

City of

BAY CITY

Code Evaluation & Update Phase Two

COMMUNITY MEETING
PRESENTATION

OCTOBER 4, 2022



Presentation Agenda

1. Project Overview
2. Summary of Code Changes
3. Key Topics
4. Questions & Feedback
5. Next Steps

The City was awarded a grant from the Transportation and Growth Management (TGM) program, a joint effort of the Oregon Department of Transportation (ODOT) and the Department of Land Conservation and Development (DLCD).



TGM and Smart Development Principles



Efficient use of land and energy resources.

- Compact development patterns & infill
- Appropriate parking standards

Full use of urban services.

- Efficient use of public utilities and infrastructure

Mixed-use development.

- Services, homes, shops and restaurants in proximity

Transportation options.

- Safe and convenient for walking, biking and driving

Detailed, human-scaled design.



Bay City Project Objectives

Through land-use regulations, develop ways the City can better:



Explore transportation choices (pedestrian, bicycle, transit);



Create livable neighborhoods and a lively vibrant Town Center;



Support economic opportunities and vitality;



Encourage compact land uses and well-connected transportation routes; and



Protect natural resources.

Project Phases

Phase One

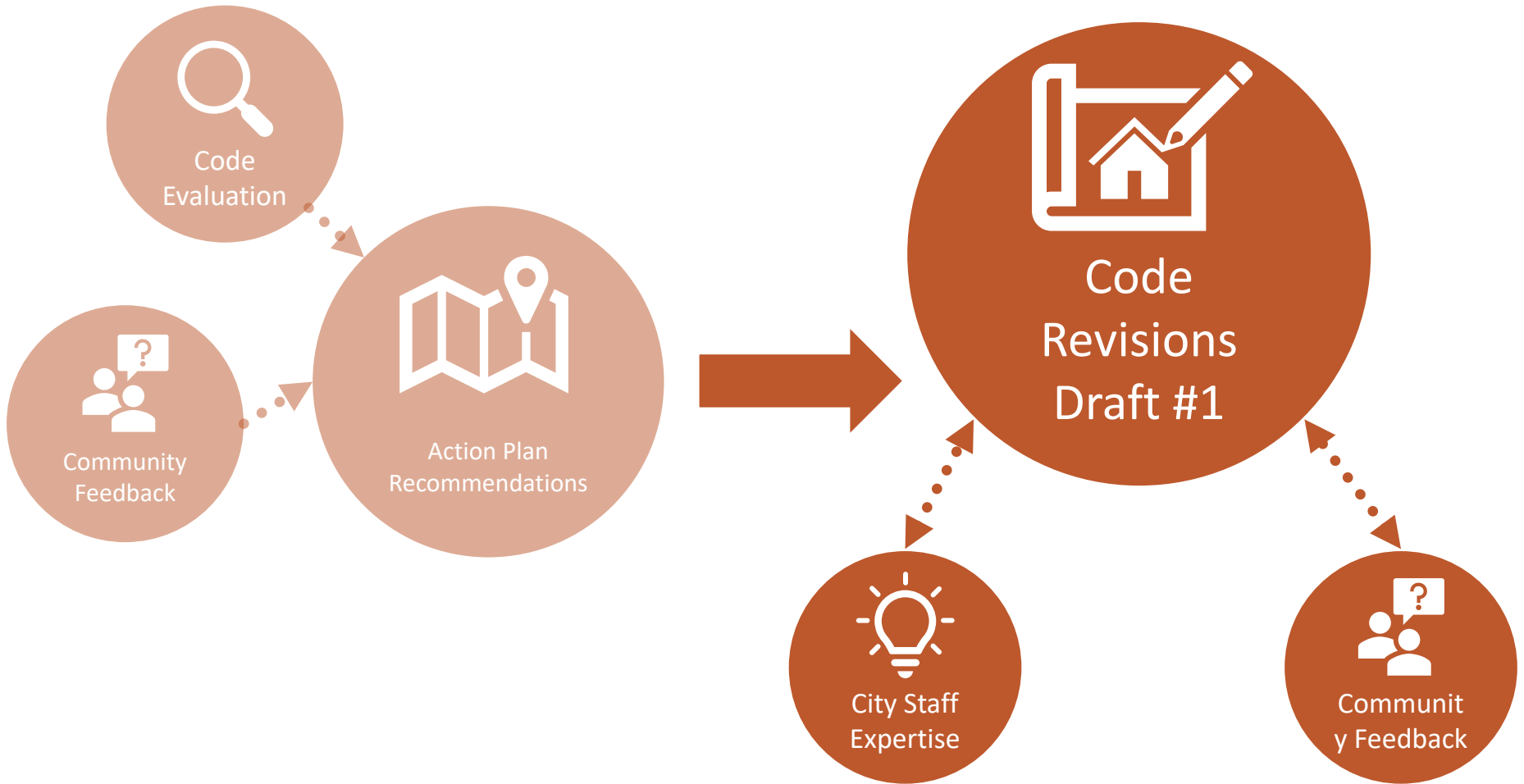
Code Evaluation

- Key Outcomes:
 - **Code Evaluation** audited development standards for consistency with TGM and project goals
 - **Final Action Plan** recorded recommendations and actions for code amendments based on Code Evaluation and outreach

Phase Two

Code Updates

- Key Outcomes:
 - **Key Issues Memo** further evaluated four topics of major concern from Phase One
 - **Code Amendments** based on Final Action Plan & Key Issues recommendations



Action Plan

HOW DOES THE ACTION PLAN
SUPPORT THIS PHASE 2 WORK?

