



Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

In-House Draft Zoning Code Amendments

TAG Meeting

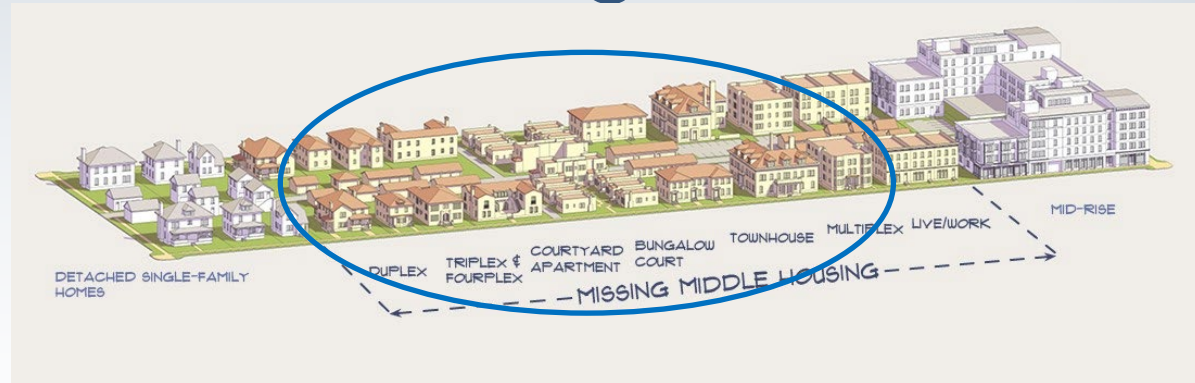
November 15, 2017



Bureau of Planning and Sustainability
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Scale Based Zoning



Regulate by size of buildings, instead of units

- Variety of smaller housing types along **neighborhood side streets**
- Promote housing diversity, including single-level accessible units

Scale Based Zoning



Historic examples of multi-dwelling “middle” housing

- Wide variety of housing with a 2-3 story scale

Scale Based Zoning



Duplex



Fourplex



Courtyard Apartments (12 units)



Duplex - small lot



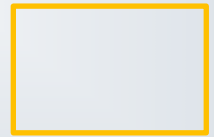
Apartments (9 units)



Courtyard Apartments (39 units)

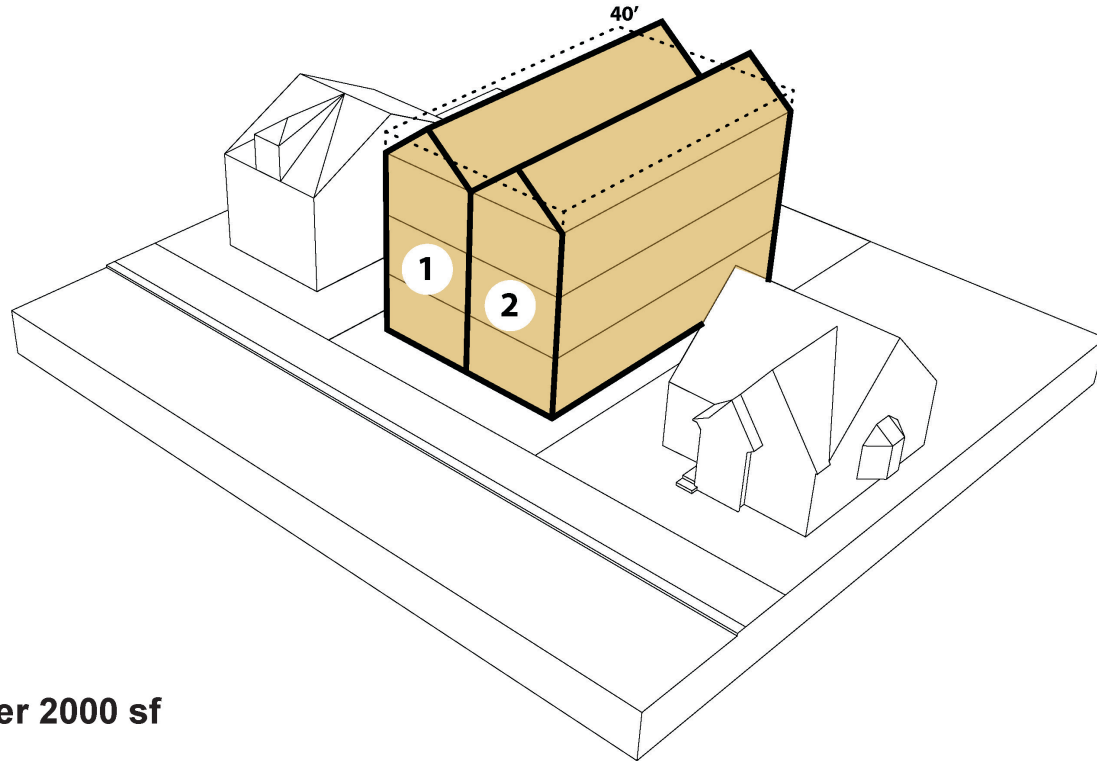
Historic examples of multi-dwelling housing
- Wide variety of housing with a 2-3 story scale

Allowed in R2 zone



Scale Based Zoning

DUPLEX

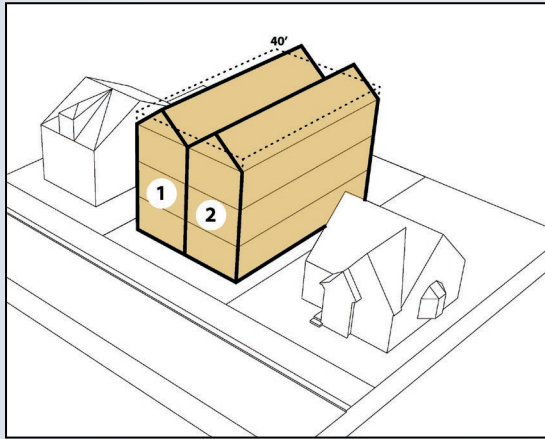


Zone: **R2**
Lot size: **5000 sf**
Height: **40 ft**
Density: **1 unit per 2000 sf**
Units: **2 units**

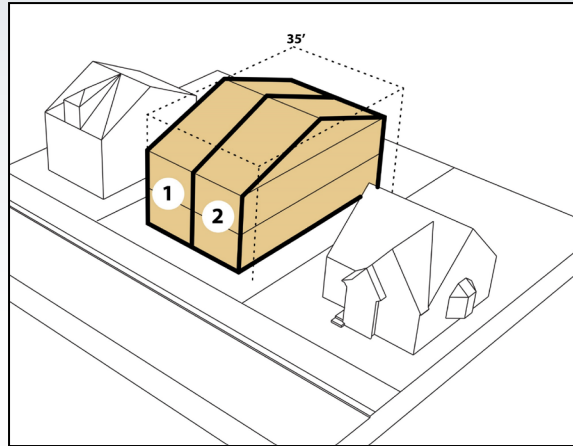
Existing Approach - R2 zone

- Intensity controlled by unit count, generous height allowance (40')
- 5,000 SF lot = 2 units (allows 1 unit per 2,000 of site area)

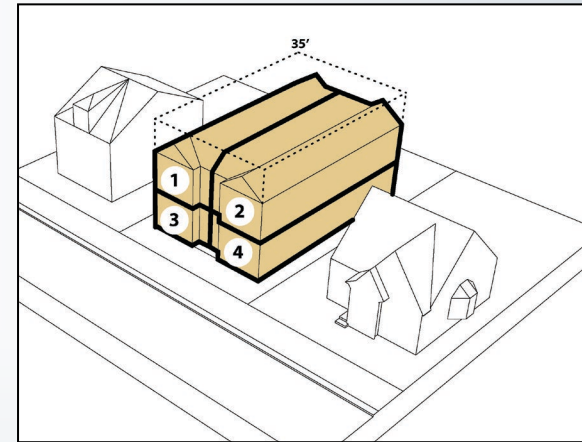
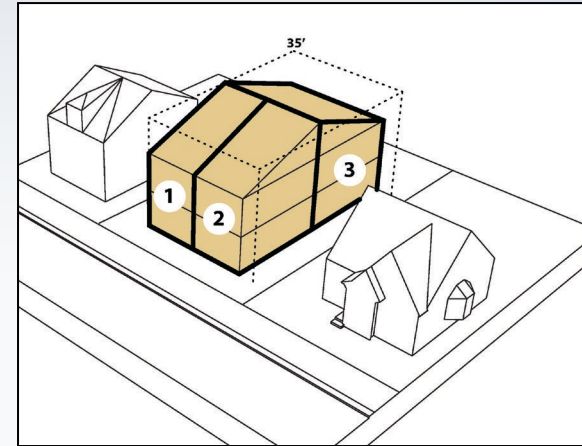
Scale Based Zoning



Current Approach



Potential New Approach



New Direction - R2 zone

- Regulate by building scale, with flexibility for what happens inside
- 1 to 1 FAR, 35' building height
- **Require accessible units (20% of units) along with greater density**

Scale Based Zoning

Corridors



Both in R1 zone



34 units on 10,000 SF site



18 units on 18,000 SF site

Regulate by size of buildings, instead of units

- Larger scale along corridors
- Promote housing diversity, including single-level accessible units

