

A G E N D A

600 NORTHEAST GRAND AVENUE | PORTLAND, OREGON 97232 2736
TEL 503 797 1700 | FAX 503 797 1794



METRO

MEETING: **METRO TECHNICAL ADVISORY COMMITTEE**
DATE: December 2, 2009
DAY: Wednesday
TIME: 10:00 – 12 noon
PLACE: Room 370A&B

TIME	AGENDA ITEM	ACTION REQUESTED	PRESENTER(S)
10:00 a.m.	CALL TO ORDER AND INTRODUCTIONS		Robin McArthur
1. 15 min.	Making the Greatest Place Update <i>Objective: Review recent MPAC and JPACT discussions and actions</i>	Informational	Robin McArthur
2. 30 min.	Brownfields Update <i>Objective: Provide status report and request assistance with identification and outreach opportunities</i>	Informational/ Discussion	Miranda Bateschell
3. 45 min.	Wood Village Cottage Housing Case Study <i>Objective: Share case study and model ordinance as potential tool for application in other jurisdictions to implement the 2040 Growth Concept and achieve local aspirations</i>	Informational/ Discussion	Miranda Bateschell/ Sheila Ritz
12 Noon	ADJOURN		

The next regularly scheduled MTAC meeting (December 16) has been cancelled. The first meeting in 2010 will be on January 6, 2010. See attached 2010 Calendar for further details.

For further information or to get on this mailing list, contact Paulette Copperstone @ paulette.copperstone@oregonmetro.gov or 503-797-1562

Metro's TDD Number – 503-797-1804

Need more information about Metro? Go to www.oregonmetro.gov

2010 METRO TECHNICAL ADVISORY COMMITTEE MEETING SCHEDULE

MTAC meets the 1st & 3rd Wednesday of the month. E-mail paulette.copperstone@oregonmetro.gov or call 503-797-1562 for meeting information or to get on the mailing list.

PLEASE NOTE: Effective January 2009, **MTAC will meet from 10:00 a.m. to 12 noon.** This is a time change from 2008.

Date	Day	Time	Room
January 6, 2010	Wednesday	10 – 12 noon	370A&B
January 20	Wednesday	10 – 12 noon	370A&B
February 3	Wednesday	10 – 12 noon	370A&B
February 17	Wednesday	10 – 12 noon	370A&B
March 3	Wednesday	10 – 12 noon	370A&B
March 17	Wednesday	10 – 12 noon	Council Chamber
April 7	Wednesday	10 – 12 noon	370A&B
April 21	Wednesday	10 – 12 noon	370A&B
May 5	Wednesday	10 – 12 noon	370A&B
May 19	Wednesday	10 – 12 noon	370A&B
June 2	Wednesday	10 – 12 noon	370A&B
June 16	Wednesday	10 – 12 noon	370A&B
July 7	Wednesday	10 – 12 noon	370A&B
July 21	Wednesday	10 – 12 noon	370A&B
August 4	Wednesday	10 – 12 noon	370A&B
August 18	Wednesday	10 – 12 noon	370A&B
September 1	Wednesday	10 – 12 noon	370A&B
September 15	Wednesday	10 – 12 noon	370A&B
October 6	Wednesday	10 – 12 noon	370A&B
October 20	Wednesday	10 – 12 noon	370A&B
November 3	Wednesday	10 – 12 noon	370A&B
November 17	Wednesday	10 – 12 noon	370A&B
December 1	Wednesday	10 – 12 noon	370A&B
December 15, 2010	Wednesday	10 – 12 noon	370A&B



Metro | Memo

Date: December 2, 2009
To: Metro Technical Advisory Committee
From: Miranda Bateschell, Associate Regional Planner
Subject: Brownfields Recycling Program Site Identification

Overview

The purpose of this presentation is to inform you of the Brownfields Recycling Program, report on its progress and future plans and solicit your assistance in outreach methods for identifying additional brownfield sites for the current grant cycle.

Brownfields Recycling Program

Funded through Environmental Protection Agency (EPA) grants, the Metro Brownfields Recycling Program helps redevelop properties that might otherwise go undeveloped for years. The program is advised by the Brownfields Task Force, a committee of 17 experts from around the region. Metro's efforts focus on identifying and assessing petroleum-based brownfield sites primarily in economically disadvantaged areas located in communities that do not have established brownfields programs focused on petroleum-contaminated sites. As such, Metro is not involved with brownfield sites located in the City of Portland, but works with other cities and counties.

Metro works with local communities to identify potential brownfield sites, such as old gas stations, car dealerships and auto body shops, which may be contaminated by petroleum-based products. With the assistance of an environmental consultant, Metro staff facilitates environmental site assessments to determine the extent of any contamination and potential clean-up costs. The program also connects property owners, buyers and developers to potential resources to pay for clean-ups.

Metro successfully used funding from the first grant cycle starting in 2006 by performing site assessments on five separate properties. Additionally, Metro's staff and consultant team provided information and assistance to more than 100 property owners, developers, local government staff and real estate professionals. For more information on these sites and the program in general, please see attachments to this memo.

Current Program Focus

The Brownfields Recycling Program received its second EPA grant this spring and is currently in the process of identifying new sites on which to complete environmental assessments. To focus recruitment, the Brownfields Task Force identified four priority corridors: 99E, 99W, Highway 26 in Gresham and the Tualatin Valley Highway from Beaverton to Aloha. These corridors were prioritized due to their auto-oriented history and redevelopment potential. To initiate an assessment project, the Task Force will prioritize these corridors and then consider other applications for assessment throughout the region. A request for proposals from environmental consultants to implement this work has been issued and the program is currently accepting applications for new sites.

Outreach Approach

In order to identify new sites, the Brownfields Recycling Program is following an outreach plan based on successes from the previous grant cycle. To begin, staff compiled a list of potential brownfields based on the Oregon Department of Environmental Quality's Leaking Underground Storage Tank list. Staff then met

with representatives from the cities and counties on the priority list to determine whether there is local investment interest in the specific sites or in the surrounding areas.

Information on the program has been presented at several meetings with the development community and submitted to development and business-oriented newsletters. During the 2006 grant cycle, many of the applications received came from individuals with local knowledge instead of from the brownfields database. Based on this experience, the program would like to increase its visibility in order to interact with parties who have specific site knowledge of potential brownfields.

Assistance Requested

The Brownfields Recycling Program is requesting MTAC's assistance to identify potential sites for assessment. Staff will give a brief presentation and have a discussion on identifying brownfield sites and how to use the brownfield assessment process to leverage additional redevelopment investment. Please consider the following questions:

- Are there any properties you know of that are potentially contaminated with petroleum that can benefit from a site assessment; in particular, are there properties where the assessment can be coupled with other redevelopment opportunities?
- Do you have any suggestions to increase our program's visibility in order to identify additional brownfield sites, such as specific groups, people to contact, or newsletters in which to publish information?

After the presentation, we will review and complete the attached worksheet. If you care to fill it out beforehand, please bring it with you or e-mail it to Miranda Bateschell at miranda.bateschell@oregonmetro.gov.

Thank you.

Attachments



Metro | Brownfields Recycling Program Site Identification

Your name:

Your city/area of affiliation:

Your phone number and email address:

SITE IDENTIFICATION

Site address or intersection:

Site Description (vacant land, occupied, existing use, etc.)

Property owner name and/or contact information (if available)

OUTREACH ACTIVITIES

Your community (City, neighborhood, etc.).

What are some ways to engage members of your community to help us identify additional sites?

*Check the ones you think would work **best**:*

- ☐ Technical meeting with local developers (including maps and information on potential brownfield sites)
- ☐ Meeting with local property owners (including maps and information on potential brownfield sites)
- ☐ General community meeting with presentation on brownfields and a brainstorming session
- ☐ Information about Brownfields Recycling Program submitted to select newsletters, listservs, email lists.

Newsletter, listserv or email list name: _____

☐ Other _____

Additional Comments/ Suggestions



Brownfields recycling program

HOW YOU CAN HELP

Are you involved in the sale or purchase of a site with past petroleum uses? Do you know of a former gas station or a vacant property in need of restoration in your community? If so, submit an application or property referral form to Metro's Brownfields Recycling Program, available on Metro's website.

Metro also conducts informational meetings and workshops to address questions that property owners, developers, or community members may have. Contact us for more information or if you would like to be added to our mailing list for information and events.

brownfields@oregonmetro.gov

www.oregonmetro.gov/brownfields

503-797-1817

Restoration

Many properties in communities throughout the Portland metropolitan region sit vacant because of real or perceived environmental contamination. Some of these properties are former petroleum-related businesses such as gas stations or auto dealers and repair shops.

Reinvestment

Identifying and cleaning up contaminated sites improves the health of the community and returning land to useful development increases the number of jobs, housing, open spaces, and property values.

Revitalization

Metro received a grant from the U.S. Environmental Protection Agency to identify and assess vacant or underutilized sites due to petroleum-based contamination. Metro can provide technical and financial assistance to property owners who may have land that is contaminated. Metro can also assist property owners in identifying funds to clean-up contaminated sites or can refer owners to other brownfield programs in the region.

