** Townhouses, Shared Court Apartments, and Cottage Clusters

Station 1 was informational. Stations 2, 3, and 4 requested open-ended responses to two questions. Stations 3 and 4 also included an interactive dot exercise that prompted attendees to think about where new housing types could be located.

TAKEAWAYS by Type

- **Accessory Dwelling Units.** Attendees mentioned more multigenerational housing options, more affordable housing options, and stronger community connections as potential benefits to changing ADU standards. Some were open to increasing unit size for basement and attic conversions, as well as allowing two ADUs on one lot. Concerns include limited on-street parking, loss of trees, the appearance of new ADUs, and development barriers, including permit fees.
- **Smaller Homes on Smaller Lots.** People suggested early homeownership opportunities and stronger community connections as potential benefits to changing design and development standards for smaller homes. However, there were also concerns that new standards might lead to more demolitions, increasing tension among neighbors. Some expressed a desire for new homes to match the scale and form of existing homes. Others expressed concern that smaller homes on smaller lots would preclude trees, reduce privacy, and block natural light from entering homes.
- **Duplexes.** When asked where new duplexes should be allowed, the most popular responses were *everywhere* and *near markets or shopping areas*. Many participants were open to more duplexes in the city, with the caveat that design details matter. People had mixed feelings about parking and affordability. For parking, some were concerned that off-street parking requirements might reduce the trees on each lot; however, reducing off-street parking requirements might mean less on-street parking would be available. Regarding affordability, some thought duplexes would be more affordable, helping families stay in Beaverton without greatly changing the neighborhood. Others thought duplexes might be too expensive since they would be new construction.
- **Triplexes and Fourplexes.** When asked where new triplexes and fourplexes should be allowed, the most popular response was *near public transit*, followed by *everywhere*. As with duplexes, some attendees expressed support for more triplexes and fourplexes in neighborhoods, but added that design should respect neighborhood context. Concerns about parking, demolitions, loss of tree canopy, and building scale (namely height) were similar to issues described for duplexes, but slightly amplified.
- **Townhouses.** When asked where new townhouses should be allowed, the most popular response was *near public transit*, followed by *near markets or shopping areas*. Of all housing types, townhouses were considered most urban, given their high lot coverage

and perceived incongruity with single-family homes. Some also questioned the need for more townhouses since they are already allowed and frequently built.

- **Shared Court Apartments.** When asked where shared court apartments should be allowed, the most popular response was *near public transit*, followed by *everywhere*. Attendees described many benefits to shared court apartments, including multigenerational living options, strong community connections, tree-friendly site designs, and shared parking facilities. Some participants also liked that courtyard buildings are similar in scale and form to single-family homes (when viewed from the street). Potential concerns include removing mature trees during construction and replacing them with smaller trees.
- **Cottage Clusters.** When asked where cottage clusters should be allowed, the most popular response was *everywhere*, followed by *near public transit*. Attendees described many benefits including more housing options at different price points, more co-housing opportunities, and a perceived higher design quality. In particular, people favored site designs that conserve natural resources and blend well with existing neighborhoods. Many were drawn to the appeal of living in a smaller home, but some were doubtful that developers would build smaller homes if it's profitable to build a larger home.

TAKEAWAYS by Theme

- **New Housing Types.** Attendees expressed strong support for ADUs, smaller homes on smaller lots, cottage clusters, shared court apartments, and to a lesser extent, duplexes. Participants responded with mixed support for triplexes, fourplexes, and townhouses. In other words, as bulk and height of each housing type increases, people expressed reservations about allowing these new housing types in their neighborhood.
- **New Housing Locations.** When asked where new housing types should be allowed, people responded most often with *near public transit* (47 responses) and *everywhere* (42 responses). The remaining results were *near markets or shopping areas* (35 responses), *near schools* (25 responses), *near parks and trails* (20 responses), and *near major roads or freeways* (13 responses). Responses varied by housing type. Details are located in the preceding section *Takeaways by Type*.
- **Homes for Older Adults.** Many attendees expressed strong support for more single-level homes that would help people age-in-place. Specifically, older adults preferred ADUs, smaller homes on smaller lots, cottage clusters, and entry-level shared court apartments. They also expressed concerns that triplexes, fourplexes, and townhouses would be built instead because they are perceived to be more profitable to developers.
- **Homeownership Opportunities.** People frequently mentioned that more homeownership opportunities were needed throughout the city, especially for smaller homes that could benefit young couples starting a family or an aging couple looking to downsize.
- **Design Elements.** Many people indicated that how new housing types respond to the design context of established neighborhoods is important. In other words, they might not care about the number of dwelling units inside the building, as long as the building is

