

TALENT HOUSING CODE UPDATE PROJECT: Title 17 Subdivisions

Planning Commission/Advisory Committee Meeting Discussion Guide

July 18, 2019



Discussion points are summarized for proposed revisions to Title 17, which encompasses subdivision standards for land division. Questions are organized by individual chapter, with particular question areas noted in *italics* for PC/AC discussion and feedback to guide code revisions.

Development and Design Standards: Emergency Access (TMC 17.10)

1. Multiple access roads are required for larger developments with 30 or more units for single-family and duplexes, and 100 units or more for triplexes, quadplexes, and multifamily, on sites with average slope of 10% or greater.
2. Minimum road design requirements ensure minimum width and improvements for fire truck and emergency vehicle access.
3. *Proposed exception to the multiple access requirement in 17.10.065.C.1 is intended to allow for discretion: should it be revised to require Planning Commission approval of an exception, or revised with more specific, objective standards where exceptions apply?*
4. *Proposed standards address access to and within an individual development, but not "downstream" access beyond the development site itself, such as a single bridge or railroad crossing. Should standards be broadened to address off-site access limitations as well?*

Application Requirements and Approval Criteria (TMC 17.15)

1. Relatively minor changes are proposed for consistency with other changes to the code, including reviewing preliminary plats through a Type II process and locating density standards in individual zoning districts.
2. No significant changes are proposed to the preliminary plat approval criteria, but note that they will be reviewed through a Type II procedure. *Are there any of the approval criteria for subdivision preliminary plat that have been particularly contentious or nuanced for recent projects, and that should be revised to be more clear and objective?*

Final Plat Procedures (TMC 17.20)

1. Relatively minor changes are proposed for consistency with other code standards, namely reviewing final plats through a Type I review and allowing final plats to be submitted within three years of preliminary plat approval.

Special Partitions and Subdivisions: Flag Lot Partitions (TMC 17.30)

1. Existing standards allow up to one flag lot to be created from an oversized parcel that is already developed with an existing dwelling unit. Proposed changes would allow up to three new flag lots to be created per existing lot, for a total of four lots, to increase infill opportunities. The majority of existing lots with potential to use flag lot partitioning for up to three new lots are located in South Talent with RLD zoning (formerly RS-5).

2. Flag lots are currently permitted only for developed lots, not for new subdivisions. Allowing flag lots in subdivisions could increase the number of lots created, particularly for irregularly shaped properties where public street access cannot be provided for all lots, but may decrease community cohesiveness and connectivity; it may also decrease development costs in some instances where public street extension for one to three lots is cost prohibitive. *Consider whether flag lots should be permitted in new subdivisions, perhaps limited to a maximum of 10-15% of new lots, and/or restricted to situations where the additional lots increase density beyond what could otherwise be achieved given parcel configuration and topographic constraints.*
3. The draft code includes 15-foot setbacks on all sides for flag lots in the RLD zone, an existing standard. (See TMC 17.30.030.E.1.) Standard lots have 20-foot front, 10-foot rear and 5-foot side yard setbacks. With the reduced 6,000-square-foot lot size, a reduced 10-foot setback for flag lots is recommended to achieve a building envelope similar in size to that permitted on a standard lot, approximately 50% lot coverage. *Is a 10-foot flag lot setback for lots zoned RLD appropriate to allow similar development opportunities on new flag lots compared to standard lots, with the goal of increasing overall efficiency of land development?*