METRO CAN:

- Finance environmental assessments
- Assess potential future uses for properties
- Remove underground storage tanks as needed to complete an assessment
- Discover and define existing soil and ground water conditions
- Reduce liability concerns for owners, buyers and lenders
- Help estimate potential cleanup costs
- Fund development of cleanup plans
- Recommend potential cleanup funds
- Leverage additional resources, including site cleanup
- Provide information and resources for environmental issues and property transactions
- Assist in preparing properties for sale or redevelopment
- Increase the marketability of properties
- Connect program participants with other regional programs and local resources
- Coordinate local efforts to expedite redevelopment
- Conduct outreach and education programs
- Provide information and technical assistance one-on-one and in larger workshops

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Your Metro representatives

Metro Council President – David Bragdon

Metro Councilors – Rod Park, District 1; Carlotta Collette, District 2; Carl Hosticka, District 3; Kathryn Harrington, District 4; Rex Burkholder, District 5; Robert Liberty, District 6.

Auditor – Suzanne Flynn

www.oregonmetro.gov

Program site highlight: Sherwood

A property in the City of Sherwood received financial and technical assistance from Metro's Brownfields Recycling Program. The site is located in Sherwood's Old Town within the city's urban renewal area. Recent investments include street improvements and a new city hall and public library project. Adjacent properties, city-owned and privately held, are available or planned for sale or redevelopment, including Cannery Square, a 6.5 acre mixed-use, brownfield redevelopment project.

The owner of the property in downtown Sherwood wanted to sell the property, but found out it had been a gas station beginning in the 1930s and had no idea what type or how much contamination might be on the site. Metro provided grant funding to assess the types and amount of contamination at the site which allowed for the eventual removal of underground storage tanks. The assessment included three rounds of sampling to help define the sale price and redevelopment potential as well as the separation of on- and off-site contamination. Metro invested over \$50,000 to conduct this extensive environmental assessment. This investment reduced the costs for the buyer and seller, who are not the parties responsible for the contamination. It also helped restore this property in the overall effort of revitalizing downtown Sherwood.

The property is now on the market and, given its location in downtown and in an urban renewal district, has a high redevelopment potential for jobs, commercial uses, and housing. Metro's Brownfields Recycling Program remains engaged with the property owner and the City of Sherwood. Technical assistance is available to identify potential cleanup funds and provide information on liability management tools.



As part of the assessment under this grant, the extensive soil sampling included removal of four underground storage tanks.



A street view of the property in the City of Sherwood that received financial and technical assistance from the brownfields program.

This is just one example of how Metro's Brownfields Recycling Program has helped turn abandoned properties into community assets. For more examples of other success stories, and for more information on the Brownfields Recycling Program, go to www.oregonmetro.gov/brownfields.

July 2009



“Through this program, the region has an extraordinary opportunity to identify the most contaminated sites and promote their restoration as community assets. Brownfield cleanup provides significant opportunities to create jobs in the region by developing industrial and mixed-use centers, as well as affordable housing, parks or open spaces.”

— David Bragdon, Metro Council President

GRANT SUMMARY

2006 EPA Brownfields grant

Many properties in communities throughout the Portland metropolitan region sit underutilized because of real or perceived environmental contamination. Redevelopment of these sites is often overlooked due to concerns about liability and the cost of assessment and cleanup. In 2006, through a \$200,000 grant from the U.S. Environmental Protection Agency (EPA), Metro developed a Brownfields Recycling program to provide technical and financial assistance to local jurisdictions, landowners and other stakeholders.

As part of the Making the Greatest Place initiative, the Metro Council is committed to fostering redevelopment of underutilized land and promoting revitalization of neighborhoods. Turning brownfield sites into usable developments helps utilize land more efficiently and returns these properties back to the tax rolls of local governments. The redevelopment of these sites provides economic, environmental and health benefits that reinvigorate communities.

Metro’s efforts focus on identifying and assessing petroleum-based brownfield sites primarily in economically disadvantaged areas located in communities that do not have established brownfields programs focused on petroleum-contaminated sites. As such, Metro is not involved with brownfield sites located in the city of Portland.

This report summarizes the work that was accomplished with the 2006 grant funds from EPA. Metro’s brownfields recycling program continues with a second \$200,000 grant from the EPA awarded in 2008.

Sherwood redevelopment site



This program site is located in Sherwood's old town along a frequent transit route.



The property once housed a service station, photographed here in 1937.



As part of the assessment under this grant, the extensive soil sampling included removal of four underground storage tanks.



Several redevelopment projects are planned or have recently been completed nearby. With very limited contamination, the program site has a high redevelopment potential.

DETAILS OF SPECIFIC SITES

Sites funded for assessments

Sherwood

A property owner of a site in downtown Sherwood that was a service station in the 1940s wanted to sell the property but did not know what type or how much contamination might be on the site. Metro provided grant funding to assess the site which allowed for the eventual removal of four underground storage tanks. The grant helped define the sale price and redevelopment potential as well as the separation of on- and off-site contamination. The property is now on the market and, given its location in downtown and an urban renewal district, has a high redevelopment potential for jobs, commercial uses and housing.

Wood Village

The City of Wood Village wants to re-locate its city offices and allow the current site to redevelop with a mix of housing and businesses. Metro provided grant funds to identify petroleum contamination on the site which allowed the city to remove the contamination, increasing the site's market value and preparing it for new uses which could include businesses and housing.

Milwaukie

A property owner in Milwaukie wants to sell a former gas station. Because of past uses, the owner knows that contamination exists on the property. The owner was not able to sell the property until the contamination and potential liability was defined. Metro provided grant funds to identify the contamination and connected the

Metro program highlights

Metro's program reviewed more than **3,000** potential brownfield sites from the Oregon Department of Environmental Quality database

Metro identified **172** potential brownfield sites in the target communities

Metro conducted **4** Phase I and **4** Phase II environmental assessments for petroleum contamination. The four Phase II assessments included multiple rounds of sampling to determine the extent of contamination.

Metro's staff and consultant team provided information and assistance to more than **100** property owners, developers, local government staff and real estate professionals.

property owner with the Oregon Department of Environmental Quality for ongoing monitoring and management of the contamination. Technical assistance included providing the owner with information on state cleanup resources and information on how to recover funds from previous property owners' insurance policies.

Beaverton

The Tualatin Hills Park and Recreation District (THPRD) sought to acquire a property in Beaverton to expand park facilities. This property was once the site of a gas station. The district needed to know the extent of petroleum contamination before it purchased the site to ensure it will be safe for public use. The site is adjacent to a creek and there is potential contamination of the storm sewer system. Metro determined that there was one

remaining underground storage tank along with residual petroleum products associated with previous tanks and a fuel pump island. Metro outlined the potential costs that THPRD may incur through further assessment, monitoring and clean up of the site as it considers whether to purchase the site.

Cornelius

A long time property owner in Cornelius where a gas station was located in the 1930s was concerned about potential contamination and the cost of cleanup. The site is on a corner lot on a main street with high redevelopment potential. Grant funds were used to fund a Phase I assessment which defined the range of likely contamination and provided the owner with information on a reasonable sale price when the owner is ready to sell.

EDUCATION AND TECHNICAL ASSISTANCE

- Metro assisted property owners in Beaverton who owned property that had been a gas station. The property is close to the Elmonica MAX station and the owners were interested in selling the property but did not know the extent of contamination on the site. The city requires master planning for this site and surrounding properties. Metro's brownfields staff brought together staff from Metro's Transit-oriented Development program, Oregon Solutions, and the City of Beaverton to work with the surrounding property owners to expedite redevelopment of these properties. While an assessment was not
- conducted for this property, staff and the environmental consultant worked with the property owners to help them understand their options and potential cleanup costs.
- Metro provided technical assistance to a business owner in Milwaukie who was purchasing a gas station. Metro provided information on the site's existing environmental conditions, options for limiting contamination liability, and the value of having the existing owner remove the monitoring system prior to property acquisition, which saved the buyer \$20,000.



This program site in Wood Village (shown in photos above) is located along the Halsey Street corridor in an area designated for vertical, residential and commercial mixed-use development. The assessment work from this grant leveraged \$2,080 from the City of Wood Village to perform the cleanup to prepare the site for eventual redevelopment.



This program site in Milwaukie is a popular community auto repair facility which also operated as a gas station until 1986. With clarity on how to manage existing soil conditions, this site can move toward sale or redevelopment.



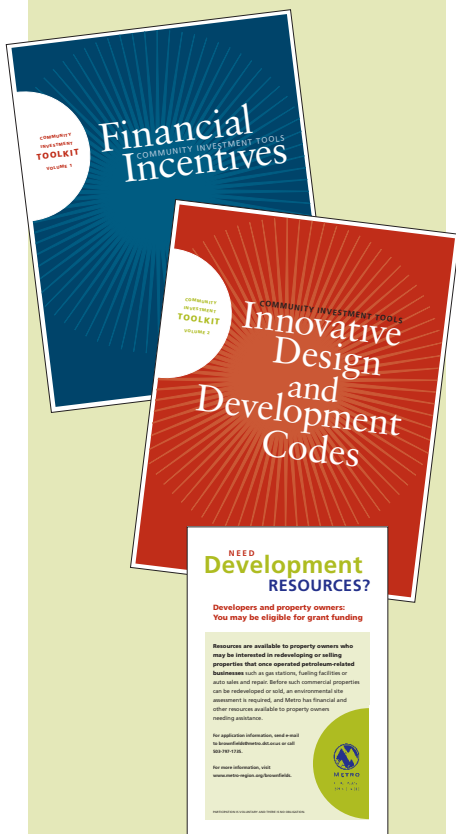
This program site in Beaverton needed an assessment to determine if the site could be used to expand current park facilities.