similar in scale and form to its neighbors. On that note, some were concerned that new regulations would increase demolitions of existing homes that would be replaced with new, larger homes out of scale with the neighborhood (and likely more expensive).

- **Social Connections.** Attendees mentioned that new housing types could strengthen social connections by bringing different types of people together in well-knit neighborhoods, especially among older adults that are sometimes isolated in their living environments. Conversely, but to a lesser degree, some people thought that new regulations could temporarily lead to more construction activity, potentially affecting relationships among neighbors.
- **Natural Resources and Trees.** Concerns about tree removal were consistent among discussions of all housing types, except for cottage clusters. Some people suggested that their support for new housing types would be dependent upon stronger tree protections.
- **Off-Street Parking.** Concerns about off-street parking requirements were mixed. Some people thought off-street parking requirements should be reduced or eliminated because they limit potential development. Others indicated that it was important to require off-street parking requirements for new housing types.

INDIVIDUAL RESPONSES

ACCESSORY DWELLING UNITS (ADUs)

Q1. What are the potential benefits to changing ADUs standards, such as:

- **Allowing two ADUs (one attached, one detached) on a lot with a single-family house**
- **Allowing one ADU on a lot with a duplex or townhouse**
- **Removing architectural matching standards (such as roof pitch and exterior materials)**
- **Reducing rear yard setbacks**
- **Reducing or eliminating off-street parking requirements**
- **Increasing maximum square footage**

Comments

- Could benefit homeowner's financially – alternatives to apartments, affordable, alternative to demolition.
- People are lonely; bring them together, it will improve well-being.
- ADUs are low-hanging fruit – allow interior remodeling as ADU with no size limitation.
- Parking requirements are restrictive.
- Sharing utilities prevents the ADU from being sold separately.
- More housing options for seniors promote well-being and better public health outcomes.
- A "soft" density increase.
- The future is multigenerational living – get on board sooner. We'll be better off in the end.
- Allow basements to have larger ADUs. Don't limit to 800 sq. ft.
- Reduce off-street parking requirements.
- Allow two ADUs per lot. Even three ADUs in some cases.

- Find ways to motivate more ADUs (development fee assistance).
- Consider small tax exemptions for building ADUs.
- More people in more neighborhoods – Widens and deepens connections.

Q2. What are potential concerns about changing ADUs design and development standards, as described above?

Comments

- Need parking for residents.
- Design should be integrated with the neighborhood.
- Next owner desirability.
- Concerns about privacy.
- The irrational, money-driven development of the past five years (allowed and encouraged by the city) makes the current cry for increased density appear very deceitful. Why were these ideas not imposed on new developments?
- Parking – standard of building – design/style.
- Loss of trees (with global warming in play, this will be a greater future concern).
- It is inappropriate to put the burden of poor land use planning on current residents.
- Keep off-street parking requirements.
- This project should not be guided by real estate special interests.
- Concerned about traffic.
- Real estate investors and developers would push to financialize the land at the expense of tree canopy and neighborhood quality of life.
- These proposals make zoning regulations meaningless.
- Have ADU design standards by NAC.
- Reduce permit fees if they go through design review by NAC.
- Having trees would be disincentivized for many if building an ADU on their lot would require community trees to be impacted or moved.
- For all types, water main connections are too expensive. Big barrier.