Based on the Phase 1 Code Evaluation and feedback, **the Action Plan provided recommendations** in four key areas:

1. Create a Vibrant Town Center
2. Housing & Residential Uses
3. Multimodal Transportation & Parking
4. Land Use Review Procedures

New or Updated Standards in Draft #1

Use Matrix

- Allow triplex, townhouses, cottage clusters in LI, MI, and SHI zones
- Allow ADUs where residential development is permitted

For additional consideration:

- Permit standalone housing in Town Center, not just part of a mixed-use development

Development Standards

- Add Cottage Cluster standards
- Add ADU standards
- New parking standards in Town Center (NHI zone)
- Revised architectural design and height standards in Town Center
- Add TSP Standards and Street Sections, Transportation Impact Analysis requirement

Housing

FEEDBACK & RECOMMENDATIONS FOR DRAFT #1



What is Middle Housing?

Middle housing typically includes duplexes, triplexes, quadplexes, townhomes, and cottage clusters. These housing types can encourage greater housing availability, affordability, and flexibility to meet different needs.



Findings from the Key Issues Memo:

- Community is concerned about housing availability and affordability
- 30% of the population is rent-burdened
- There is an estimated need for all types of housing in the City
- Available land for middle housing types lies in close proximity to the Town Center

Action Plan Recommendation:
**Allow Middle
Housing in the
Moderate Intensity
(MI), Low Intensity
(LI), and SHI zones.**



42% of Phase 1 survey respondents agreed Middle Housing should be permitted in all zones, including MI and LI.

Draft #1:
These types of middle housing are permitted.



Townhouses



Cottage Clusters



Duplexes



Triplex

Action Plan Recommendation:

Permit “stand alone” multi-family development in the Town Center (NHI zone).



In addition, over 80% of Phase 1 survey respondents agreed that allowing more middle housing in the Town Center would help existing businesses and would encourage more activity in the civic center.



Are there needed refinements to proposed code modifications?

- Are there areas in the Town Center where housing should still be required to be part of a mixed-use project in order to preserve commercial opportunities?
- Should all middle housing types be permitted in the NHI zone?

What elements of Cottage Cluster development should be regulated by the code?



What elements of Cottage Cluster development should be regulated by the code?

Proposed standards include....

- **Setbacks:** 10 ft (front & rear), 5 ft (side)
- **Height:** 24 ft. or 2 stories
- **Average Unit Size:** 1,400 square feet
- **Cottage Orientation:** cottages must be clustered around a common courtyard
- **Sidewalks & Pedestrian Access:** an accessible path must connect all cottages
- **Off-Street Parking:** 1 stall per cottage
- Common Courtyard Design standards

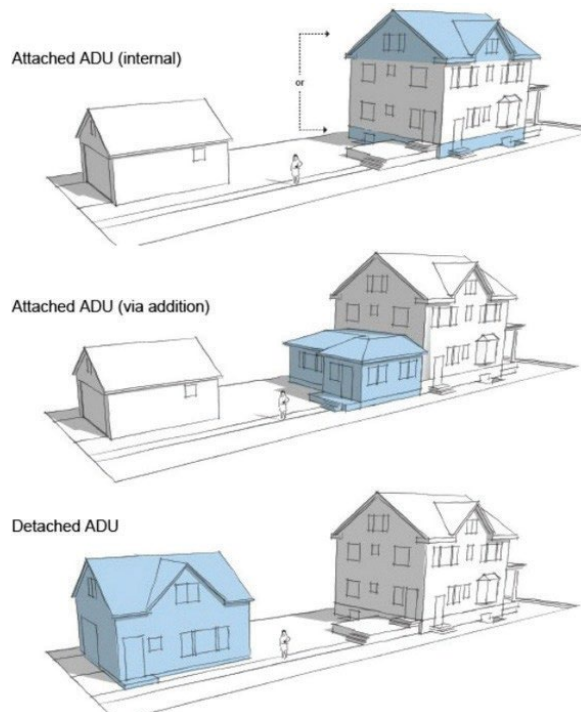
Action Plan Recommendation:

Permit the development of ADUs.



50% of Phase 1 survey respondents strongly agree that the City should permit ADUs, while 12.5% each agreed or were neutral on the matter.

What types of ADUs should be allowed in Bay City?



What elements of ADU development should be regulated by the code?



What elements of ADU development should be regulated by the code?