NEXT STEPS

In April 2008, Metro was awarded a second \$200,000 brownfields grant from EPA to continue its community outreach efforts in targeted areas, identify additional petroleum-based sites, and provide further technical assistance to assist with the clean up and redevelopment of these sites.

Resources available

- www.oregonmetro.gov/brownfields
- Program fact sheet
- Property application form
- Property referral form
- Workshop materials
- Owner/developer flyer
- Community investment toolkit



OUTREACH AND COORDINATION

- A technical workshop for developers, lenders, local government staff and community leaders was organized to discuss opportunities available through the brownfields program. A panel of property owners and developers who successfully completed brownfields redevelopment projects in the region discussed their experiences.
- Metro sponsored, along with Pacific Northwest Title of Oregon, a continuing education class for commercial brokers and property managers on how to address liability concerns of possible brownfield sites and what public resources are available for the redevelopment of these properties.
- Metro collaborated with other agencies with brownfields programs, including the cities of Portland and Gresham, Clackamas County, the Oregon Department of Environmental Quality and the Oregon Economic and Community Development Department. This collaboration included the facilitation of training and workshops, participation on Metro's Brownfields Task Force, and sharing information and resources. As inquiries are made, Metro serves as a resource helping connect people with appropriate agencies.
- Metro drafted, printed and distributed flyers to local building permit counters. This flyer provides information about Metro's brownfields program and is targeted to property owners, developers and potential purchasers of brownfields sites.
- A website devoted to the brownfields program was developed that provides information including application and referral forms for potential sites to be considered for assessment funding.
- Staff presented information at the 2007 Oregon Brownfields Conference on Metro's experiences in building a regional brownfields inventory and identifying and prioritizing potential program sites.
- Metro distributed news releases to regional and neighborhood news media on the awarding of the grant and the process for applying for funding or referring a site for further review.

Metro | *People places. Open spaces.*

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Beaverton Park Reinvestment

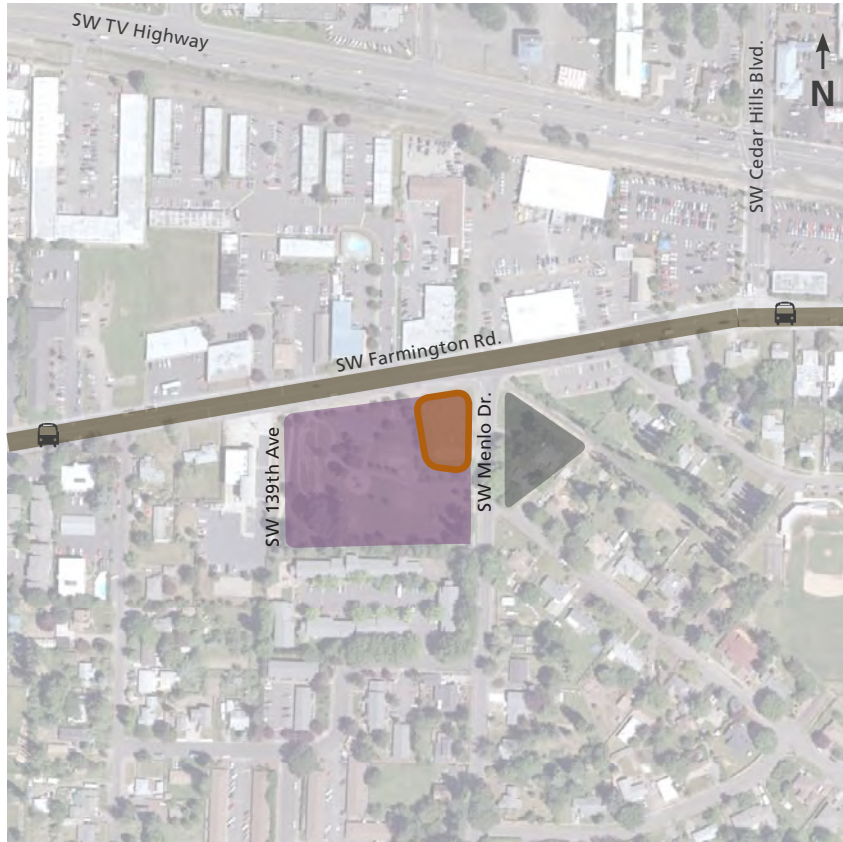
Tualatin Hills Park and Recreation District plans to acquire the property to expand its park facilities along a corridor targeted for higher densities of mixed residential and commercial uses.

What is the Metro Brownfields Recycling program?

Funded through Environmental Protection Agency (EPA) grants, the Metro brownfields program helps find new life for property sites that might otherwise go undeveloped for years.

Metro works with local communities to identify potential brownfield sites that may have been contaminated by petroleum-based products – old gas stations, car dealerships and auto body shops are likely contenders. Metro staff facilitates environmental site assessments to determine the extent of any contamination and potential clean-up costs.

The program connects property owners and buyers to potential resources to finance clean-ups and performs outreach with developers and nonprofit community development organizations to connect sites with those interested in cleaning them up for redevelopment purposes.



**13360 SW Farmington Rd.
Beaverton, Ore.
Washington County**

**8 miles from
downtown Portland**

**Past Use:
gas station**

Site area: 0.64 acres

**Zoning: GC
(general commercial)**

Legend

- Metro brownfields program site
- Existing Park
- Planned restoration project
- Redevelopment corridor
- Bus route



Metro brownfields program site: aerial view



Metro brownfields program site: street view

Site description

The site is located on Farmington Road, just minutes from downtown Beaverton. It is adjacent to an existing 2.5 acre park that includes a playground, basketball courts and BMX track. Tualatin Hills Park and Recreation District (THPRD) plans to purchase and clean up the site in order to expand the existing park. Located in a low to moderate income area with few open spaces, an expanded park will provide much needed space to support the planned increase of residential and commercial growth.

Metro Brownfields Recycling Program investment

- Phase II testing completed in 2009
- Identification of existing underground storage tank and extent of soil contamination determined
- Metro outlined the next steps and range of potential costs for THPRD related to further assessment, monitoring and clean up of the site



Downtown fountain



The Round: Transit Oriented Development



Cedar Hills Park



Beaverton Transit Center

Tualatin Hills Park and Recreation District and The City of Beaverton

The Park District's mission is to provide natural areas, high quality park and recreational facilities, and services and programs that meet the needs of the diverse communities it serves.

- The city is well connected to the metro area by MAX light rail, TriMet buses and the highway system.
- Beaverton is the second largest city in Washington County and the third largest city in the metro-region.
- There is an employment emphasis on a mix of industries including technology, manufacturing, apparel and export trade.
- Tualatin Hills Park and Recreation District provides year-round recreational and educational opportunities.
- The area has a 25-mile network of bike trails.
- A park is located within a half mile of every home.
- The District has more than 200 park sites, 60 miles of trails, and 1,300 acres of nature preserve in addition to eight swim centers and six recreation centers.



For further information

Department of Environmental Quality file
LUST 34-91-0083
www.deq12.deq.state.or.us/FP20/

Metro Brownfields Recycling Program
brownfields@oregonmetro.gov
503-797-1817
www.oregonmetro.gov/brownfields

Tualatin Hills Park and Recreation District
Hal Bergsma: Director of Planning
503-645-6433
www.thprd.org

Demographic information

	1-mile	2-mile	3-mile
Population, 2000	18,215	60,274	125,454
Population, 2009	20,040	65,647	142,862
Estimated population, 2014	21,012	68,927	152,378
Projected annual population growth, 2009-14	0.95%	0.98%	1.30%
Median household income, 2009	\$46,079	\$56,195	\$61,345
Median home value, 2009	\$250,277	\$290,456	\$319,699
Median age, 2009	32.8	34.2	34.3
Percent college graduate (adults over 25), 2009	29.6%	34.5%	37.8%