SMALLER HOMES ON SMALLER LOTS

Q1. What are the potential benefits to changing design and development standards, such as:

- **Reducing front yard setbacks (10-15 feet minimum is required in most zones)**
- **Reducing side yard setbacks (5 feet is typical, 10 feet if abutting a lower density residential zone)**
- **Reducing rear yard setbacks (15-20 feet minimum is required in most zones)**

Comments

- Higher density, more walkable could foster more cooperation/community (if closer together).
- A community of skinny lots.
- Do whatever it takes for more skinny homes/tiny homes.
- 800-1,000 feet would be great.

- Setbacks are important in preserving neighborhood livability, as well as construction impacts to neighboring trees and properties.
- Keep a sense of continuity, community, completion of eye line (roofs); keep trees/bushes, nature, and open space connected
- Don't forget about parks for mobile homes and RVs.
- Good for early homeownership opportunities.

Q2. What are potential concerns about changing design and development standards for smaller homes, as described above?

- Developers cut corners to increase profits, demolitions, and no trees.
- Could accelerate demolition, creating neighborhood instability.
- Existing small home on small lot developments, such as SW Tallman Lane (Westridge), off SW Murray between Farmington and 6th, are failing to provide public benefit. Require more space for large trees in adjacent public rights-of-way and/or in yards.
- Developers using changes to increase profit at expense of neighbors, trees, and social cohesion.
- Without legal protections and steep fines to builders, our city's vital tree canopy would be imminently threatened. Protect trees of a certain size from removal – implement tree preservation program upgrades.
- I miss the trees. Current building is deforesting Cooper Mountain. This higher density housing does not allow for trees.

DUPLEXES

Q1. Where should duplexes be allowed? Place up to 3 green dots total, 1 per row.

- Everywhere - 9 dots
- Near markets or shopping areas - 9 dots
- Near public transit - 8 dots
- Near schools - 7 dots
- Near parks and trails - 4 dots
- Near major roads or freeways - 2 dots
- Other - 1 dot (no explanation given)

Q2. What are the potential benefits to allowing duplexes in more residential areas?

- More people living in the same footprint.
- Increase housing diversity in neighborhood (type of housing).
- Increase affordability in community.
- Encourage more families to stay in Beaverton.
- Duplexes blend well in Highland. Looks great.
- People are afraid of sore thumbs. Not when new types blend.
- These are great! Allow for more density in any area and not cause dramatic change to character of neighborhood.
- There are more benefits with single-level homes. Fits in better.

- More density in established neighborhoods.
- Turn more existing single-family homes into duplexes and triplexes. Keep façade the same. Keep footprint the same.
- Nothing wrong with each type. It's the context for the neighborhood that matters.

Q3. What are potential concerns about allowing duplexes in more residential areas? How could we address these issues?

- What if these new homes are too expensive?
- Parking for residents.
- Could accelerate gentrification and demolition of historical structures. Only allow duplexes when demolition not necessary.
- Maybe have common parking areas. I concur that parking may become an issue.
- Open to types as long as there is a garage. The number of units don't matter.
- If setbacks are changed, the side yards are most important – don't change these. Reduce rear or front yards instead.
- Larger building of driveway footprints would mean less space for shade-providing trees. Improve tree code to protect more trees before, during, and after construction.
- Regardless of housing types, setbacks should remain consistent.
- Three stories is too tall for duplexes, triplexes and fourplexes.
- What about aging-in-place? No stairs.
- Form matters. Duplex townhouses are okay, but make them look like single-family homes.
- All types are important, but are we preserving important landmarks? Are we losing historic homes when we make way for new homes?

TRIPLEXES AND FOURPLEXES

Q1. Where should triplexes and fourplexes be allowed? Place up to 3 green dots total, 1 per row.

- Near public transit - 11 dots
- Everywhere - 7 dots
- Near markets or shopping areas - 6 dots
- Near schools - 5 dots
- Near parks and trails - 4 dots
- Near major roads or freeways - 1 dot
- Other - 1 dot

Q2. What are the potential benefits to allowing triplexes and fourplexes in more residential areas?

- Increase density and affordability in Beaverton.
- Decrease sprawl.
- Multi types of housing encourage variety of people to live in neighborhood.
- Diversity of housing.