Proposed standards include...

- **Number of units:** 1 unit
- **Height and Setbacks:** must follow base zone standards
- **Floor area:** 1,000 sf or less, or 75% of the primary dwelling's floor area, whichever is smaller
- **Parking:** No off-street parking requirement
- **Occupancy Requirement:** None

(Some cities may choose to require that the owner of the primary home live on the property.)

Transportation & Parking

FEEDBACK & RECOMMENDATIONS FOR DRAFT #1

Action Plan Recommendation:
**Reduce off-
street parking
maximums in
the NHI zone.**



Over 40% of Phase 1 survey respondents agreed that parking availability in the Town Center was not currently an issue.



“Right sizing” Off-street Parking



Image Source: The Madras Pioneer

- Less required off-street parking means:**
- **More land is available for other types of development**
 - **More opportunities for active uses**
 - **Enhancing visual interest along the street front**
 - **Using land efficiently**

Other Transportation-related Code Changes:

- Include **Street Sections** from the TSP in the code
- Require **Transportation Impact Analysis**
- Update **Bicycle Connectivity** standards and bicycle parking requirements



Design Standards

FEEDBACK & RECOMMENDATIONS

Action Plan Recommendation:

Adopt more robust design standards in the NHI zone.



Over 80% of Phase 1 survey respondents agreed that new clear and objective design standards should be adopted in the Town Center.

Draft #1 design standards include:

- New building height standards
- New parking standards
- New building orientation standards
- New entrance orientation and window standards
- New site service (trash and utilities) standards

Action Plan Recommendation:

Adopt more robust design standards in the NHI zone.



Over 80% of Phase 1 survey respondents agreed that new clear and objective design standards should be adopted in the Town Center.

Draft #1 design standards include:

- **Height:** maximum height in NHI zone changed from 24 feet to 30 feet; 36 feet allowed conditionally, subject to Fire Chief and Planning Commission approval.
- **Parking** located internal to the site, not between the building and street.
- At least one **Building Entrance** must face the street.
- **Windows** make up at least 60% of the front of the building.
- **Site services** (trash and utilities) must be located behind the building or on an alley.

Design Examples for Town Center

These images from other small coastal towns show examples of the type of development that could occur in the Bay City Town Center.



Cannon Beach, OR



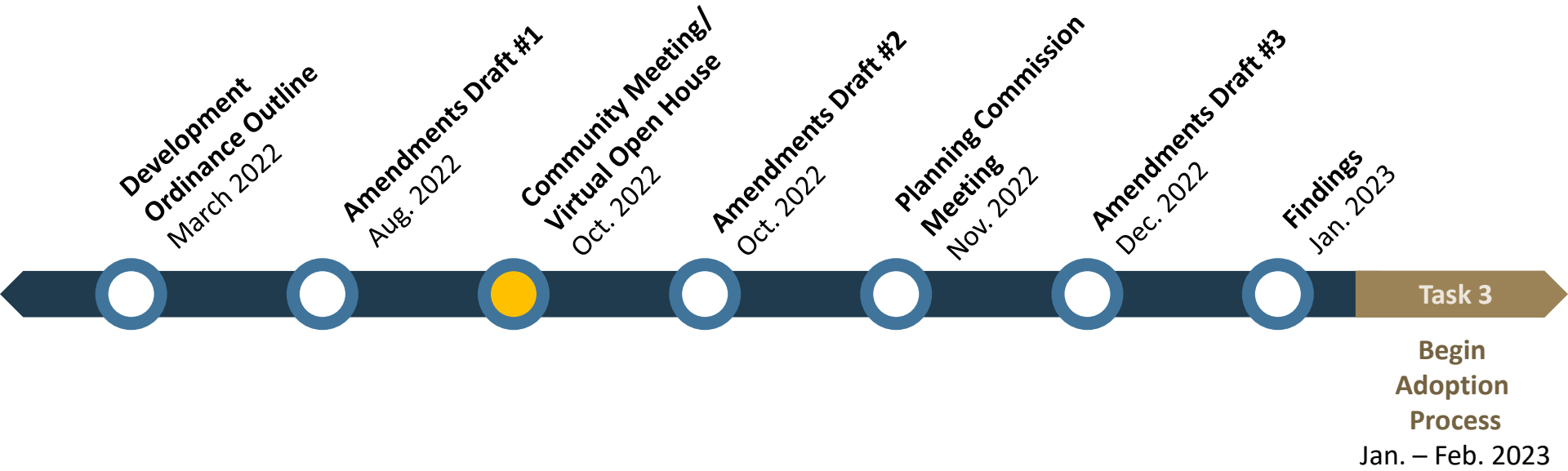
Bandon, OR

Height Examples for Town Center

These images from other small coastal towns show examples of 3-story development that could occur in Bay City in the future.



Next Steps





Additional Questions?

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or

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Keep Up to Date!

<https://www.ci.bay-city.or.us/cityhall/project/city-bay-city-tgm-code-evaluation-and-update-project>