Source: U.S. Census ESRI Business Analyst

Cornelius

Main Street Reinvestment

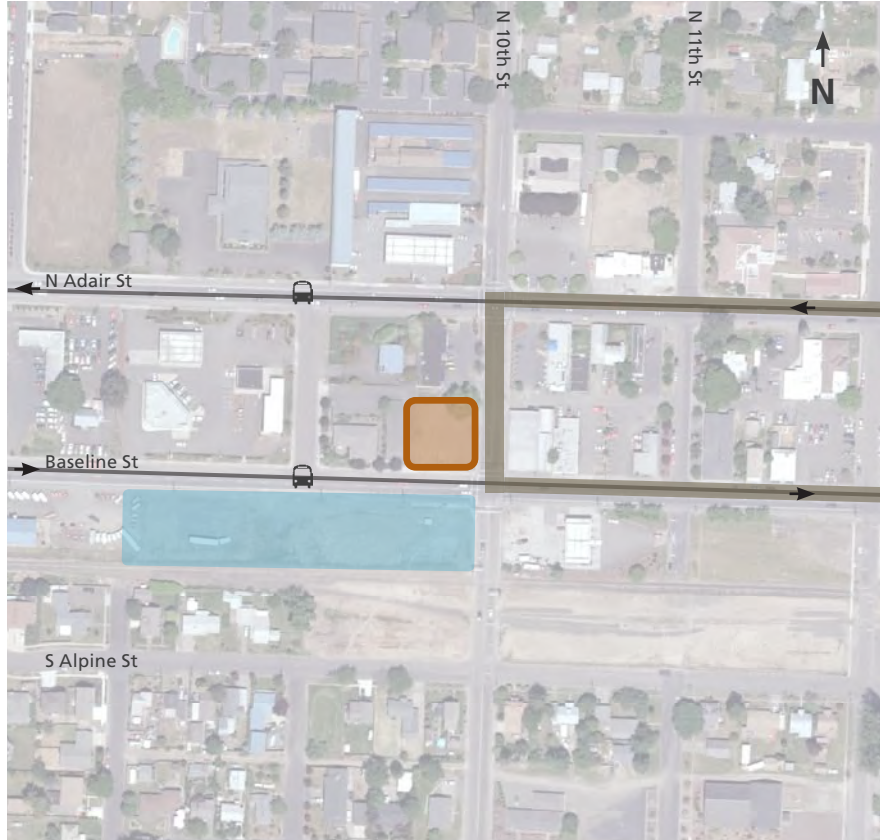
The City of Cornelius has invested significant public resources along Baseline Road and the 10th street area, spurring recent investment in downtown.

What is the Metro Brownfields Recycling program?

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Metro works with local communities to identify potential brownfield sites that may have been contaminated by petroleum-based products – old gas stations, car dealerships and auto body shops are likely contenders. Metro staff facilitates environmental site assessments to determine the extent of any contamination and potential clean-up costs.

The program connects property owners and buyers to potential resources to finance clean-ups and performs outreach with developers and nonprofit community development organizations to connect sites with those interested in cleaning them up for redevelopment purposes.



990 Baseline St.
Cornelius, Ore.
Washington County

25 miles from
downtown Portland

Previous use:
gas station

Site area: 0.26 acres

Zoning: C
(commercial)

Legend

- Metro brownfields program site
- Redevelopment opportunity
- Recent/future street improvements
- Bus route



Metro brownfields program site: aerial view



Metro brownfields program site: street view

Site description

The site is currently undeveloped and is located in Cornelius' downtown. Surrounding land use includes commercial and professional uses. The City of Cornelius has plans for improvement projects adjacent to the property on both Baseline Street and North Adair Street. These include street and sidewalk improvements as well as the development of a Main Street Plan that establishes a Main Street Commercial District from 10th to 20th streets.

Metro Brownfields Recycling Program investment

- Historical and regulatory background assessment completed
- Technical assistance is available for additional assessment work



Street beautification project



Street trees



Sidewalk improvements



Stormwater swale

Downtown Cornelius

Located 25 miles west of Portland, Oregon and 10 miles east of the Coast Range in the fertile Tualatin River Valley, Cornelius is surrounded by high-tech industries, nurseries and farmland. Cornelius, population 10,955, is a small but growing city in the heart of the Silicon Forest of Oregon.

- Significant public infrastructure investments as a part of the Cornelius Main Street improvement project include: sidewalk widening, bike lane installations, on-street parking additions, stormwater management improvements, curb extensions and reduced turning radii.
- Pedestrian and streetscape improvements include: street trees, decorative pedestrian scale lighting and street furniture.
- Local services cater to a diverse population, including the largest Hispanic grocery store in Oregon.
- Plans are being considered to redevelop a nearby property into a park and recreation facility.



For further information

Department of Environmental Quality file
LUST 34-94-0007
www.deq12.deq.state.or.us/FP20/

Metro Brownfields Recycling Program
brownfields@oregonmetro.gov
503-797-1817
www.oregonmetro.gov/brownfields

Demographic information

	1-mile radius	2-mile radius	3-mile radius
Population, 2000	10,749	17,420	27,049
Population, 2009	11,680	19,381	30,357
Estimated population, 2014	12,266	20,445	32,250
Projected annual population growth, 2009-14	0.98%	1.08%	1.22%
Median household income, 2009	\$55,481	\$52,636	\$54,351
Median home value, 2009	\$215,829	\$222,138	\$234,538
Median age, 2009	30.5	30.8	31.8
Percent college graduate (adults over 25), 2009	11.4%	13.2%	16.5%

Source: U.S. Census ESRI Business Analyst

Milwaukie Corridor Reinvestment

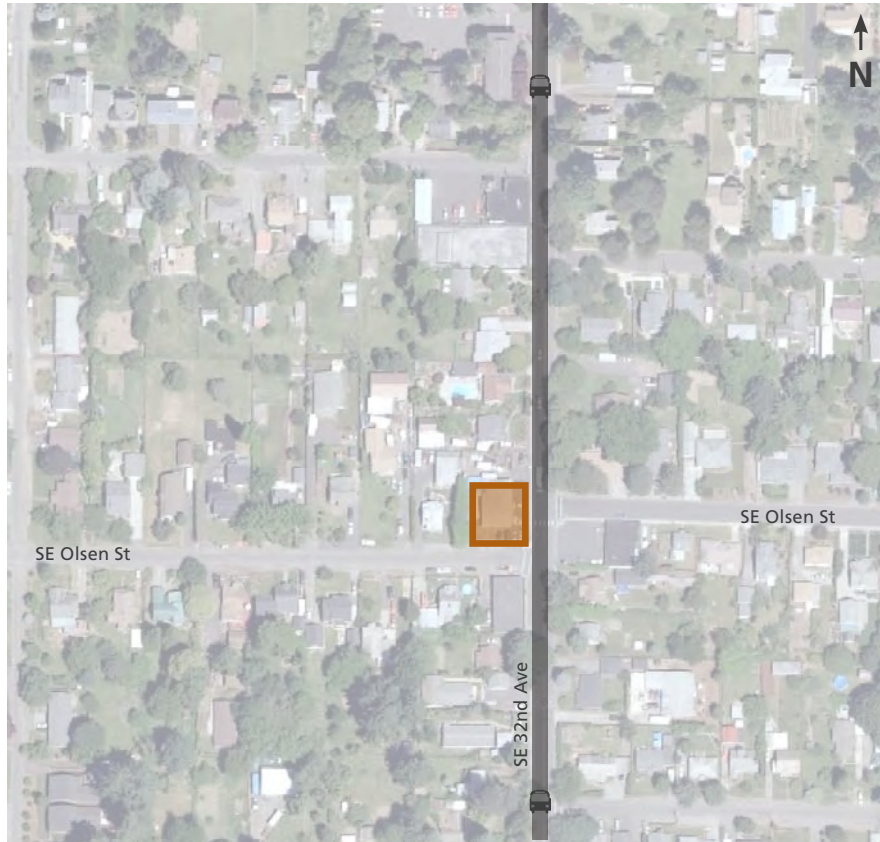
The City of Milwaukie's comprehensive plan calls for continued investment in its downtown and along the 32nd Avenue corridor.

What is the Metro Brownfields Recycling program?

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

**9391 SE 32nd Ave.,
Milwaukie, Ore.
Clackamas County**

**6 miles from
downtown Portland**

**Past Use:
fuel station**

**Site area: 0.23 acres
Zoning: C
(commercial)**

Legend

-  Metro brownfields program site
-  Recent or planned improvement projects
-  Bus route



Metro brownfields program site: aerial view



Metro brownfields program site: street view

Site description

The former Stein fuel station currently operates as an auto mechanics shop. It lies on a corridor with commercial activities that is surrounded by residential development. The City of Milwaukie's comprehensive plan calls for the redevelopment of the 32nd Avenue corridor into a higher density mix of uses and services for the surrounding households.

Metro Brownfields Recycling Program investment

- Phase I and II environmental assessments completed 2008.
- Metro completed a beneficial water use determination study to help prepare the site for sale and redevelopment; 2008.
- Technical assistance is available to identify potential cleanup funds.
- Property owner is involved in ongoing monitoring and mitigation.



City Hall



Farmer's market



Downtown



Recent development

The City of Milwaukie

In 2015 the region's light rail will make its way from downtown Portland to Milwaukie. The City is highly involved in plans around the new station areas and terminus, and sees this as a great opportunity for investing in their downtown.

- Milwaukie is located at the junction of Highways 99E and 224, near I-205.
- Ongoing city investments will help grow its business base, including McLoughlin Boulevard improvements, Riverfront Park and North Main Street development.
- Located along the scenic Willamette River, the city is immediately adjacent to the City of Portland.
- Named as one of the 50 best locations in the nation to raise a family.
- The city offers diverse housing opportunities from affordable to upscale condominiums, as well as single family houses.
- Enterprise zone property tax abatements are available.



- New light-rail line will run from Portland to downtown Milwaukie starting in 2015.
- Waterfront Park Plan currently being developed. The plan will reconfigure and revitalize the waterfront area of downtown Milwaukie and improve connections to the Willamette River.