Q3. What are potential concerns about allowing triplexes and fourplexes in more residential areas? How could we address these issues?

- Multilevel stairs can be a problem for those who may want to age-in-place.
- Road and streets (217/I-5).
- Can be too narrow and tall relative to surrounding development.
- Without regulations, developers could buy more houses, demolish them, and then profit by building a larger unit. Negatively impacts neighborhood character and history, as well as historic trees and open space.
- Restrict developments that require demolitions or tree removal. Prioritize saving large species.
- Find ways to reduce demolitions and respect history.
- Deregulation and putting business interests at the forefront is not the answer.

TOWNHOUSES

Q1. Where should townhouses be allowed? Place up to 3 green dots total, 1 per row.

1. Near public transit - 8 dots
2. Near markets or shopping areas - 6 dots
3. Everywhere - 5 dots
4. Near major roads or freeways - 4 dots
5. Near schools - 4 dots
6. Near parks and trails - 3 dots
7. Other - 1 dots (no explanation given)

Q2. What are the potential benefits to allowing townhouses in more residential areas?

- Provides efficient housing footprint.
- Make sense in more urban areas near stores and other community resources.

Q3. What are potential concerns about allowing townhouses in more residential areas? How could we address these issues?

- Design always an issue.
- Road and streets (217/I-5).
- Too many already.
- Already built. How many more do we need?
- Too many stairs for aging population.
- Too tall. Sticks out. Overbearing to single-level homes.

SHARED COURT APARTMENTS

Q1. Where should shared court apartments be allowed? Place up to 3 green dots total, 1 per row.

1. Near public transit - 10 dots
2. Everywhere - 7 dots
3. Near markets or shopping areas - 7 dots
4. Near schools - 6 dots
5. Near major roads or freeways - 5 dots
6. Near parks and trails - 3 dots
7. Other - 0 dots

Q2. What are the potential benefits to shared court apartments in more residential areas?

- Nice fit with single-family neighborhoods.
- Complimentary design to "fit" in existing neighborhoods.
- Fits into single-level home areas.
- Sense of community.
- Green space.
- Preserves green space. Can situate courtyards around existing trees.
- Creates more space for shared parking. Especially for larger apartment complexes.
- Re-zone all land near transit for more housing.
- In the Bay area, residents pay per car in apartment complexes. This could deter car ownership.
- Allows family proximity while allowing families to live in own home independently, whether income similar or not.
- Not a concern necessarily. We have multiple housing options in Highland. Creates a great community.

Q3. What are potential concerns about allowing shared court apartments in more residential areas? How could we address these issues?

- Encourages condos.
- What about aging-in-place? No stairs.
- Require developers to retain more trees and plant more new ones, such as large and medium-form trees.

COTTAGE CLUSTERS

Q1. Where should cottage clusters be allowed? Place up to 3 green dots total, 1 per row.

1. Everywhere - 14 dots
2. Near public transit - 10 dots
3. Near markets or shopping areas - 7 dots
4. Near parks and trails - 6 dots
5. Near schools - 3 dots
6. Near major roads or freeways - 1 dot
7. Other - 0 dots

Q2. What are the potential benefits to allowing cottage clusters in more residential areas?

- Affordable.
- Green space.
- Sense of community.
- Fits in to single-level home areas. Good use of space.
- Good use of land.
- Community building.
- Generally great design!
- Require these as alternatives to single-family homes of 2,500 sq. ft. or more to use land more efficiently for more diverse housing.
- We need more shared housing opportunities.

Q3. What are potential concerns about allowing cottage clusters in more residential areas? How could we address these issues?

- Road and streets (217/I-5).
- What about aging-in-place? No stairs.
- How can developers be convinced to build these instead of maximum-density alternatives?