Scale Based Zoning

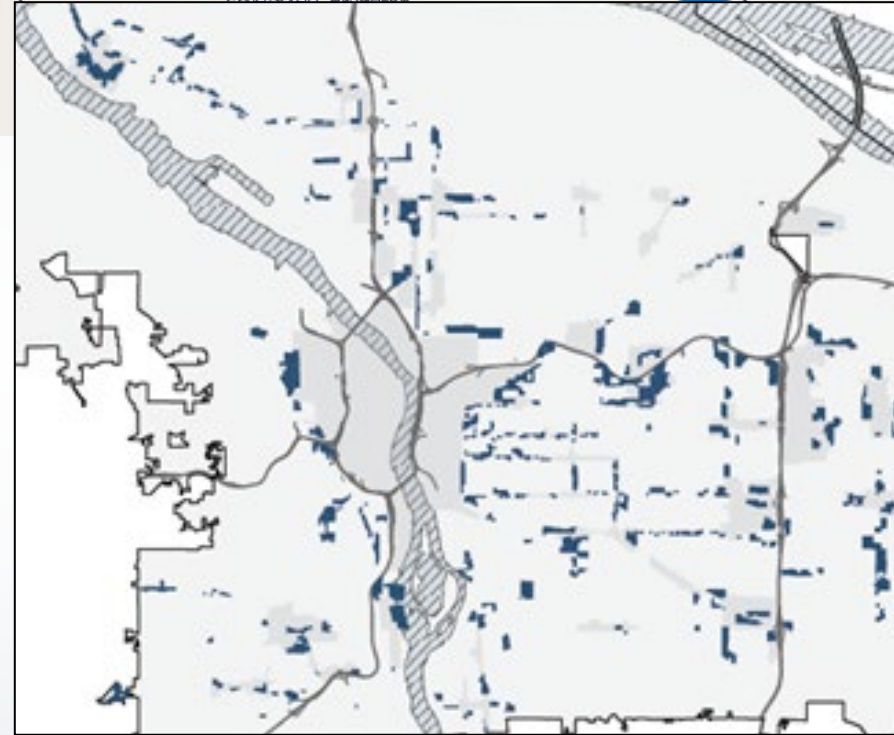
Corridors



Both in R1 zone



34 units on 10,000 SF site

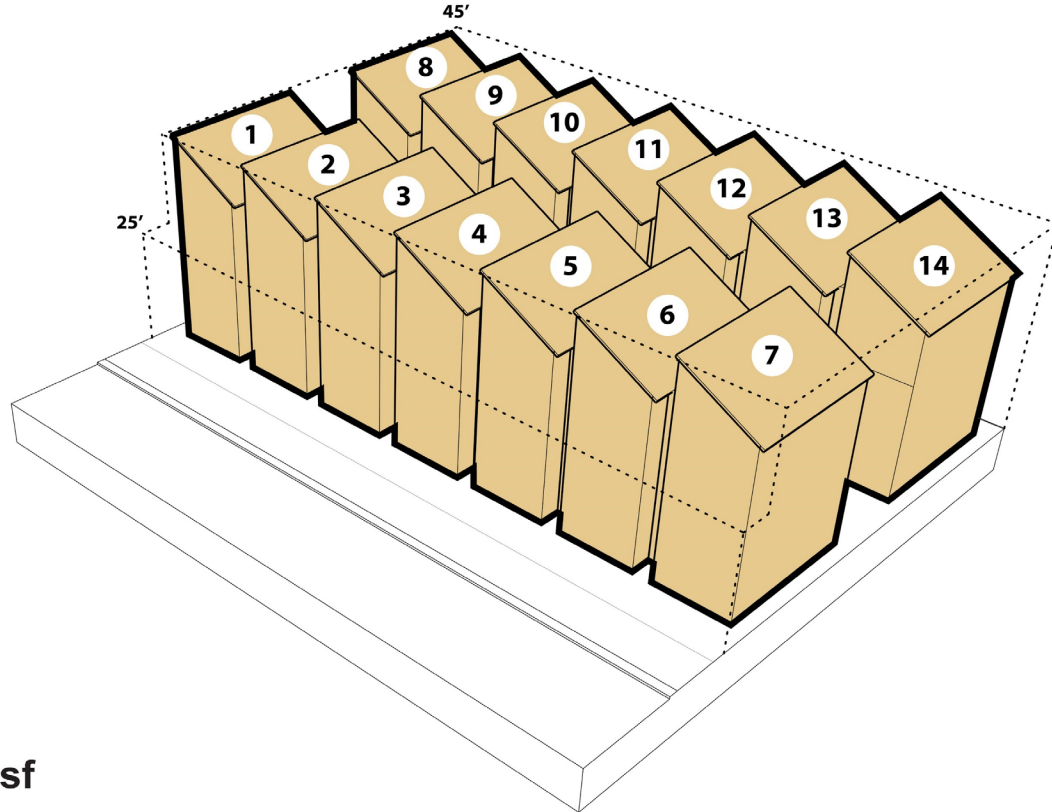


Regulating by size of buildings, instead of units

- Larger scale along corridors
- Promote housing diversity, including single-level accessible units

Scale Based Zoning

TOWNHOUSES



Zone: **R1**

Lot size: **15000 sf**

Height: **45 ft**

Density: **1 unit per 1,000 sf**

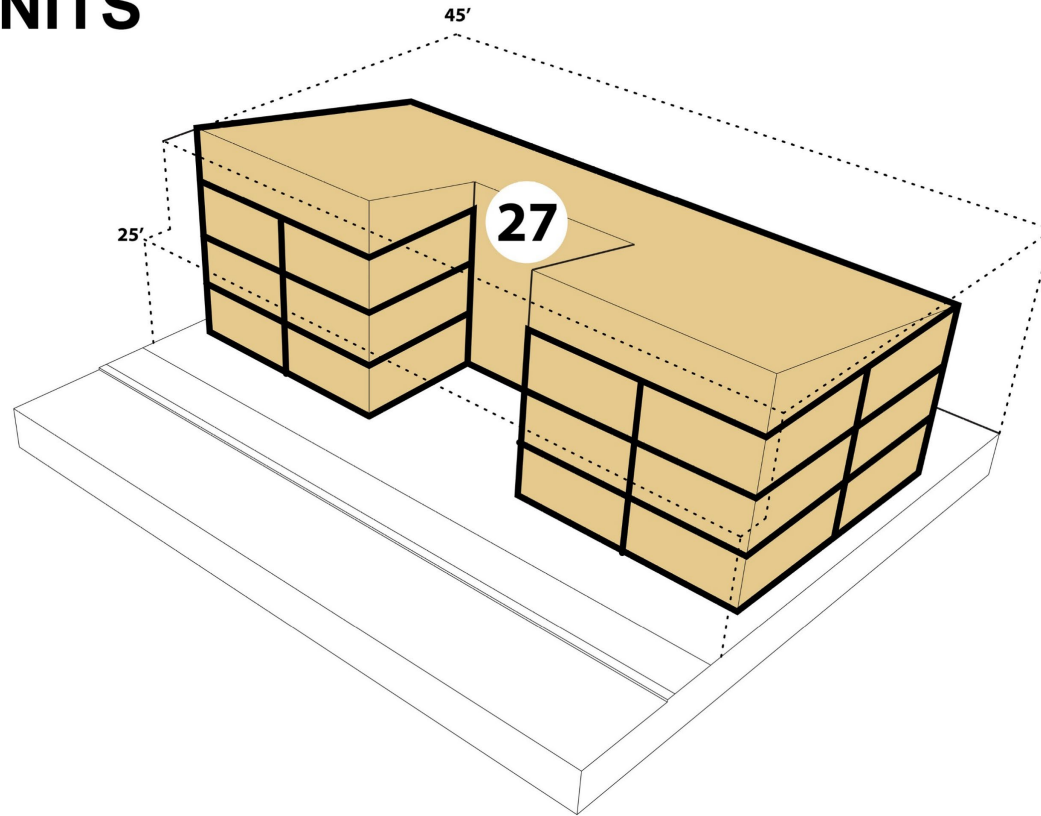
Units: **14 units**

Existing Approach - R1 zone

- Intensity controlled by unit count, 45' height allowance
- 15,000 SF lot = up to 15 units (allows 1 unit per 1,000 of site area)

Scale Based Zoning

STACKED UNITS



Zone: **R1**
Lot size: **15000 sf**
Height: **45 ft**
Density: **1.5:1 FAR**
Units: **27 units**

New Direction - R1 zone

- Regulate by building scale, with flexibility for what happens inside
- 1.5 to 1 FAR, keep 45' building height
- Require accessible units (20%)

Development Bonuses: Prioritize Affordable Housing

EXISTING BONUSES

- Affordable housing
- Three bedroom units
- Outdoor recreation facilities
- Children's play areas
- Storage areas
- Sound insulation
- Crime prevention
- Solar water heating
- Larger required outdoor areas
- Tree preservation

➡ New Direction:

- Discontinue all development bonuses, except for affordable housing (IH) and 3-bedrooms.
- Increase IH development bonus to 50%
(currently limited to 25%)

➡ Becomes Transfer of Development Rights (TDR) allowance
(along with historic preservation)

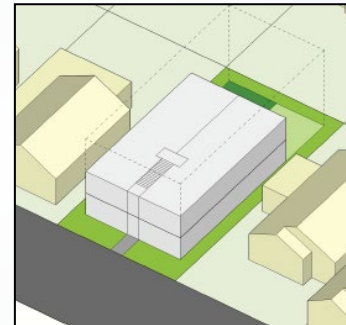
Residential Zones

R5	.5 to 1
R2.5	.7 to 1
R3	.75 to 1
R2	1 to 1
R1	1.5 to 1
RH	2 to 1, 4 to 1

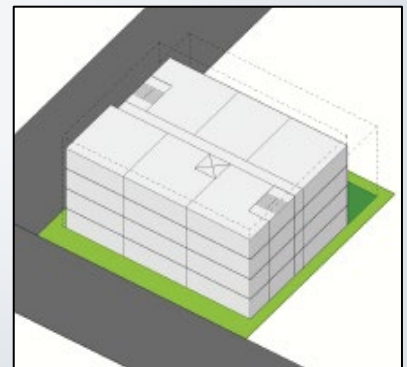
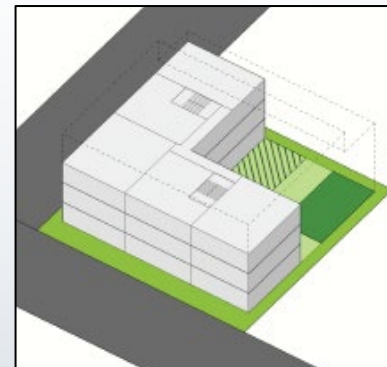
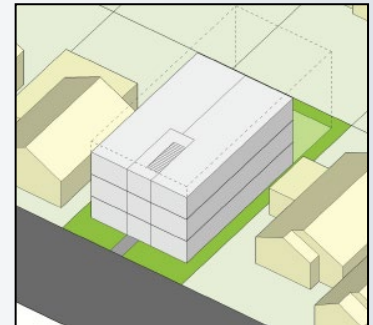
FAR Spectrum