Source: The City of Milwaukie Website: www.cityofmilwaukie.org

For further information

Department of Environmental Quality file

LUST 03-96-0379

www.deq12.deq.state.or.us/FP20/

Metro Brownfields Recycling Program

brownfields@oregonmetro.gov

503-797-1817

www.oregonmetro.gov/brownfields

City of Milwaukie

Alex Campbell; Economic Development Specialist

503-786-7608

www.cityofmilwaukie.org

Demographic information

	1-mile radius	2-mile radius	3-mile radius
Population, 2000	14,021	50,629	112,271
Population, 2009	14,601	53,257	119,100
Estimated population, 2014	14,898	53,257	123,135
Projected annual population growth, 2009-14	0.40%	0.53%	0.67%
Median household income, 2009	\$60,213	\$55,432	\$57,364
Median home value, 2009	\$253,810	\$246,649	\$265,019
Median age, 2009	39.8	38.4	38.4
Percent college graduate (adults over 25), 2009	20.6%	22.8%	27.3%

Source: U.S. Census ESRI Business Analyst

Sherwood Old Town Reinvestment

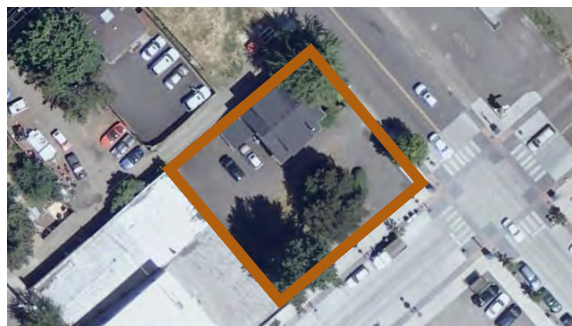
The City of Sherwood envisions a mixed-use project with possibilities for commercial and office uses and workforce or market-rate housing.

What is the Metro Brownfields Recycling program?

Funded through Environmental Protection Agency (EPA) grants, the Metro brownfields program helps find new life for property sites that might otherwise go undeveloped for years.

Metro works with local communities to identify potential brownfield sites that may have been contaminated by petroleum-based products – old gas stations, car dealerships and auto body shops are likely contenders. Metro staff facilitates environmental site assessments to determine the extent of any contamination and potential clean-up costs.

The program connects property owners and buyers to potential resources to finance clean-ups and performs outreach with developers and nonprofit community development organizations to connect sites with those interested in cleaning them up for redevelopment purposes.



Metro brownfields program site: aerial view



Metro brownfields program site: street view

Site Description

The site is located in Sherwood's Old Town within the city's urban renewal area. Recent investments include street improvements and a new city hall and public library project. Adjacent properties, city-owned and privately held, are available or planned for sale or redevelopment, including Cannery Square, a mixed-use redevelopment project with a public plaza.

Metro Brownfields Recycling Program investment

- Phases I and II environmental assessments completed
- Underground storage tanks removed
- Remaining petroleum clean-up costs estimated at less than \$10,000
- Technical assistance is available to identify potential cleanup funds



Cannery redevelopment



Farmer's market



Historic downtown Sherwood



Recent development

Old Town Sherwood

Sherwood desires a vibrant downtown filled with unique businesses that complement existing and emerging business clusters, enhance the local economy and improve quality of life.

- Strong population growth and high incomes.
- Young, upwardly mobile family market.
- Growing visitor, employment and pass through customer markets; 4,809 visitors to the Sherwood Visitor Center.
- \$13 million in public investment over last five years: library, city hall, streetscape and property purchases, over \$5 million in additional investment on drawing board--located near the site.
- Significant private investment in recent years including McCormick Building Condominiums and Old Town Lofts.
- Significant civic and business anchors in downtown draw strong foot traffic; Let's Make Music draws 500 clients daily, U.S. Bank attracts over 200 customer visits per day.
- Emphasis on locally-owned, high-quality businesses.
- Clean, safe, positive public image.
- Greenways and walk-ways add to positive impression.



- Quality built environment, including downtown way finding signage for shoppers.
- Several well attended downtown events: Music on the Green, Cruisin' – 18,000 spectators, Great Onion Festival – 4,500 attendees, Farmer's Market, Art Walk, Robin Hood Festival.
- Engaged business community that is ready to get involved in downtown's next steps. The Chamber of Commerce has about 500 members, up 30 percent from 2007 to 2008.

Source: Downtown Sherwood Market Study; Marketek, June 2008

For further information

Department of Environmental Quality file

LUST 34-08-0937

www.deq12.deq.state.or.us/FP20/

Metro Brownfields Recycling Program

brownfields@oregonmetro.gov

503-797-1817

www.oregonmetro.gov/brownfields

City of Sherwood, Economic Development

Tom Nelson; Economic Development Manager

nelsont@ci.sherwood.or.us

503-625-4247

Property Owner

Bill Stapp

541-330-6688

Demographic information

	1-mile	2-mile	3-mile
Population, 2000	9,899	12,802	17,380
Population, 2008	12,843	17,901	24,413
Estimated population, 2013	15,019	21,192	28,974
Projected annual population growth, 2008-13	3.18%	3.43%	3.49%
Median household income, 2008	\$83,220	\$86,968	\$86,414
Median home value, 2008	\$361,628	\$364,515	\$376,657
Median age, 2008	32.3	32.9	35
Percent college graduate (adults over 25), 2008	47%	47.9%	48.4%

Source: U.S. Census ESRI Business Analyst

Wood Village Corridor Reinvestment

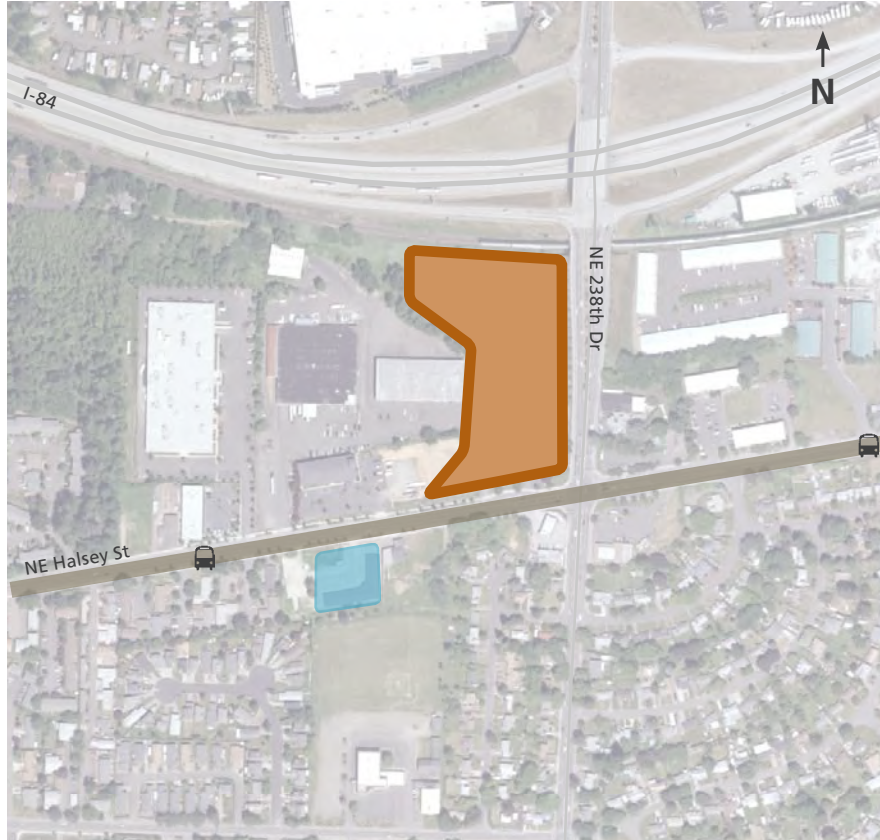
The City of Wood Village would like to redevelop in order to advance the city's efforts to increase development activities along the Halsey Street corridor.

What is the Metro Brownfields Recycling program?

Funded through Environmental Protection Agency (EPA) grants, the Metro brownfields program helps find new life for property sites that might otherwise go undeveloped for years.

Metro works with local communities to identify potential brownfield sites that may have been contaminated by petroleum-based products – old gas stations, car dealerships and auto body shops are likely contenders. Metro staff facilitates environmental site assessments to determine the extent of any contamination and potential clean-up costs.

The program connects property owners and buyers to potential resources to finance clean-ups and performs outreach with developers and nonprofit community development organizations to connect sites with those interested in cleaning them up for redevelopment purposes.



**2055 NE 238th Drive,
Wood Village, Ore.
Multnomah County**

**15 miles from
downtown Portland**

**Past Use:
lumber retail facility/
public works yard**

Site area: 5.73 acres

**Zoning: NC
(Neighborhood
commercial)**

Legend

- Metro brownfields program site
- Redevelopment corridor
- Privately owned redevelopment
- Bus route



Metro brownfields program site: aerial view



Metro brownfields program site: street view

Site description

The site, currently owned by the City of Wood Village, consists of five adjacent land parcels totaling 5.73 acres. Existing development on the property includes the Wood Village City Hall, a well house with a city water supply well, and a storage building. The area surrounding the site is developed with a mix of retail, commercial buildings and service stations and the City has put in a significant amount of public and private investment into the Halsey Street Conceptual Design Plan.