ALL HOUSING TYPES

- Required transportation may be a barrier to developing.
- This relates to all options – concerns about high density housing/parking/traffic, sewer capacity, and electrical capacity.
- Seniors need more single-level housing.
- I don't want to move because of re-zoning.
- We need types for all income levels. Seniors are on the edge of low-income, pushed into low-income, and then the state is responsible if low-income.
- Look at Westbrook (6th and Murray) for examples of single-level units.
- Need more accessible homes.
- More clusters. More access to amenities.
- Parking restrictions are limited and outdated. Motivate people to build them.
- Don't like telling people me how to live. If I want to live in the city center, then I can't have a car.
- More 800-1,000 sq. ft. homes.
- How can the city help with development fees?
- Build more in existing neighborhoods.
- Soft density increases.

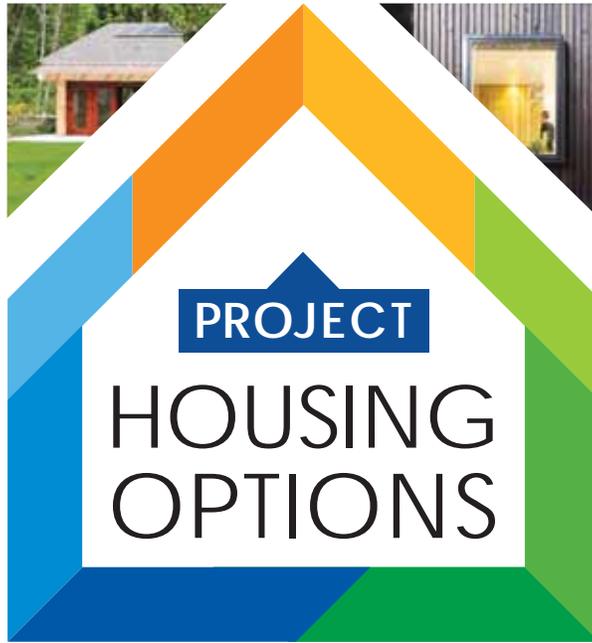
COMMENT CARDS

Staff received 10 comment cards (57 people attended the event).

- **Overall, how would you rate this event?**
 - Excellent – 2 responses
 - Good – 8 responses
 - Okay – 0 responses
 - Could be better – 0 responses
- **Do you own or rent?**
 - Owner – 8 responses
 - Renter – 0 responses
 - Neither – 1
- **If new housing types were on my street, it would be good because...**
 - It would increase density and provide a better mix of income levels
 - Potential to allow younger people to buy
 - Not sure
 - Increased density / diversity
 - I don't have any response for this statement
 - My neighborhood is amazing but giant lots mean few enjoy it
 - More options, better affordability
 - More land would be sued for families or parks
- **If new housing types were on my street, it would be bad because...**
 - Could increase noise and traffic
 - Not bad just different – Need time to adjust and find all the positive that it could bring
 - Not sure
 - Parking
 - It's an older neighborhood and new housing types wouldn't fit in probably
 - New houses stand out so much
 - People would abuse free street parking

EVENT BOARDS

The following pages include PDFs of the original boards from the event.



What types of housing would you like to see in Beaverton? How should housing variety work in your neighborhood?

INTRO

The region, like most of the country, is experiencing a shift in the type and location of desired housing. People that want to age in their neighborhood, move closer to job centers, or start a family are just a few trends affecting housing needs and preferences. Beaverton is trying to meet the growing demand for more housing options.

However, in many parts of Beaverton, only single-family homes are allowed. This project will consider where and how other types of homes might be allowed in the city's residential areas in a way that considers the size and shape of homes already in the neighborhood. Examples include accessory dwelling units, smaller homes on smaller lots, cottage clusters, duplexes, triplexes, fourplexes, townhouses, and shared court apartments.

NEXT STEPS

- Spring 2019:** Explore opportunities and draft alternatives (potential housing types, locations, and variations).
- Summer 2019:** Review alternatives with public, City Council and Planning Commission. Finalize preferred alternative.
- Fall 2019:** Develop code and map changes, including design and development standards. Review with public.
- Winter 2020:** Adopt code and map changes.

ABOUT HOP

Challenges: Many residential areas only allow the construction of new detached single-family homes. In residential areas where other types are allowed, barriers make it difficult to build anything other than detached single-family homes.