Zone	Height	Base FAR	Bonus FAR
R2	35'	1 : 1	1.5 : 1
R1	45'	1.5 : 1	2.25 : 1

Base FAR



Bonus FAR



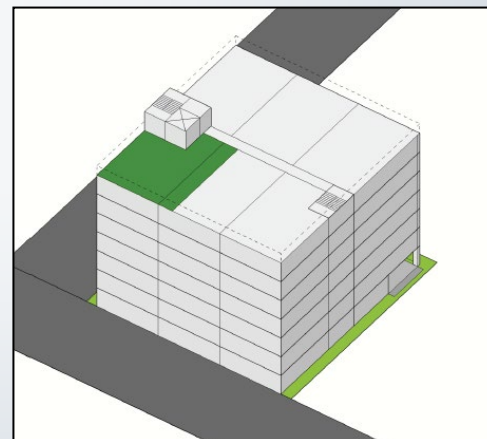
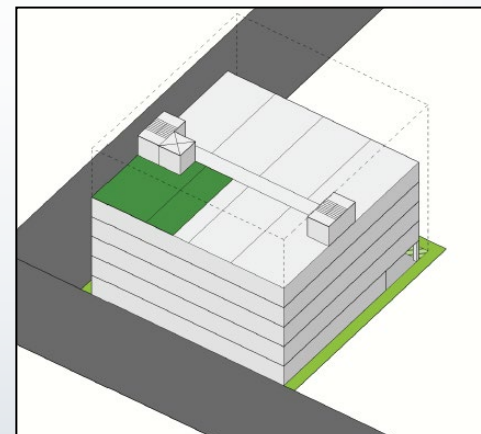
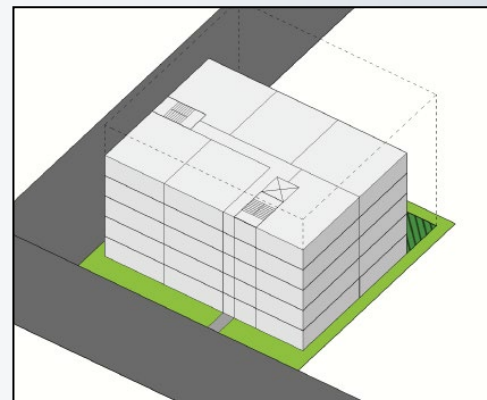
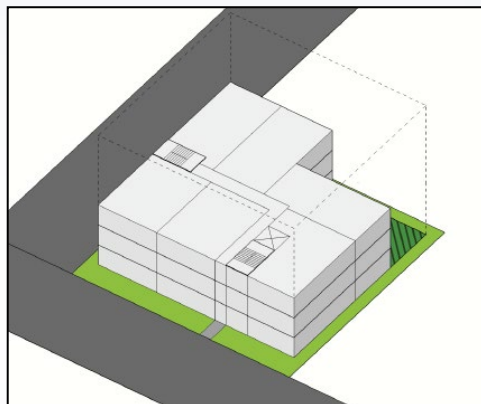
Residential Zones

R5	.5 to 1
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RH	2 to 1, 4 to 1

FAR Spectrum

Base FAR

Bonus FAR



Zone	Height	Base FAR	Bonus FAR
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RH	65'	2 : 1	3 : 1
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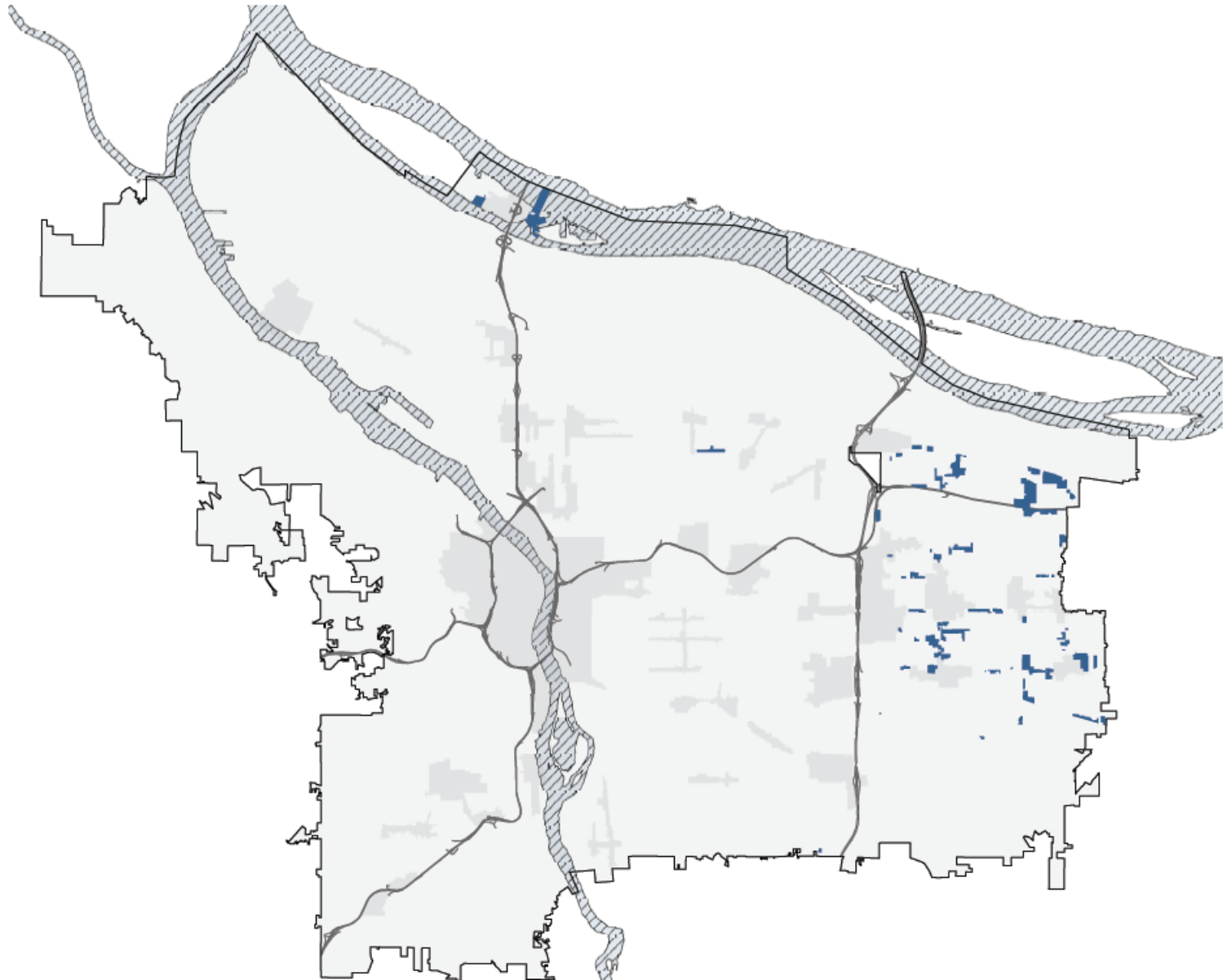
RH	75' / 100'	4 : 1	6 : 1
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Multi-Dwelling Zones

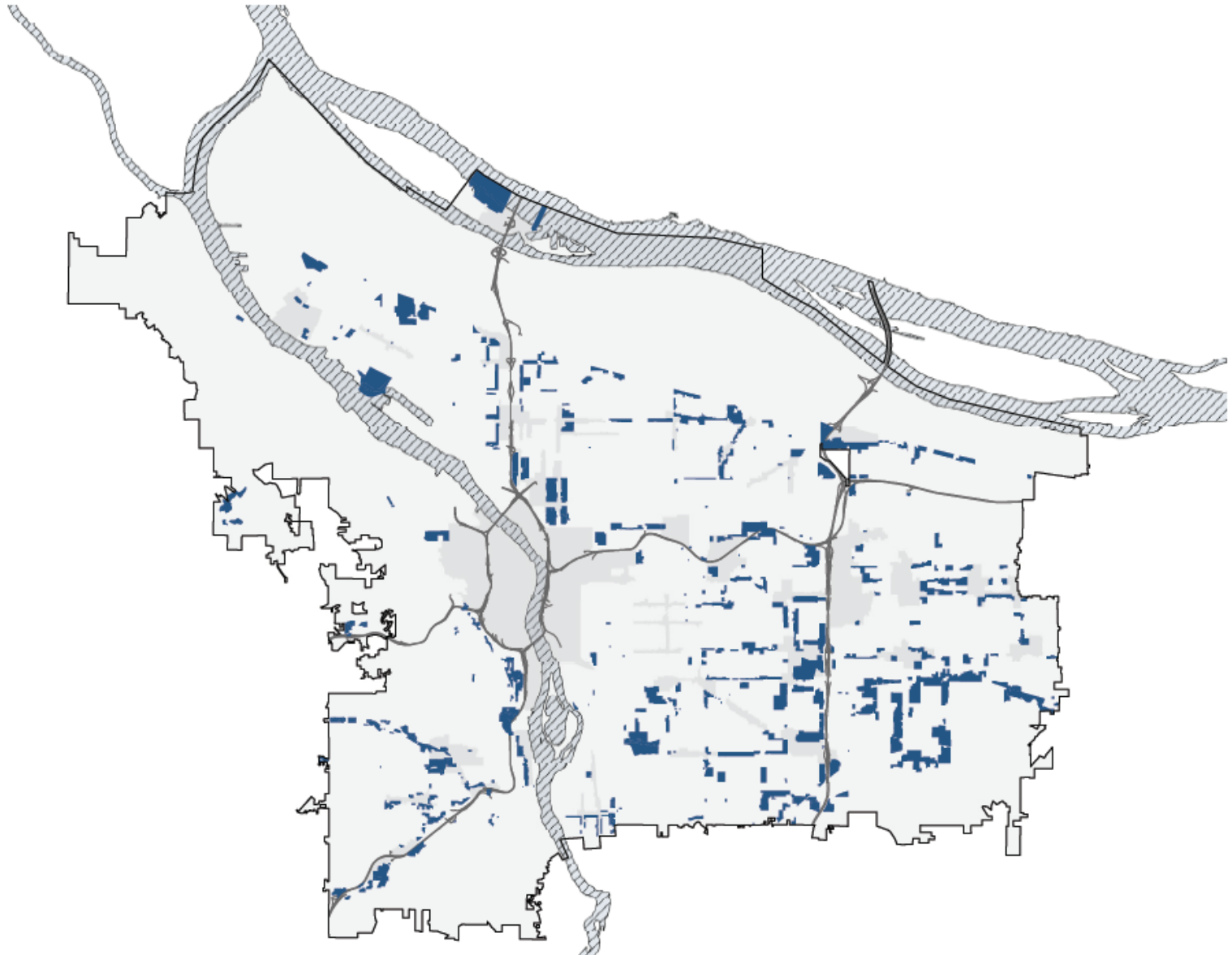
- New Names?