Metro Brownfields Recycling Program investment

- Phase I and II environmental assessments completed 2008
- Assessments leveraged cleanup with funding provided by the City of Wood Village



Existing City Hall



Tank removal on site



Tank removal on site



Recent local development

The City of Wood Village

The City of Wood Village began as one of Oregon's first planned communities in order to house workers from the Reynolds Aluminum factory during World War II. Recent updates to the City's zoning code and demonstrated reinvestment in its major corridors show its commitment to continue investing in a variety of housing options and employment services to support its residents.

- Wood Village lies along Interstate 84 and is nestled between Troutdale, Fairview and Gresham.
- East Multnomah County is one of the fastest growing areas in the Metro region.
- The City lies on the main access road to Mt. Hood and is part of the Mt. Hood Scenic Byway Corridor.
- Wood Village has nearly 3,000 residents as well as over 100 commercial, industrial and manufacturing businesses within one square mile.
- Development of the site should be compatible with the City's Neighborhood Commercial (NC) zone and the Halsey Street Conceptual Design Plan. The development should be mixed use and seeks to attract other mixed-use projects to the area.



- Recent employment numbers have increased 116% from 2000 to 2006.
- Newly completed mixed use project on Halsey Boulevard near the site includes plans for senior housing mixed with commercial and office uses.

For further information

Department of Environmental Quality file
LUST 26-08-1451
www.deq12.deq.state.or.us/FP20/

Metro Brownfields Recycling Program
brownfields@oregonmetro.gov
503-797-1817
www.oregonmetro.gov/brownfields

City of Wood Village
Preston Polasek
503-489-6855

Demographic information

	1-mile radius	2-mile radius	3-mile radius
Population, 2000	7,400	27,657	60,693
Population, 2009	9,046	32,320	36,957
Estimated population, 2014	9,721	34,481	74,202
Projected annual population growth, 2009-14	1.45%	1.30%	1.19%
Median household income, 2009	\$57,606	\$62,336	\$57,512
Median home value, 2009	\$232,500	\$253,244	\$250,978
Median age, 2009	30.0	33.1	32.8
Percent college graduate (adults over 25), 2009	18.9%	20.2%	18.7%

Source: U.S. Census ESRI Business Analyst



Metro | Memo

Date: Monday, Oct. 26, 2009
To: MTAC
From: Miranda Bateschell, Associate Regional Planner
Subject: Implementing the Community Investment Toolkit:
Cottage Housing and the City of Wood Village

The Community Investment Toolkit is part of Metro's effort to provide local jurisdictions with innovative planning and financial tools to achieve community development goals and the 2040 Growth Concept. Highlighted in the second volume of Metro's Community Investment Toolkit, *Innovative Design and Development Codes*, cottage housing is a model of clustered single family housing that provides a new housing opportunity in the region, particularly in transition areas between existing single family neighborhoods and vertical development in centers and along corridors. While the scale of cottage housing fits the character of single-family neighborhoods, it also offers double the density. The City of Wood Village approached Metro for technical assistance on how to implement cottage housing standards for the City. The attached case study outlines how Metro and the City of Wood Village partnered and includes a regional model code for cottage housing.

Project Overview

Metro and the City of Wood Village entered into an intergovernmental agreement and worked together to research existing cottage housing developments and create cottage style housing standards for the City of Wood Village. The team looked at existing case studies in Washington State and similar projects around the Portland metro region, and then assessed the feasibility of applying cottage housing in the City of Wood Village. As a result, on September 15, 2009, the Wood Village City Council unanimously passed a cottage housing ordinance and adopted cottage housing standards into their municipal code.

Cottage housing will be an allowed use in the multi-family residential zones between dense, mixed-use development and surrounding single family neighborhoods. Adoption of cottage housing will offer a variety of more thoughtful housing options for the city's residents while allowing for an increase in density of 100% in these zones. Ultimately this will lead to a development pattern in the City that maximizes land values, reduces infrastructure costs, and provides much needed, more affordable housing next to services. In addition to the cottage housing tool, the City of Wood Village has worked proactively to implement other tools from Metro's Community Investment Toolkit, including a Vertical Housing Development Zone, Urban Renewal and zoning code updates.

Case Study and Regional Model for Cottage Housing Standards

The cottage housing case study outlines Wood Village's story and the model cottage housing standards highlight best practices for the region based on lessons learned from cities with cottage housing codes and developments, particularly in Washington State. Both documents are available to help other cities implement this innovative design tool. Metro staff will continue to pursue partnerships with local jurisdictions to implement tools within the Community Investment Toolkit, including the Regional Model for Cottage Housing Standards.

At the November 4th meeting, Sheila Ritz, City of Wood Village Administrator, will discuss the city's interest in cottage housing and how it fits into their overall approach and activities for achieving local aspirations. Metro staff will present additional details on cottage housing, examples of cottage housing developments, and our partnership with the city on this project.

We hope to have a discussion following the presentations. Please review the attached Case Study on cottage housing in the City of Wood Village and the Regional Model for Cottage Housing Standards and consider the following questions:

- Do you have any comments and/or questions on the case study and process?
- Do you think the case study offers additional information and insight beyond the toolkit in a manner that can help local jurisdictions implement the tools?
- Is the Regional Model for Cottage Housing Standards useful, and what can Metro do to assist in its use in other jurisdictions?



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COMMUNITY
INVESTMENT
TOOLKIT
VOLUME 2

CASE STUDY

Cottage housing in the City of Wood Village

Cottage housing is a new model of clustered single family housing that provides a transition between single family housing neighborhoods and higher density areas, creating a development pattern that maximizes land values, reduces infrastructure costs and provides housing next to services. As the region implements the 2040 Growth Concept, the long range growth plan, Metro is working to help communities address the stark differences in scale, density and use that often appear between established neighborhoods and newer, higher density commercial or residential development in town centers and corridors. These transitions underutilize land and create a disjointed development pattern, often undermining the capacity of the region and the character of our communities.

Metro highlighted cottage housing in the **Community Investment Toolkit: Innovative Design and Development Codes**. After learning of cottage housing in the toolkit, the City of Wood Village researched the concept further in partnership with Metro and adopted minor adjustments to their development code to facilitate cottage housing developments in their community. The City's experience illustrates how local governments in the region can use innovative strategies to build vibrant, sustainable communities. This case study summarizes this research for use by other communities who may wish to consider cottage housing.

Cottage housing

Cottage housing is used as a creative infill development between higher density mixed-use areas and established neighborhoods of lower density single family housing. The coordinated design plan and smaller units of cottage housing developments allow densities that are somewhat higher than typical single-family neighborhoods, similar to the density of attached row houses, but minimize impacts on adjacent residential areas because of their smaller overall bulk and scale. While a cottage housing development focuses internally to the central outdoor space, the project maintains visual and pedestrian connections with the existing neighborhood in form and scale and with windows, doors and porches on the exterior façade oriented to human activity on the street.

“The City of Wood Village is leading the way in applying an innovative tool that promotes efficient land use and supports their community vision. Metro looks forward to more partnerships like this with other communities around the region.”

— Rod Park,
Metro Councilor

From a homeowner’s perspective, cottage housing offers an alternative housing opportunity that is responsive to changing household demographics, lifestyles and housing needs. Although average household size is decreasing, single-family housing still remains the preferred housing type. Cottage housing maintains a single-family housing environment by providing a small private yard space and detached units, but combines it with the affordable cost and reduced maintenance attributes of attached housing. The site design also encourages neighborhood interaction and safety by orienting homes around a functional community space. Community spaces are designed to be usable and can be easily tailored to the needs of the residents (e.g. past developments have used the space as an art studio, a workshop equipped with shared facilities, or a community garden). Cottage housing is therefore ideal for retirees wanting to downsize but remain in a single family neighborhood, as well as for small families and single parent households desiring homeownership.



Cottage housing layout

Cottage housing is generally defined as a development of small, detached single-family dwelling units clustered around a central outdoor common space within a coordinated site plan. The cottage units are smaller than single-family houses and are often oriented toward the common space. While houses share amenities such as open space, gardens, a workshop, or a community building, each cottage house also has its own yard and the privacy of a roofed porch.

Nuts and bolts

Because cottage housing demands more compact development, existing code often must be modified to allow for reduced minimum lot size and setback requirements. The table on page 4 outlines the model cottage housing standards based on successful developments in the state of Washington. Key elements of the model development standards include:

Higher densities than traditional single family housing. Cottage housing densities typically require a low lot coverage maximum of 40 to 60 percent; moderate density limits such as .35 Floor Area Ratio (FAR); two times the zone density allowance; or one unit per 2,000 to 5,000 square feet of land area. Given these densities, cottage housing is marketable and most successful as a transition tool in single family or moderate density multi-family zones where the cottage densities exceed the capacity of the underlying zone. Cottage housing codes can avoid overly dense developments by setting a maximum allowed number of units as well as requiring at least 1,000 feet between developments.

A maximum housing size of 1,000 square feet. When the style was in its infancy, units were between 500 to 600 square feet, but the market has driven up housing size – in some developments to more than 1,500 square feet. In order to maintain the intent of cottage housing, it is recommended that maximum unit size average not exceed 1,000 square feet, with a maximum building height of 18 feet for houses without pitched roofs and 25 feet for houses with pitched roofs.