Goals: Identify housing wants and needs, as well as where and how housing types might be allowed in the city's residential neighborhoods.

Outreach: Community priorities, preferences and concerns will help guide future efforts and project outcomes.

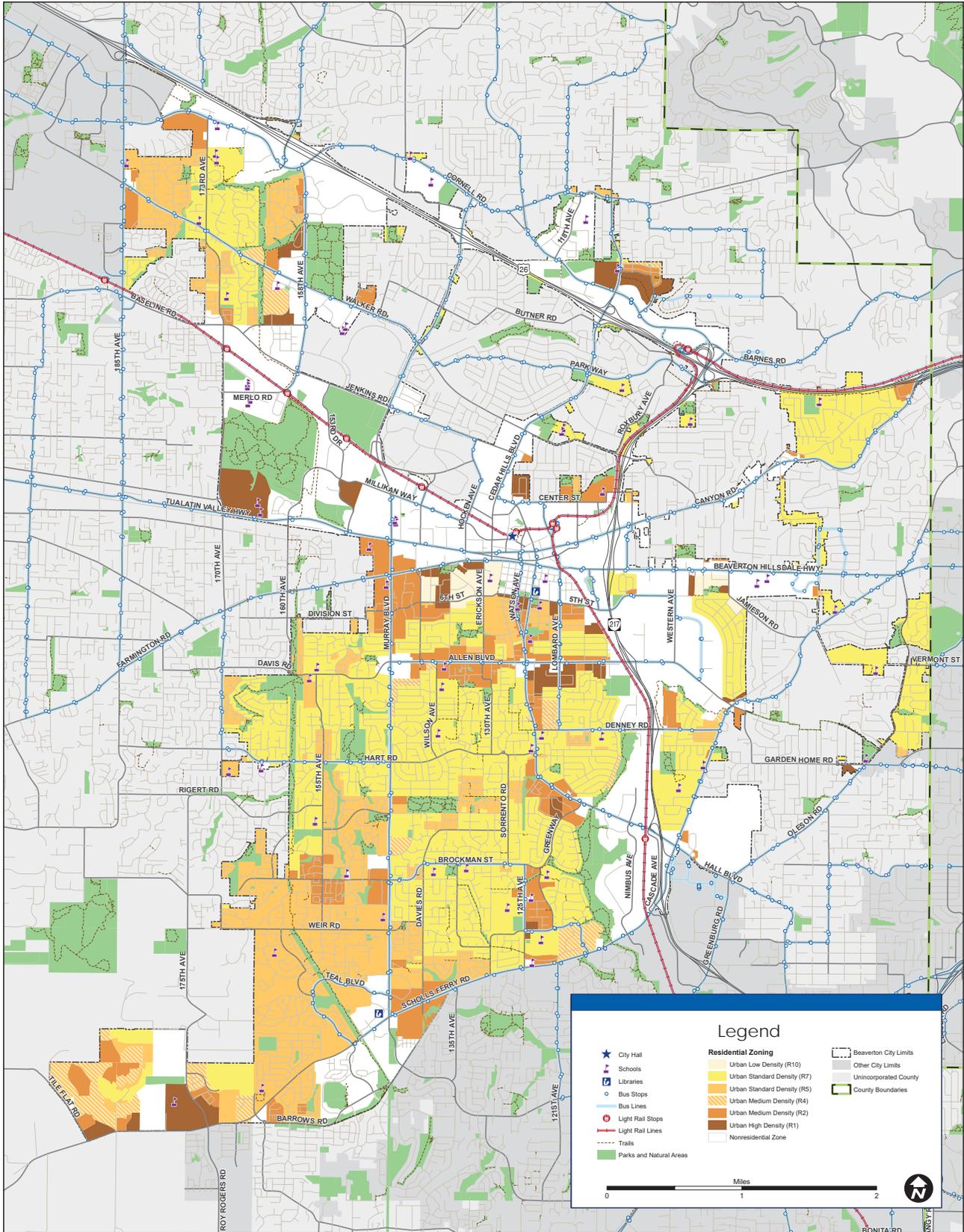
Potential Outcomes: A housing options strategy, updates to the city's Development Code, and an implementation plan for next steps.