Current Short Name	Current Full Name	New Short Name?	New Full Name?
R2	Residential 2,000	MD1	Multi-Dwelling 1
R1	Residential 1,000	MD2	Multi-Dwelling 2
RH	High Density Residential (2:1 FAR)	MD3	Multi-Dwelling 3
RH	High Density Residential (4:1 FAR)	MD4	Multi-Dwelling 4
RX	Central Residential	MX	Central Multi-Dwelling

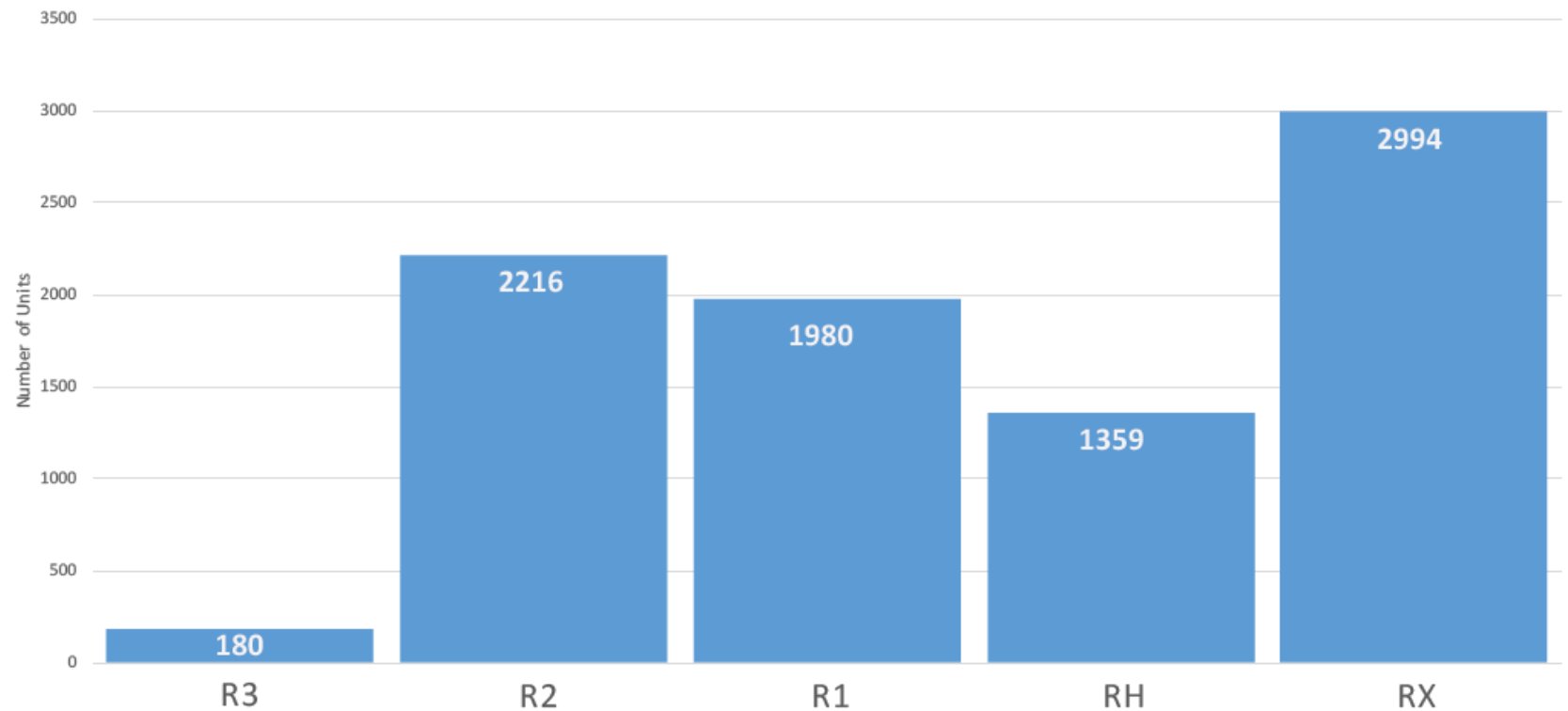
Map of R3 Zone



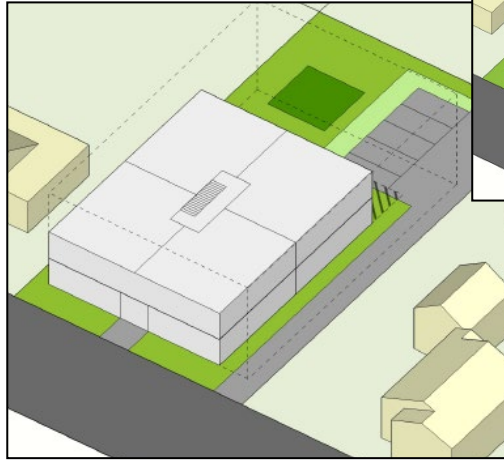
Map of R2 Zone



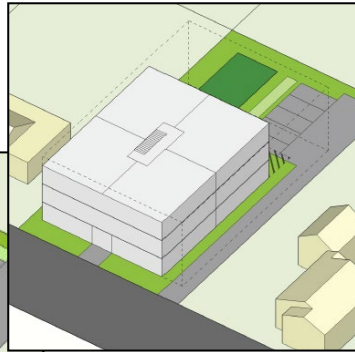
Number of units by zone [2006 - 16]



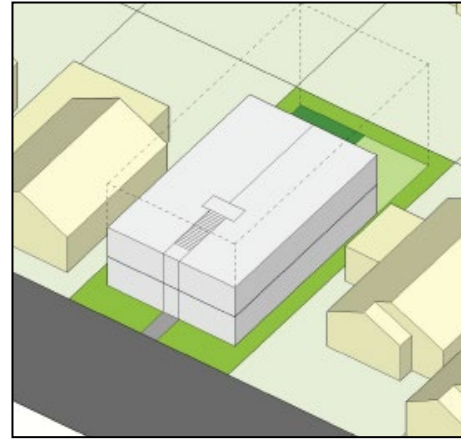
Conceptual Standards – R3 and R2 Zones



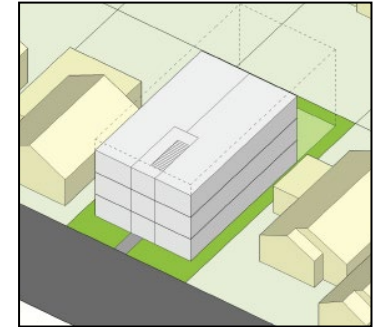
Base FAR



Bonus FAR



Base FAR



Bonus FAR

	<u>R3</u>	<u>R2</u>
Height	35'	35'
Scale/FAR	.75 to 1	1 to 1
Max. lot coverage	45%	50%
Min. front setback	10'	10'
Required outdoor area	48 SF/unit	48 SF/unit
Landscaping	35%	30%

FAR spectrum

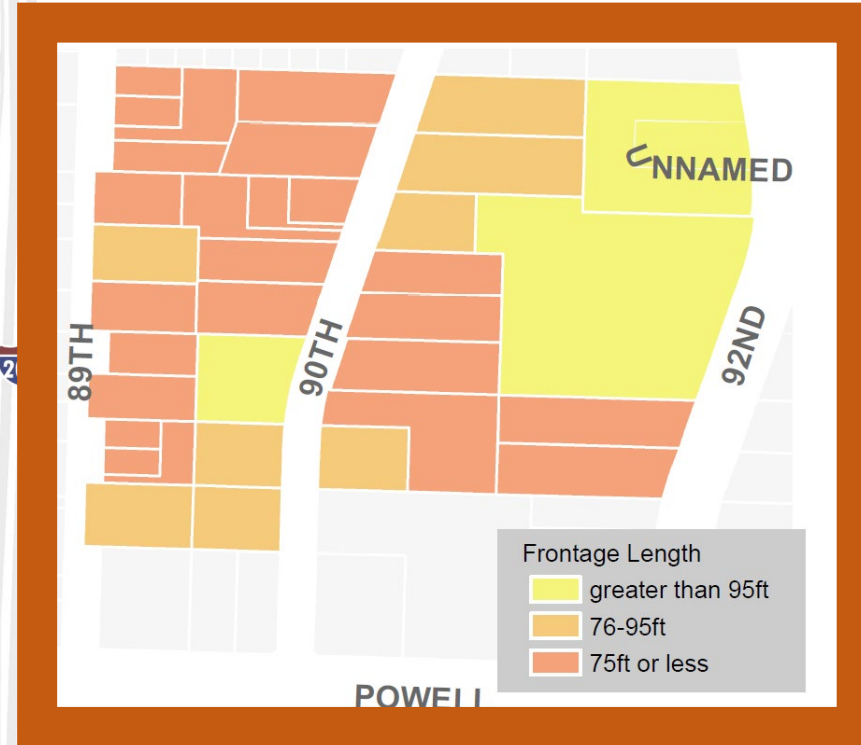
R5	.5 to 1
R2.5	.7 to 1
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R2	1 to 1
R1	1.5 to 1
RH	2 to 1, 4 to 1