Usable open space. Development standards encourage the creation of functional community open space not typically required or always available in single family housing developments. For instance, a steep natural ravine on a site may not qualify as usable open space in a cottage housing project because it would be impossible to build a community facility or a community garden with such topographic constraints. In a comparable planned development, a housing developer often requests that such spaces qualify for required open space. To maintain a single family environment, functional private open space is also required for each cottage housing unit.

Quality aesthetics and parking standards. Quality design and aesthetic controls are often required in order to create an efficient use of space and ease transitions between existing developments. Controls for garage and/or parking areas include setbacks of 20 to 40 feet from the street and an average maximum parking requirement of 1.5 parking spaces per unit. Cottage housing codes and projects have also required an average of one space per unit. Allowing reduced parking standards has been successful given the target demographics of cottage housing, goals for increased densities, and the desire for a more flexible, high-quality design. Quality design standards can include required covered front porches and northwest architectural design and materials.

Ownership. Ownership is an important element of the cottage housing style. Usually cottage housing developments are sited on one commonly owned parcel and each cottage is sold as a condominium. However, cottage housing units can also be owned fee-simple by subdividing the land into individual parcels with shared amenities owned in common by the cluster



Salish Pond Cottages
designed by Ross Chapin
Architects

Washington state

Cottage housing is a relatively new concept to the Portland metro area, but has been a popular form of infill development in cities across the state of Washington since the early 1990s. Early success in cities such as Seattle, Kirkland, and Richmond prompted the Seattle Housing Partnership to develop a model code for cottage housing in 2001. The Washington state model code has provided a foundation for cottage housing standards across the state of Washington and was assessed by Metro in the creation of the Regional Model for Cottage Housing Standards included in this case study.

City of Shoreline, Washington

The City of Shoreline, Washington, implemented cottage housing and learned that scaling and density standards are integral to the effectiveness of a cottage housing development. City officials did not include such requirements in their standards, and as a result developers utilized density bonuses and built cottage housing developments with double the density intended by the code. This was compounded by the lack of separation between cottage developments. Due to the resulting appearance of overcrowded units, Shoreline decided to repeal the cottage housing provisions four years after adopting standards into their code.

residents. This model offers a unique home ownership opportunity not commonly available. Ownership models vary and are typically determined by the developer based on the local market, unless the city only allows one of these options in the zoning code.

Development review. Cottage housing provisions are placed within the municipal code. Specific development plans can be reviewed and permitted through various avenues, a decision unique to each jurisdiction. Examples include administrative review, the subdivision process, a design review board, or a public hearing with a design review board or planning commission. When reviewing cottage housing development designs, priority is given to plans with functional, usable open space and a design that meets the intent and definition of cottage housing.

Model cottage housing code

Zones	Vary by city; single family or moderate density multi-family
Lot cover	40 to 60 percent
Density	.35 floor area ratio, twice the existing allowed density; 7-14 units per acre
Unit size	1,000 square feet maximum
Number of units	4 minimum /12 maximum
Height/ridge pitch	18 to 25' with 6:12 minimum slope
Yards front/side/rear	15'/5'/5'
Minimum open space-private/common	300 square feet per unit, minimum dimension of 10'/400 square feet per unit, minimum dimension of 20' with cottage units facing at least two sides
Garage or parking standards	1-1.5 spaces; bundled parking; screened from view. 20' setback
Usable porches	Usable covered porches, minimum 80 square feet with a minimum dimension of 5'
Privacy standards	Minimum 10' distance between structures
Separation of developments	Minimum 1,000 feet
Review procedure	Varies by city
Ownership	Fee-simple subdivided land ownership with shared common space; commonly owned parcel with each cottage sold as a condominium
Other provisions	Quality design and construction provisions. Maximum 3' fences within a development

Keep in mind

Applicability. Cottage housing is an infill development opportunity to bridge transition gaps and create more affordable housing opportunities near amenities. Successful cottage housing standards clearly outline the intent of cottage housing and are allowed by right. They are also placed in their own section of code instead of being buried throughout other code sections, thereby limiting confusion and easing the ability of developers to implement projects.

Flexibility. Overly rigid regulations may hinder the ability of developers to implement projects. Therefore successful cottage housing standards are flexible, outlining a broad set of rules within which the developer can refine the project to fit the specific marketplace and the homeowner. For instance, flexible height restrictions can give developers the creativity to allow for better transitions between zones and may lead to more financially feasible projects. This flexibility is important because full two-story framing is often less expensive than story-and-a-half framing.

Dwelling size. Cottage housing is designed to create cottages as an alternative style of housing to larger single-family homes. Developers desiring to build larger homes may do so under existing development regulations for single family dwelling units. Thus, cottage housing development codes usually limit building mass to 1,000 square feet or less in order to maintain the original intent of cottage housing. Limiting dwelling size also ensures that cottage housing developments can serve as an effective tool to bridge transitions.

Scaling. Creating a compact, aesthetically pleasing development pattern through scaling requirements is also a key element of cottage housing. A minimum of four units per cluster is needed in order to create a coordinated site design, while a maximum of 12 units will prevent an over abundance of housing. In cities like Shoreline, Wash., having no maximum resulted in abuse of density bonuses and massive developments that undermined the effectiveness of cottage housing as a tool for bridging transitions.

Parking. In cottage housing standards, parking requirements are generally limited and preferably clustered off to the side or in an adjoining alley. Direct individual driveway access to the street is not necessary. Limiting parking helps achieve the goals of cottage housing in increasing density and creating a more pedestrian-friendly atmosphere. It also increases flexibility, allowing developers to be more creative with site design to increase a project's overall quality and its financial feasibility.

Affordability. Providing high-quality housing units at an affordable price is one of the primary goals of cottage housing developments. Due to its small scale, cottage housing is often a more affordable alternative to traditional single family housing. In the areas surveyed, cottage housing units were typically 20 to 30 percent below traditional market housing. Incentives can be placed to ensure affordability, including relaxing standards for architectural or building material regulations. This is particularly useful in areas with higher housing costs where the market often demands quality construction anyway.



Danielson Grove Cottages designed by Ross Chapin Architects and developed by The Cottage Company

“I think it’s a significant trend, better rather than bigger, quality over quantity. It’s something people have been waiting for. It takes more work, details and supervision but – like the old pre-1940s craftsman homes with mantels and casings – they are homes that get a premium price.”

– Jim Soules,
Cottage Company, LLC

“To address the realities of a limited land supply and changing demographics, the City of Wood Village has worked with Metro to identify a number of innovative solutions. Cottage housing allows the City to use our land more efficiently, while providing greatly needed housing next to services.”

– Sheila Ritz,
City of Wood Village
Administrator

Putting it together

After attending a presentation by Metro on the Community Investment Toolkit, staff from the City of Wood Village became interested in cottage housing as a good fit for redevelopment of underutilized residential land, particularly in transition areas between high density residential or commercial uses and single family residential areas. Given the limited land supply, the City felt it was important to offer a variety of more thoughtful housing options than the traditional single family subdivisions, duplex rentals or leased manufactured home lots. By pursuing cottage housing, the City was looking to promote quality craftsmanship and desirable growth in their existing neighborhoods.

Creating cottage housing standards for Wood Village

City staff contacted Metro for technical assistance to research successful cottage housing developments in other cities and to help create cottage-style housing provisions for the City of Wood Village. Metro staff and city planners researched the cottage housing model code from the state of Washington, as well as cottage housing zoning requirements in the following cities in the state of Washington: Federal Way, Kirkland, Langley, Port Townsend, Redmond, Seattle and Shoreline. Metro and City staff also reviewed similar development projects within the Portland metropolitan region, including Salidge Ponds in Fairview and the “Common Green” housing developments in Portland.

Metro worked with City staff to synthesize the findings of the research and to address how cottage housing could be adapted to the City of Wood Village, both geographically in terms of where cottage housing would work within the city and in terms of how to incorporate cottage housing standards into City code.

After reviewing areas where cottage housing would be most beneficial, the City decided to include this type of housing as an approved use in the Multi Residential MR2 and MR4 zones. They selected these zones because they represent the transition areas adjoining the town center, the Halsey Street corridor and the neighborhood commercial zone to single-family neighborhoods. These areas also include larger parcels of land that have re-development potential and are generally flat for usable open space. The adjacent town center and neighborhood commercial zones offer cottage housing developments easy access to services and frequent transit routes. Cottage housing developments in these areas will be subject to the standards adopted into the City of Wood Village’s zoning code as well as subdivision and/or design review approval by the planning commission.

In the preliminary development of the special cottage housing development standards, the City considered no limitation to the square footage of each unit and also considered more off-street parking than other jurisdictions because of the narrow streets and the number and size of vehicles per household. Staff and the planning commission eventually recommended to the City Council that a dwelling unit size limitation of 1,200 square feet was important to preserve the overall cottage housing character of single family mass and scale and to assure compact development. They also recommended a reduction in the minimum number of off-street parking spaces required from 1.5 to 1 space per dwelling, to be consistent with the existing single-family dwelling minimum parking standard. The planning commission recommended including individual garages with design standards, set back and to the side or

rear of each unit to respond to the characteristics and suspected demand of their community. They also recommended limited parking structures or parking lots to be closer to streets in certain circumstances in order to maximize internal common spaces, given the successful results of these standards implemented in other jurisdictions. Staff and the planning commission also outlined and recommended inclusion of architectural elements and material standards in order to ensure quality cottage craftsmanship.