Need Assistance?
503-526-2497 • Use 7-1-1 for relay
www.BeavertonOregon.gov/ADA

Get involved:
www.BeavertonOregon.gov/HOP



WHAT IS THE STUDY AREA?



HOUSING TYPES



ACCESSORY DWELLING UNITS



SMALLER HOMES ON SMALLER LOTS



COTTAGE CLUSTERS



DUPLEXES



TRIPLEXES



FOURPLEXES



TOWNHOUSES



SHARED COURT APARTMENTS

Get involved:
www.BeavertonOregon.gov/HOP



WHAT HAVE WE HEARD?

We attended 20 meetings to discover what issues are most important to consider when evaluating new housing types. These issues are divided into four categories:

HOUSING NEEDS AND PREFERENCES

- **More Options:** Housing supply is limited in the region and does not match the needs and preferences of current and future residents. Potential preferences include seniors that would like to age-in-place, families that desire more multigenerational housing options, and young couples searching for smaller, starter homes.
- **Affordability:** Concerns that limited housing supply places upward pressure on rent. In addition, not everyone can afford a single-family home on one lot.
- **Displacement:** Concerns that new rules might lead to demolition of existing homes, and replacement with new construction. New home prices tend to be higher than older housing stock, at least in the short term.

DESIGN ELEMENTS

- **Appearance:** Concerns that allowing more housing types will encourage developers to tear down older homes and replace them with newer homes that are out of scale with the surrounding neighborhood.
- **Density and Development Standards:** The development code sets standards for minimum and maximum density, setbacks, and lot dimensions that are a barrier for some housing types in some residential zones.

DEVELOPMENT FEASIBILITY

- **Various:** Use regulations, parking requirements, high project costs, engineering standards, and Covenants, Conditions and Restrictions (CC&Rs) act as development barriers to a greater housing mix. Future interviews will examine these issues in-depth.

COMMUNITY CONSIDERATIONS

- **Accessibility and Walkability:** In some places, transit lines, parks, schools, and commercial districts are located near lower density housing. As a result, fewer people can live within walking distance of these services and amenities than would be possible if the nearby homes were developed at a higher density.
- **Social Connections:** Neighborhood design – the orientation and accessibility of homes, sidewalks and transit access – can strengthen social connections among residents; however, changes should respond to the context of each neighborhood.
- **Natural Resources and Trees:** Concerns that permitting a wider variety of housing types and higher residential densities could negatively affect natural resources, including floodplains, wetlands, stream corridors, and trees.
- **Public Services:** Adding ADUs and new housing types to residential neighborhoods might place a burden on the transportation network, utilities, and schools.



MEETINGS

Neighborhood Associations:

- Central Beaverton NAC
- Five Oaks Triple Creek NAC
- Greenway NAC
- Highland NAC
- Neighbors Southwest NAC
- Sexton Mountain NAC
- South Beaverton NAC
- Vose NAC
- West Beaverton NAC
- West Slope NAC

Advisory Boards:

- Diversity Advisory Board
- Visioning Advisory Committee
- Committee on Aging
- Bicycle Advisory Committee
- Beaverton Committee for Community Involvement

Project Groups:

- HOP Community Work Group
- HOP Technical Advisory Committee

Community Presentations:

- Elsie Stuhr Friend Groups Meeting

Work Sessions:

- City Council
- Planning Commission

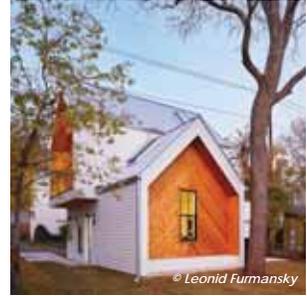
Get involved:
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ACCESSORY DWELLING UNITS (ADUs)

Secondary, smaller dwelling units on a lot with a house



ADUs can be building additions; internal conversions of an existing living area, attic or basement; or detached structures.

ADUs are allowed in all residential areas.