Allowances for Small-Scale Commercial Uses



- **New Direction.** Provide allowances for small commercial uses in multi-dwelling zones along major corridors and near light rail stations

Minimum street frontage to provide space for streets



Connection Opportunity Areas

Map 120-#

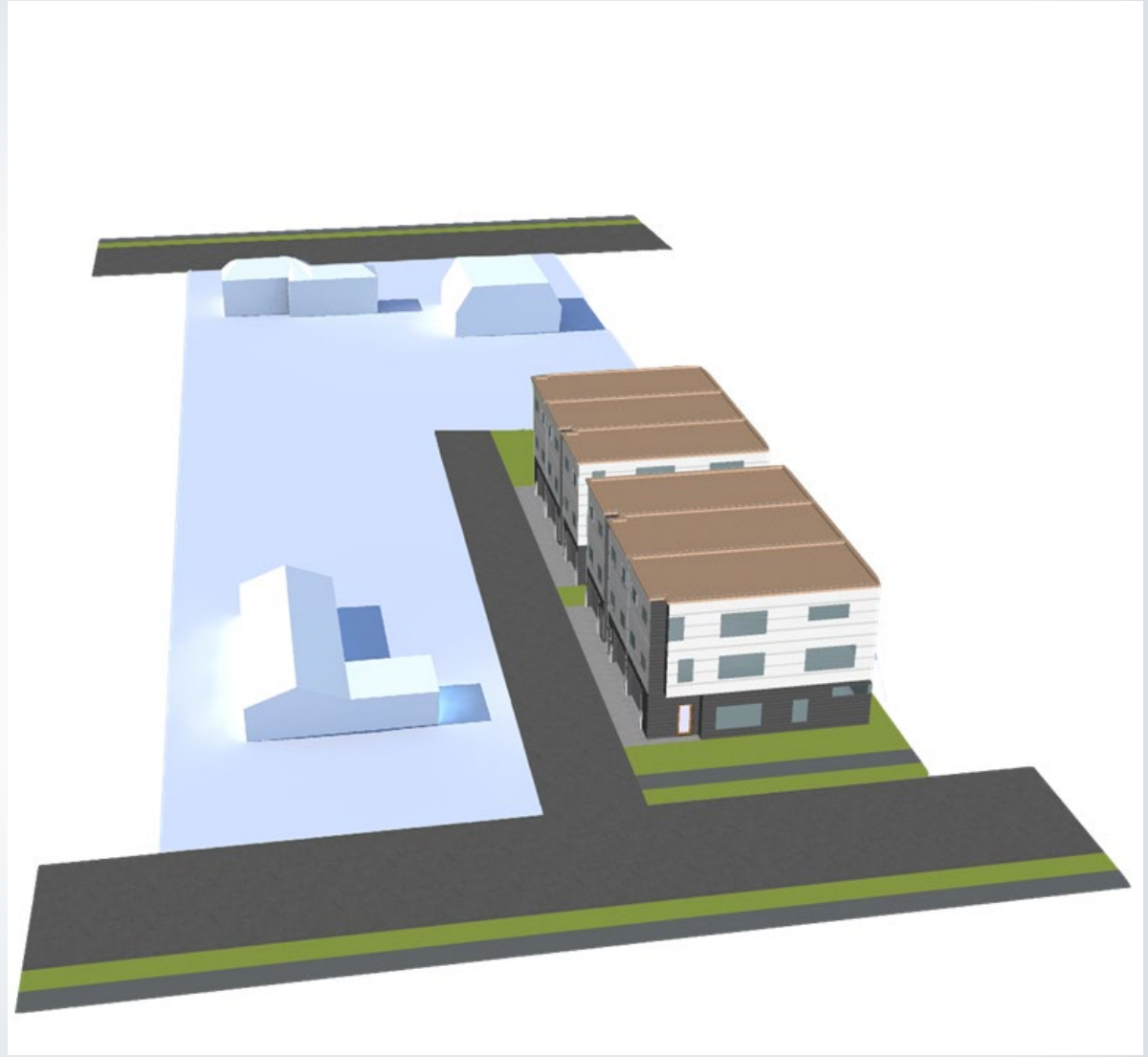
Map Revised XXXXX X, 201X



New narrow street connections - possible on 70'-wide sites

Phase 1

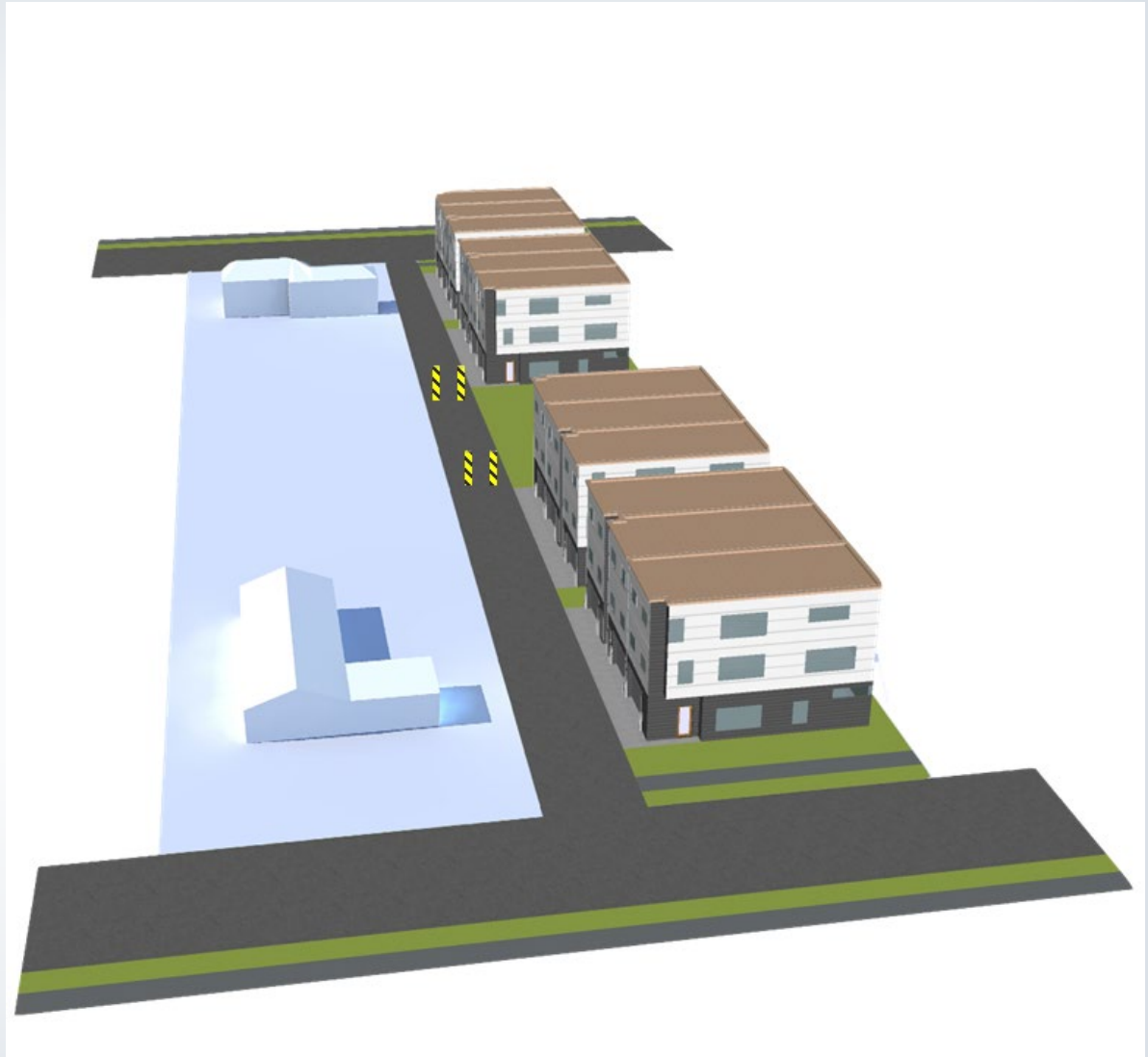
- Narrow street space shared by cars and pedestrians.
- No through connection.



New narrow street connections - possible on 70'-wide sites

Phase 2

- Narrow street space shared by cars and pedestrians.
- Through connection for peds/bikes.
- No through connection for cars.



New narrow street connections - possible on 70'-wide sites

Phase 3

- Sidewalk added with new development.
- Through connection for peds/bikes.
- No through connection for cars.