In order to better respond to the market and changing demographics, the Wood Village Planning Commission decided to offer either fee-simple ownership through the subdivision of land or condominium ownership of each detached dwelling. The choice will be up to the developer, although land ownership is encouraged. The commission also recommended an increase in the maximum height of a pitched roof to 30 feet (versus 25 feet in the model) for more flexible design options. The Wood Village City Council agreed with these recommendations and unanimously adopted the cottage housing standards as recommended by the planning commission.

The City adopted these special cottage housing standards within the multi-family housing section of the City's zoning code. Thus, this type of housing is a use allowed by right if a developer meets the outlined standards. In doing so, the City chose not to embed the cottage housing standards within more complicated sections of its code that require more rigorous review processes, such as the Planned Use Development requirements, in order to ease implementation for developers. By making these decisions and choosing to maintain the other elements of cottage housing, the resulting cottage housing standards for the City of Wood Village adhere to the original intent of cottage housing and are consistent with the lessons learned in the cities in the state of Washington.

Tips for implementation

- Focus on the intent of cottage housing and how it fits into the context of transition zones within your community.
- Isolate areas where you think cottage housing would work and talk to the community to get feedback.
- Hold a public hearing to fully explain the intent of cottage housing and the benefits of its use as a housing option and transition tool.
- Invite housing developers and gather feedback from them, as well as local citizens, in order to guide the local cottage housing development standards.
- Make standards easy to understand. Include images for clarification.
- Make standards easy to implement by creating a special section for cottage housing within the city's zoning code.



Hastings Green developed by Northwest Pacific Development Group through Portland's "Common Green" provisions

City of Portland

While the City of Portland does not have cottage housing, it offers a similar style called "Common Green" housing provisions. Hastings Green in the South Tabor neighborhood at Southeast Clinton between 70th and 71st completed phase one development in 2003 and includes 13 single-family dwellings. The well-designed, high-quality units sold as condominiums, each with about 1,100 square feet and one to two bedrooms. A common space in the center of the units is used by residents as a community garden and clustered parking is provided. The first 10 units sold in six weeks. Phase two, constructed across the street, sold out prior to completion. The project has a density of 14 dwelling units per acre.

Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

Metro Council

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metrocouncil@oregonmetro.gov

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District 6

Auditor

Suzanne Flynn

Resources

For more information on the Regional Model for Cottage Housing Standards, contact: Metro

600 NE Grand Ave.
Portland, OR 97232
503-797-1839
www.oregonmetro.gov/communityinvestment

For more information on the City of Wood Village Cottage Housing Standards, contact:

City of Wood Village

2055 NE 238th Drive
Wood Village, OR 97060
503-667-6211
Staff contact: Carole Connell, AICP
www.ci.wood-village.or.us/

For more information on the Washington Model Code for Cottage Housing, contact:

Michael Luis and Associates

P.O. Box 15
Medina, WA 98039
425-453-5123
www.luisassociates@comcast.net

For more information on Portland's Common Green Provisions, contact:

City of Portland

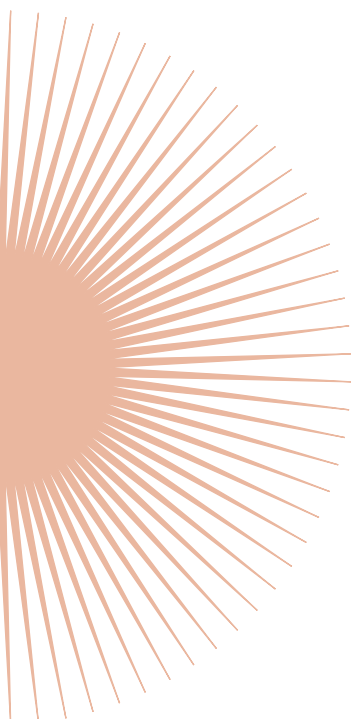
Bureau of Planning and Sustainability
1900 SW 4th Avenue
7th Floor, Suite 7100
Portland, OR 97201
503-823-7700

www.portlandonline.com/bps

You can also access the provisions online in the "Infill Design Toolbox" at:
www.portlandonline.com/bps/index.cfm?c=49254

Regional Model for Cottage Housing Standards

www.oregonmetro.gov



A. Intent

1. Support the growth management goal of more efficient use of urban residential land;
2. Support development of diverse housing in accordance with the Comprehensive Plan;
3. Increase the variety of housing types available for smaller households;
4. Provide opportunities for small, detached dwelling units within existing neighborhoods;
5. Provide opportunities for creative, diverse, and high quality infill development that is compatible with existing neighborhoods.

B. Definition of cottage housing development

A development of detached dwellings which has the following characteristics:

1. Each unit is of a size and function suitable for a single person or small family;
2. Each unit has the construction characteristics of a single-family house;
3. The density of the development is typically 7 to 14 units per acre;
4. Units are for residential use only and may not be operated as transient accommodations;
5. The development is designed with a coherent concept and includes: private and shared usable open space, off-street parking, access within the site and from the site, amenities such as a multipurpose room, workshop, garden, and a coordinated landscape plan;
6. Cottage design incorporates classic cottage features or northwest style using quality materials.

C. Small, compact dwellings

The total floor area of each cottage unit shall not exceed 1,000 square feet. Total floor area is the area included with the surrounding exterior walls, but excluding any space where the floor to ceiling height is less than six feet.

D. Number of cottages allowed

Two cottage housing units shall be allowed in place of each single family home allowed by the base density of the district.

E. Small clusters of cottages

Cottage housing units shall be developed in clusters of a minimum of 4 units to a maximum of 12 units.

F. Separation of developments

Cottage housing developments shall be separate from each other by at least 1,000 feet.

G. Maximum height

The height limit for all structures shall not exceed 18 feet. Cottages or amenity buildings having pitched roofs with a minimum slope of 6:12 may extend up to 25 feet at the ridge of the roof.

H. Common space

Cottage housing units shall be oriented around a central common space. The common open space must be at least 400 square feet per cottage housing unit. The common space shall have cottage units facing at least two sides. Open space with a dimension of less than 20 feet shall not be included in the calculated common open space.

**For more
information:**

503-797-1839
[www.oregonmetro.gov/
communityinvestment](http://www.oregonmetro.gov/communityinvestment)

Metro

People places. Open spaces.

Clean air and clean water do not stop at city limits or county lines. Neither does the need for jobs, a thriving economy and good transportation choices for people and businesses in our region. Voters have asked Metro to help with the challenges that cross those lines and affect the 25 cities and three counties in the Portland metropolitan area.

A regional approach simply makes sense when it comes to protecting open space, caring for parks, planning for the best use of land, managing garbage disposal and increasing recycling. Metro oversees world-class facilities such as the Oregon Zoo, which contributes to conservation and education, and the Oregon Convention Center, which benefits the region's economy.

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I. Private ground space

Each cottage housing unit shall be provided with a private use open space on the ground of at least 300 square feet with no dimension of less than 10 feet on one side. It should be contiguous to each cottage, for the exclusive use of the cottage resident, and oriented toward the common open space.

J. Ownership

Cottages are for residential use only and may not be operated as transient accommodations. Cottage housing developments are sited on one commonly owned property, or individual parcels may be created by subdividing the land with shared amenities owned in common.

K. Separation of structures

All structures shall maintain no less than 10 feet of separation within the cluster. Eaves may project into the required separation up to 12 inches.

L. Parking requirements

There shall be at least one off street parking space per dwelling unit.

M. Parking design (lots or structures)

1. Setback a minimum of 5 to 20 feet from the street, depending on the orientation of the structure or lot. If the structure or lot is perpendicular to the street, the narrow dimension may be within 5 feet of the street. If parallel to the street the lot or structure must be at least 20 feet from the street;
2. Clustered and separated from the common areas by landscaping and/or an architectural screen. Solid board fencing shall not be allowed as an architectural screen;
3. Screened from public streets and adjacent residential uses by a landscaping and/or architectural screen, which shall not include a solid board fence.

N. Setbacks

Setbacks for all structures from the property lines shall be an average of 10 feet, but shall not be less than 5 feet and not less than 15 feet from a public street.

O. Usable porches

Each unit shall have a covered porch with an area of at least 80 square feet and a minimum dimension of 5 feet. The porches on at least half the units shall face the common space.

P. Fences

All fences on the interior of the development shall be no more than 3 feet in height. Fences along the exterior of the development may be up to 6 feet in height, except as restricted by intersection clear vision standards. Chain link fences shall not be allowed.

Q. Maximum lot coverage

The total footprint of all structures shall not exceed 40 percent of the site area. Impervious surfaces shall not exceed 60 percent of the site area.

R. Architectural elements and materials

Cottages fronting a street shall avoid blank walls by including at least one of the following:

1. Changes in exterior siding material and paint color;
2. Windows which may include bay windows; and/or
3. Building modulation with a depth measuring at least one foot.

Structures shall be provided with substantial exterior trim elements consistent with traditional northwest cottage design and small home craftsmanship.

Note: The Regional Model for Cottage Housing Standards was adapted from successful cottage housing developments in the state of Washington and the Washington cottage housing model code.