Current ADU design and development standards:

- Limit one ADU per detached dwelling
- Require one off-street parking space
- Restrict size to 800 sq. ft. or 50% of the primary dwelling
- Require that ADU design match the primary dwelling

QUESTION 1

What are the potential benefits to changing ADUs standards, such as:

- Allowing two ADUs (one attached, one detached) on a lot with a single-family house
- Allowing one ADU on a lot with a duplex or townhouse
- Removing architectural matching standards (such as roof pitch and exterior materials)
- Reducing rear yard setbacks
- Reducing or eliminating off-street parking requirements
- Increasing maximum square footage

QUESTION 2

What are potential concerns about changing ADUs design and development standards, as described above?



SMALLER HOMES ON SMALLER LOTS

Tiny homes, skinny homes, and narrow lot homes



Smaller homes are more likely to be built in medium-density zones where minimum lot width is 40 feet and below; and in high-density zones where minimum lot width is 14 feet and below for interior lots, and 20 feet and below for corner lots.

The city could modify design and development standards for smaller homes on smaller lots if the public desires more flexibility, or may decide to keep them the same.

QUESTION 1

What are the potential benefits to changing design and development standards, such as:

- Reducing front yard setbacks (10-15 feet minimum is required in most zones)
- Reducing side yard setbacks (5 feet is typical, 10 feet if abutting a lower density residential zone)
- Reducing rear yard setbacks (15-20 feet minimum is required in most zones)

QUESTION 2

What are potential concerns about changing design and development standards for smaller homes, as described above?



COTTAGE CLUSTERS

Small homes on one lot that share gardens or lawns



QUESTION 1

Where should cottage clusters be allowed? Place up to 3 green dots total, 1 per row.

Near public transit

Near major roads or freeways

Near parks and trails

Near schools

Near markets or shopping areas

Everywhere

Other

QUESTION 2

What are the potential benefits to allowing cottage clusters in more residential areas?

QUESTION 3

What are potential concerns about allowing cottage clusters in more residential areas? How could we address these issues?



DUPLEXES

*A single building with two dwelling units.
Some similar in size and shape to a single-family home.
Others may resemble townhouses.*

QUESTION 1

Where should duplexes be allowed? Place up to 3 green dots total, 1 per row.

Near public transit

Near major roads or freeways

Near parks and trails

Near schools

Near markets or shopping areas

Everywhere

Other

QUESTION 2

What are the potential benefits to allowing duplexes in more residential areas?

QUESTION 3

What are potential concerns about allowing duplexes in more residential areas? How could we address these issues?



TRIPLEXES & FOURPLEXES

*A single building with three to four dwelling units.
Some similar in size and shape to a single-family home.
Others may resemble townhouses.*



QUESTION 1

Where should triplexes and and fourplexes be allowed? Place up to 3 green dots total, 1 per row.

Near public transit

Near major roads or freeways

Near parks and trails

Near schools

Near markets or shopping areas

Everywhere

Other

QUESTION 2

What are the potential benefits to allowing triplexes and fourplexes in more residential areas?

QUESTION 3

What are potential concerns about allowing triplexes and fourplexes in more residential areas? How could we address these issues?



TOWNHOUSES

A multi-story, single-family dwelling, attached or detached, typically on one lot



QUESTION 1

Where should townhouses be allowed? Place up to 3 green dots total, 1 per row.

Near public transit

Near major roads or freeways

Near parks and trails

Near schools

Near markets or shopping areas

Everywhere

Other

QUESTION 2

What are the potential benefits to allowing townhouses in more residential areas?

QUESTION 3

What are potential concerns about allowing townhouses in more residential areas? How could we address these issues?



SHARED COURT APARTMENTS

Accessed from a courtyard or a motor court



QUESTION 1

Where should shared court apartments be allowed? Place up to 3 green dots total, 1 per row.

Near public transit

Near major roads or freeways

Near parks and trails

Near schools

Near markets or shopping areas

Everywhere

Other

QUESTION 2

What are the potential benefits to allowing shared court apartments in more residential areas?

QUESTION 3

What are potential concerns about allowing shared court apartments in more residential areas? How could we address these issues?