New narrow street connections - possible on 70'-wide sites

Phase 4

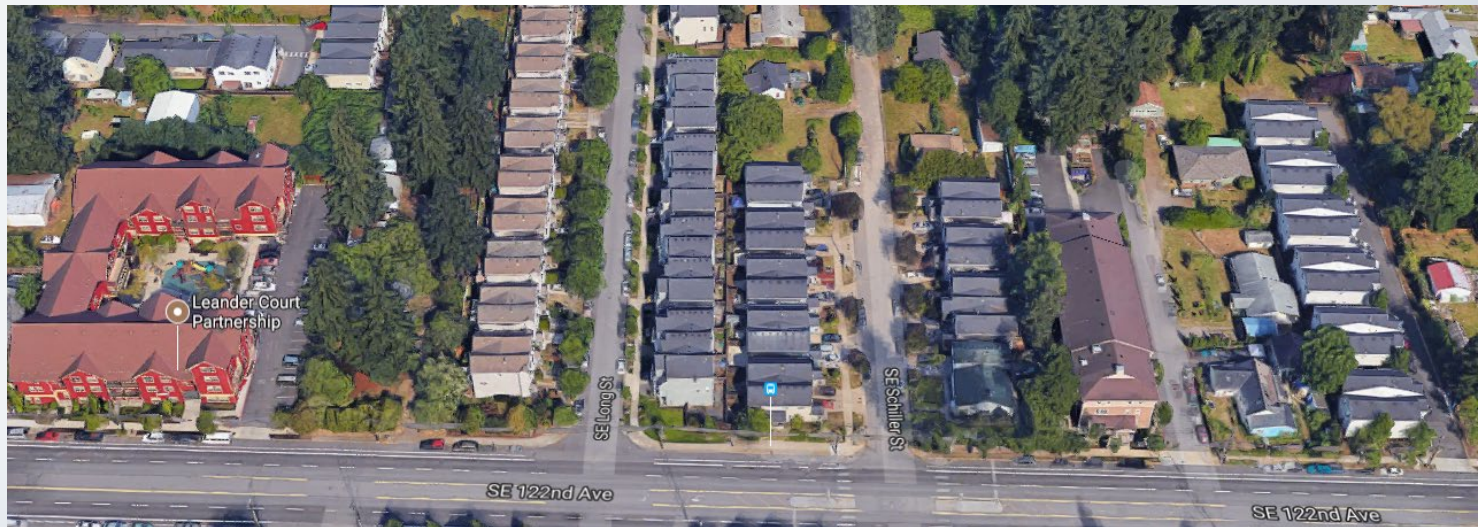
- Completed street.
- Sidewalk on one side of street.
- Through connection for all modes.



New narrow street connections - possible on 70'-wide sites



Limit Narrow Site Development Throughout East Portland?



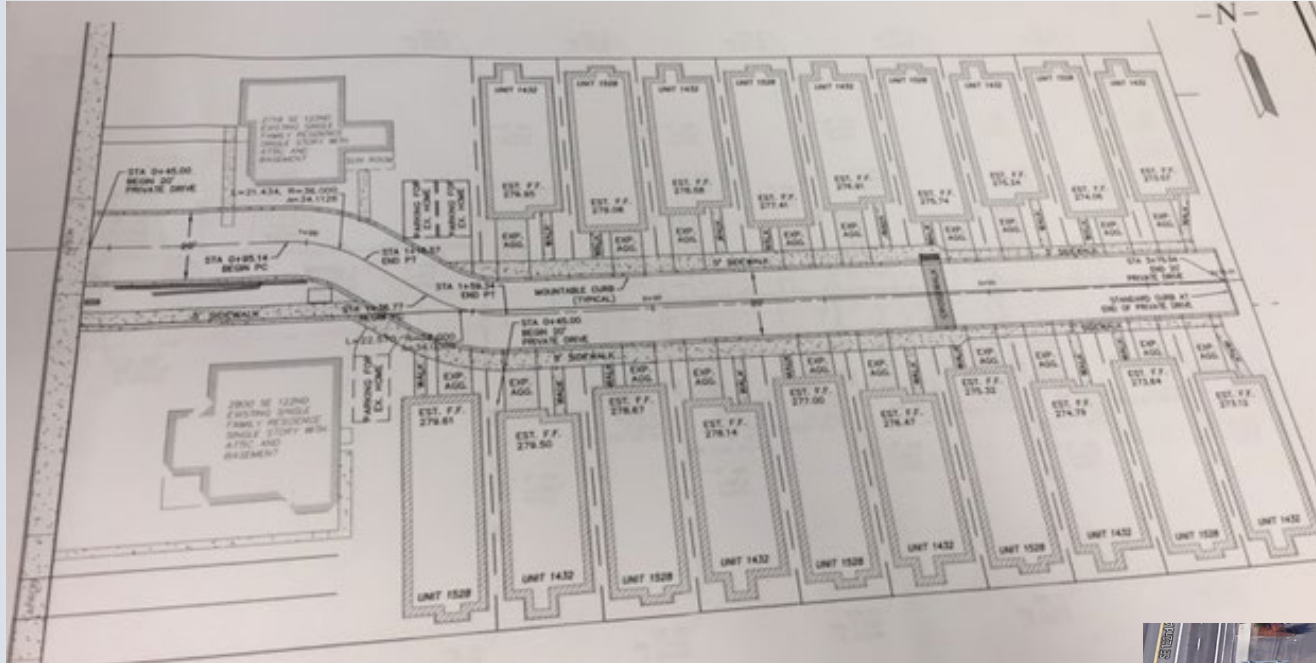
Limit Narrow Site Development Throughout East Portland?



Related Regulations:

- **Vehicle area limits (30% of site)**
- **Driveway width limits**
- **Eastern Portland rear setbacks**
- **Reduced parking requirements (1 space per 2 units)**

Require all development to meet minimum density requirements (exceptions for ADUs, historic resources, tree preservation)

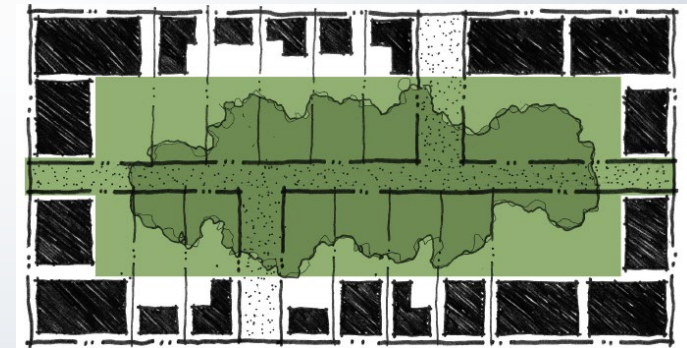
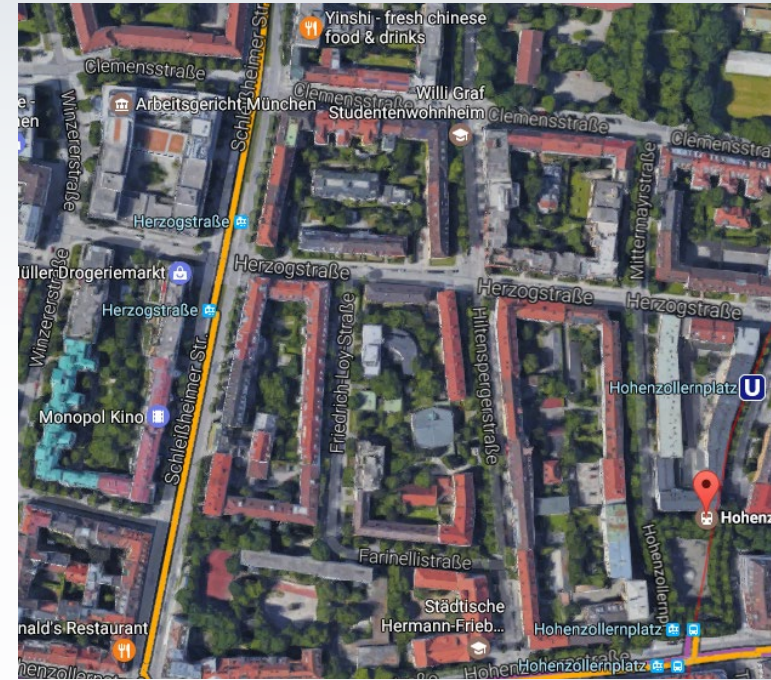


R1 zone proposal (undershoots minimum density by 18 units)

R1 zone - intended scale



Eastern Portland Rear Setbacks



New Direction

East Portland mid-block open areas - keep mid-block areas greener, less built up

Eastern Portland Rear Setbacks

- Require rear setback equivalent to 25% of site depth

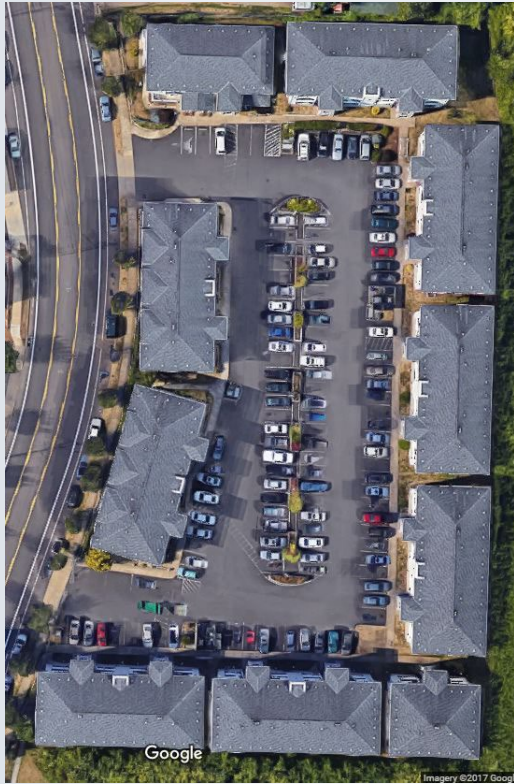


Example of recent development



Example of 25% depth-of-site setback

Reduce Minimum Parking Requirements



Projects providing required 1 to 1 parking ratio

- Small sites (7,500 SF or smaller): no parking required for up to 30 units
- Other sites: require 1 space per 2 units (*when not close to transit*)

Limit Paved Vehicle Areas to 30% of Site Area

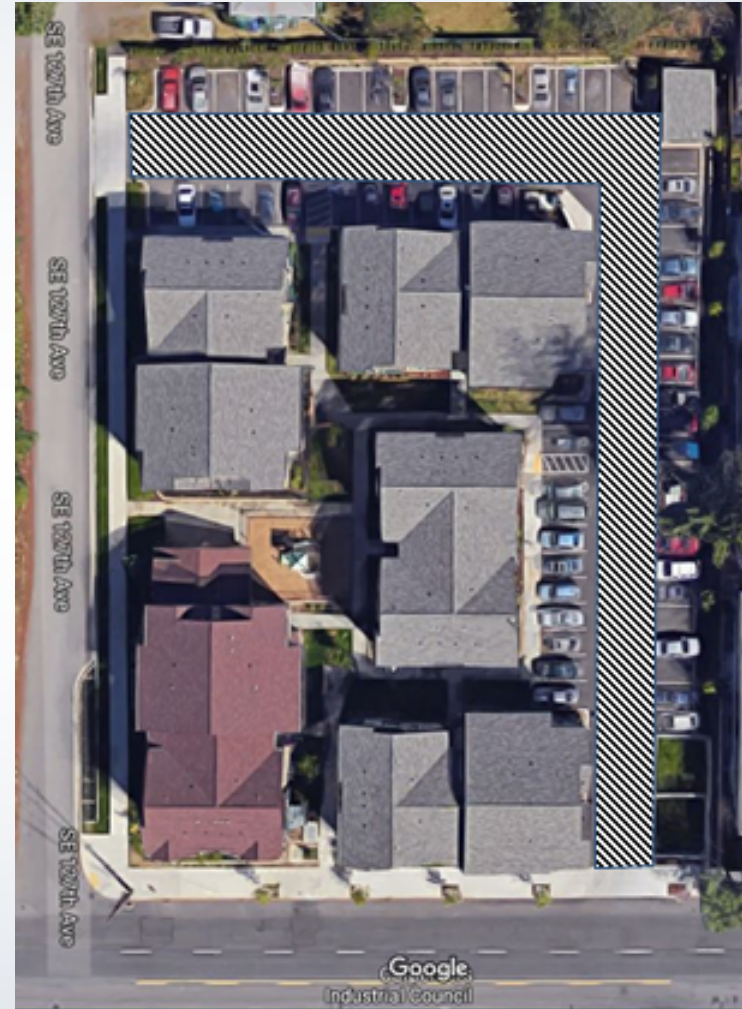


Example with 36%
vehicle area coverage
(RH zone)

Limit Asphalt Paving to 15% of Site Area



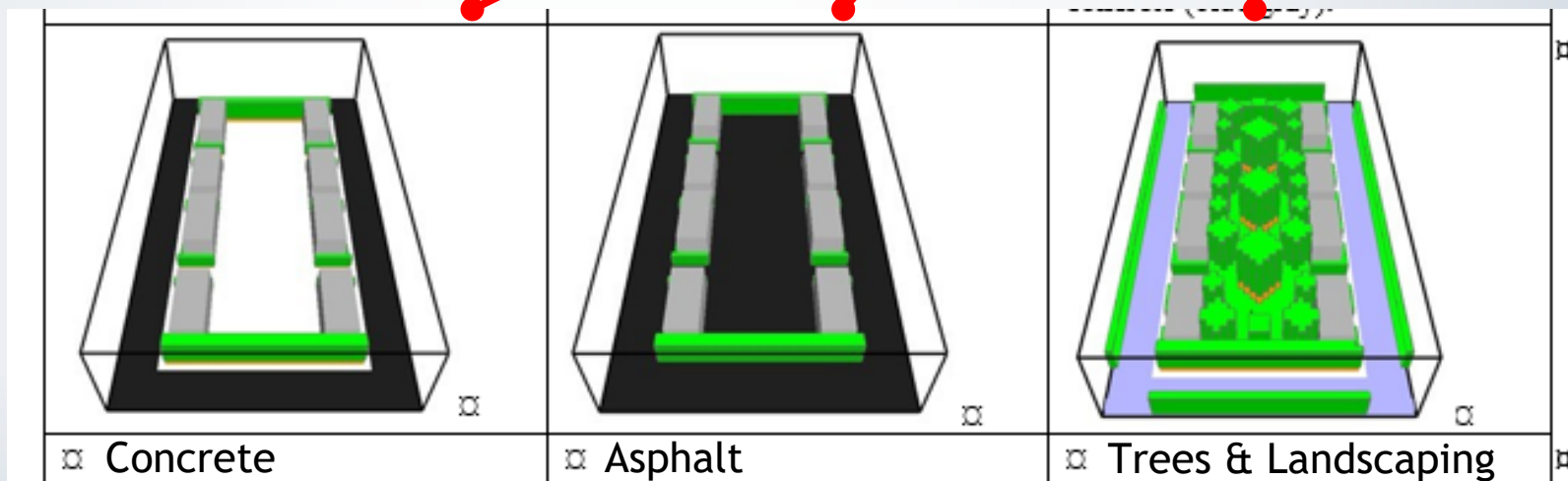
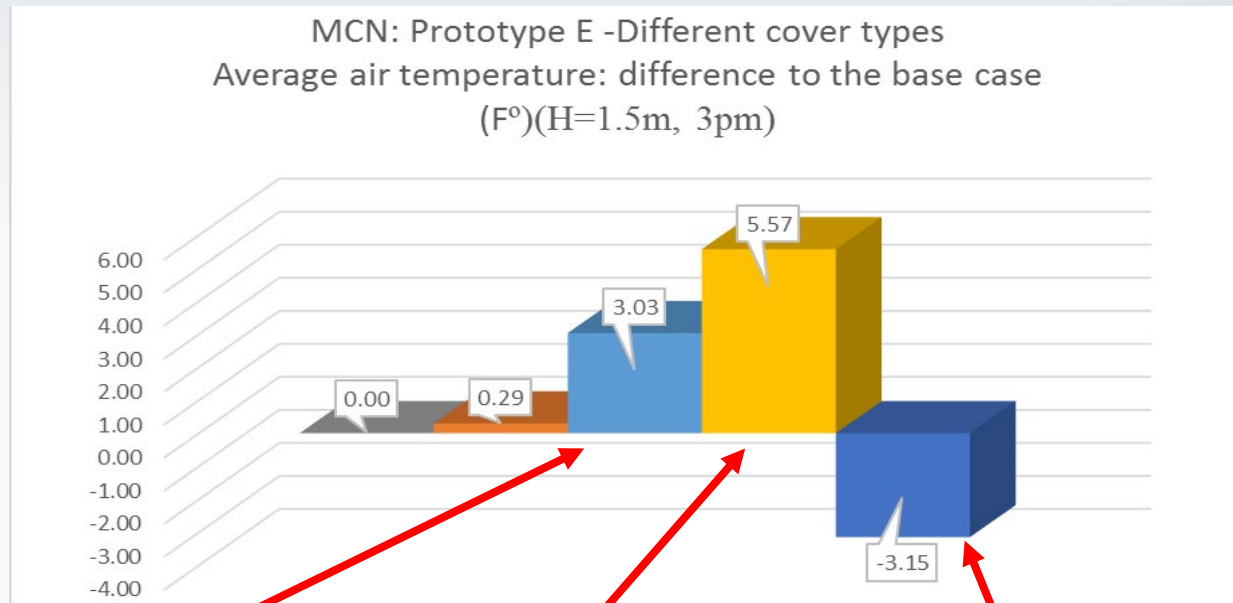
Other materials (concrete, paving blocks, etc.) needed for surfacing the rest of the allowed vehicle area (up to total of 30% of site)



Limits on Paved Vehicle Areas and Asphalt

Implements policies related to limiting urban heat islands and paved areas

Different materials have different heat impacts. Asphalt results in greater heat.



Limit Driveways to 25% of Site Frontage



- Provide options for shared driveways serving more than one property

Other Code Amendments



Site design and healthy active living

- Outdoor space for residents and green elements

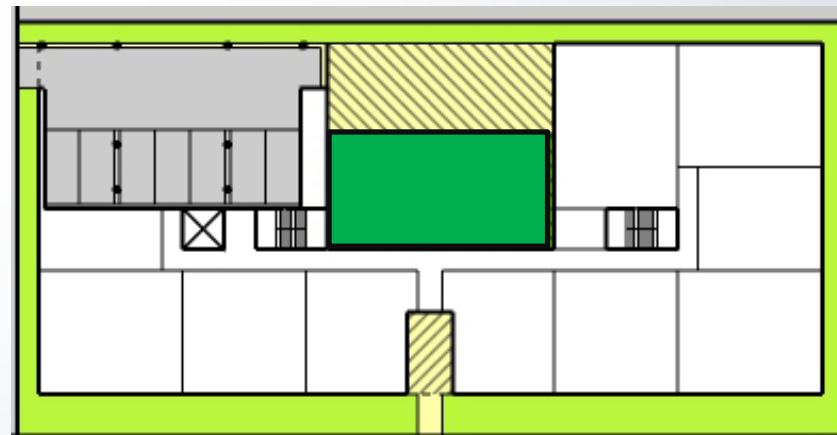
Outdoor Spaces



High-Density Residential Zone (RH)

- No outdoor space currently required
- **New direction: require outdoor space in the RH zone**

Outdoor Spaces



Shared outdoor space

- **Require common areas for large sites (20,000 sq.ft. and larger) - equivalent to 10% of total site area**
- **Up to half of this amount can be indoor common area.**

Site Design



New Direction

- Allowances for urban green options (ecoroofs, raised courtyards, others)

Other Code Amendments



Building design and scale

- Relationship of development to streets and context
- Focus on scale - with flexibility for diverse housing

Street Frontages - Pedestrian Orientation



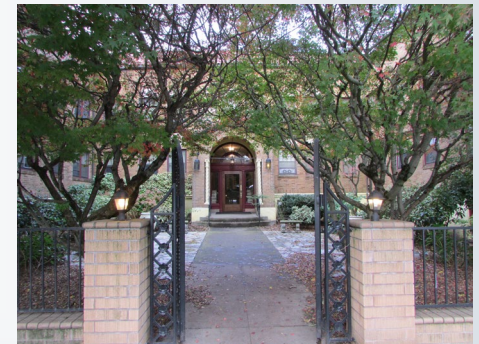
New Direction:

- Limit front garages and structured parking (maximum 50% of building frontage)
- Require parking access from alleys (where exist)

Street Frontages - Pedestrian Orientation



Currently:
No front entrances
required



New Direction:

- Requirements for front entrances
(facing public streets or pathways, or to courtyards)

Front Setbacks

(higher density zones)

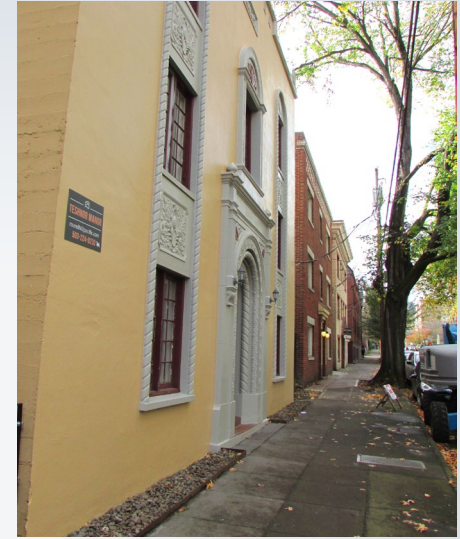


Roles in providing privacy and continuing neighborhood characteristics.
(current requirements are 3' in R1 and zero in RH)

New direction: require 10' front setbacks in the R1 and RH zones

Front Setbacks

(higher density zones)



- 10' setbacks - continuity with existing residential character
- Allowances for smaller setbacks based on adjacent properties

Scale - Transitions to Lower-Density Zones



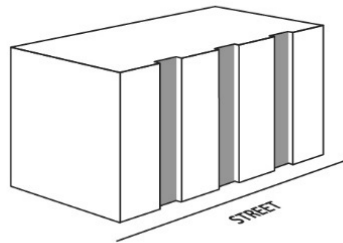
New Direction

- Require transitions in scale adjacent to single-dwelling zones

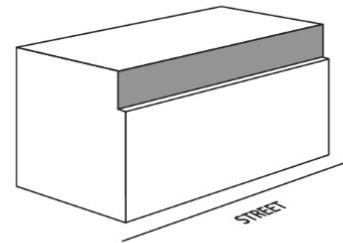
Façade Articulation Requirements

(not in Concept Report)

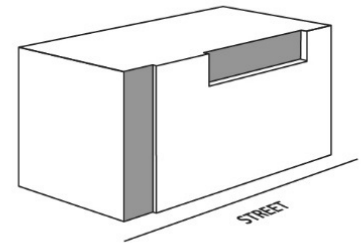
Example 1



Example 2



Example 3



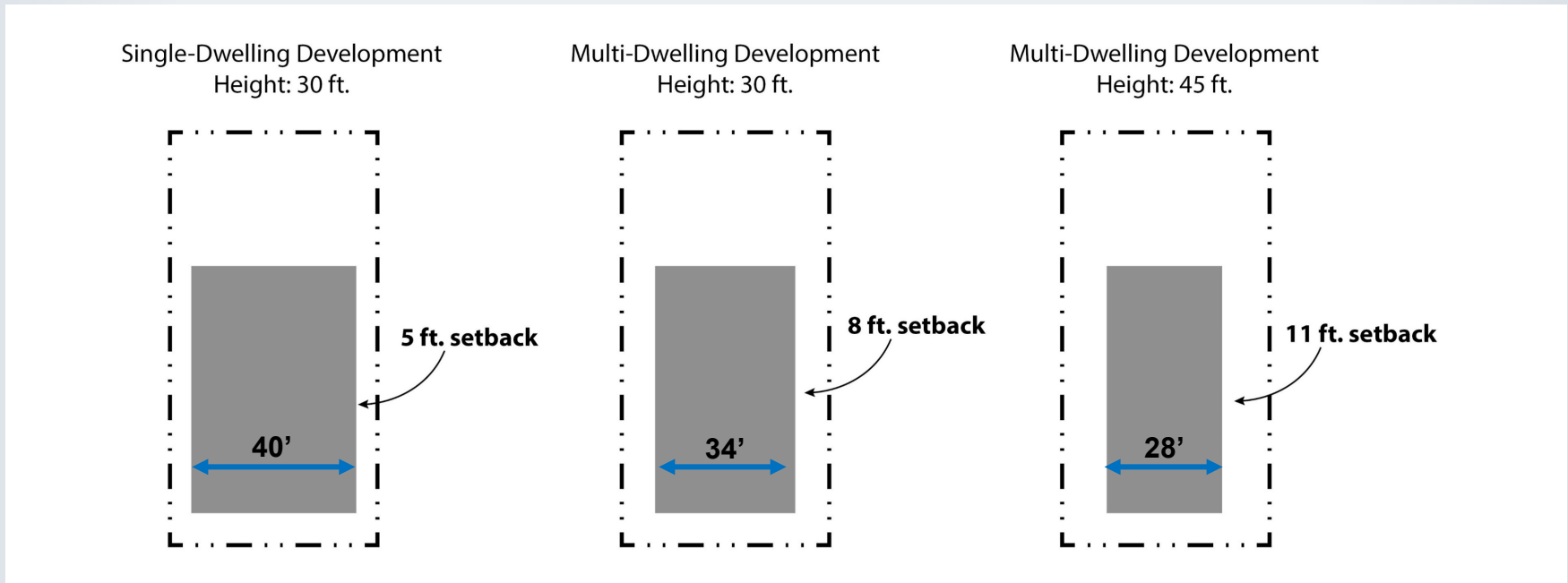
Façade Articulation (25%):

R1: required when over 35' and over 3500 SF area
(more than 3 stories and 100' wide)

RH: required when over 45' and over 4500 SF area
(more than 4 stories and 100' wide)



Simplify Side Setback Requirements



Current approach to setbacks in multi-dwelling zones

New Direction

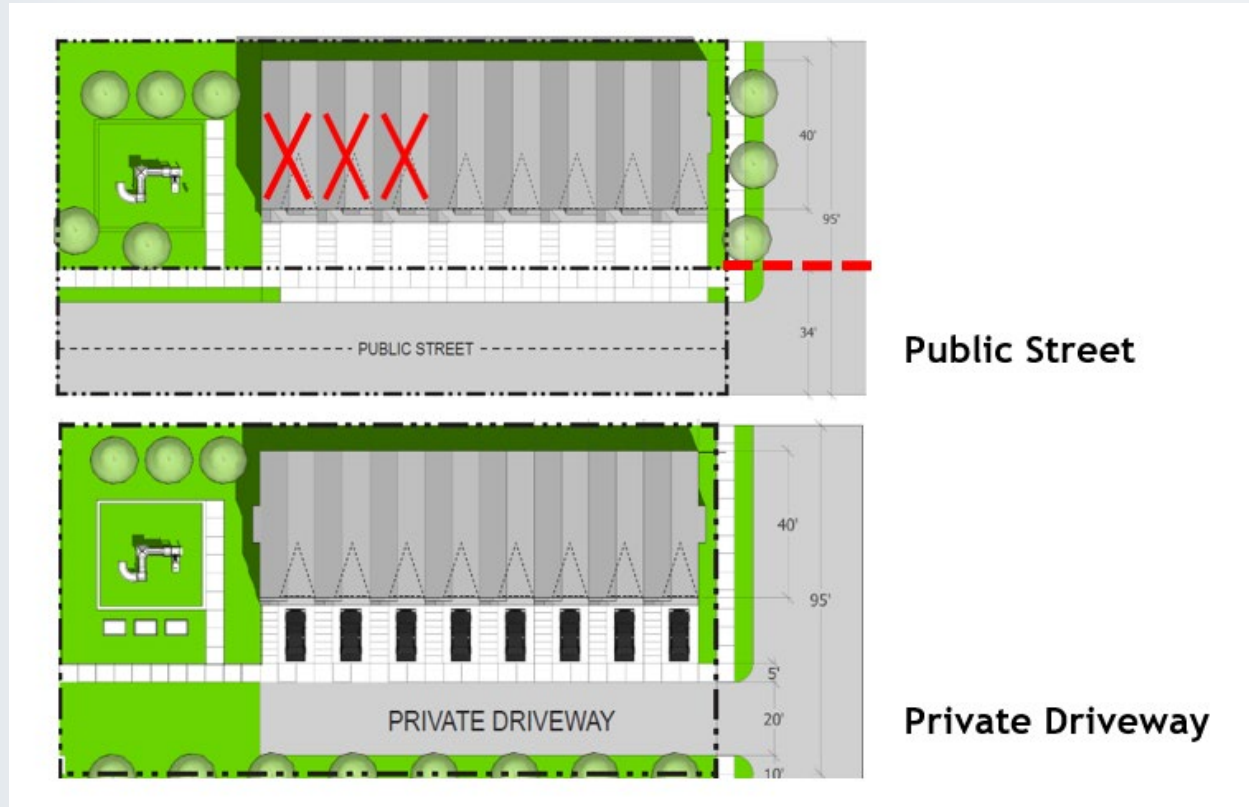
- Reduce required side/rear setbacks to 5' in most cases
- 10' setbacks for higher-density zones when next to single-family zones

Other Code Amendments



Street connectivity & TDM

Reduce Disincentives to Providing Street Connections



New Direction

- Calculate development allowances (FAR) prior to street dedication

TDM Requirements

New Direction

- **Require Transportation and Parking Demand Management (TDM) in the higher-density multi-dwelling zones (R1, RH, R2)**

(in addition to the commercial/mixed use zones)



Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

In-House Draft Zoning Code Amendments

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