



Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

Proposed Draft Zoning Code Amendments

Planning and Sustainability Commission

Briefing
May 22, 2018



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Project Purpose and Scope

- **Revise Zoning Code development and design standards** to improve outcomes in Portland's multi-dwelling zones outside the Central City.
 - *Better Housing by Design Project (BPS)*
- **Develop new approaches to creating street and pedestrian connections** in places that lack them.
 - *Connected Centers Street Plan (PBOT)*



Relationship to other Zoning Code projects



Residential Infill
Project
Single-Dwelling Zones

Better Housing
by Design
Multi-Dwelling Zones

Mixed Use Zones
Project
Commercial/Mixed
Use Zones



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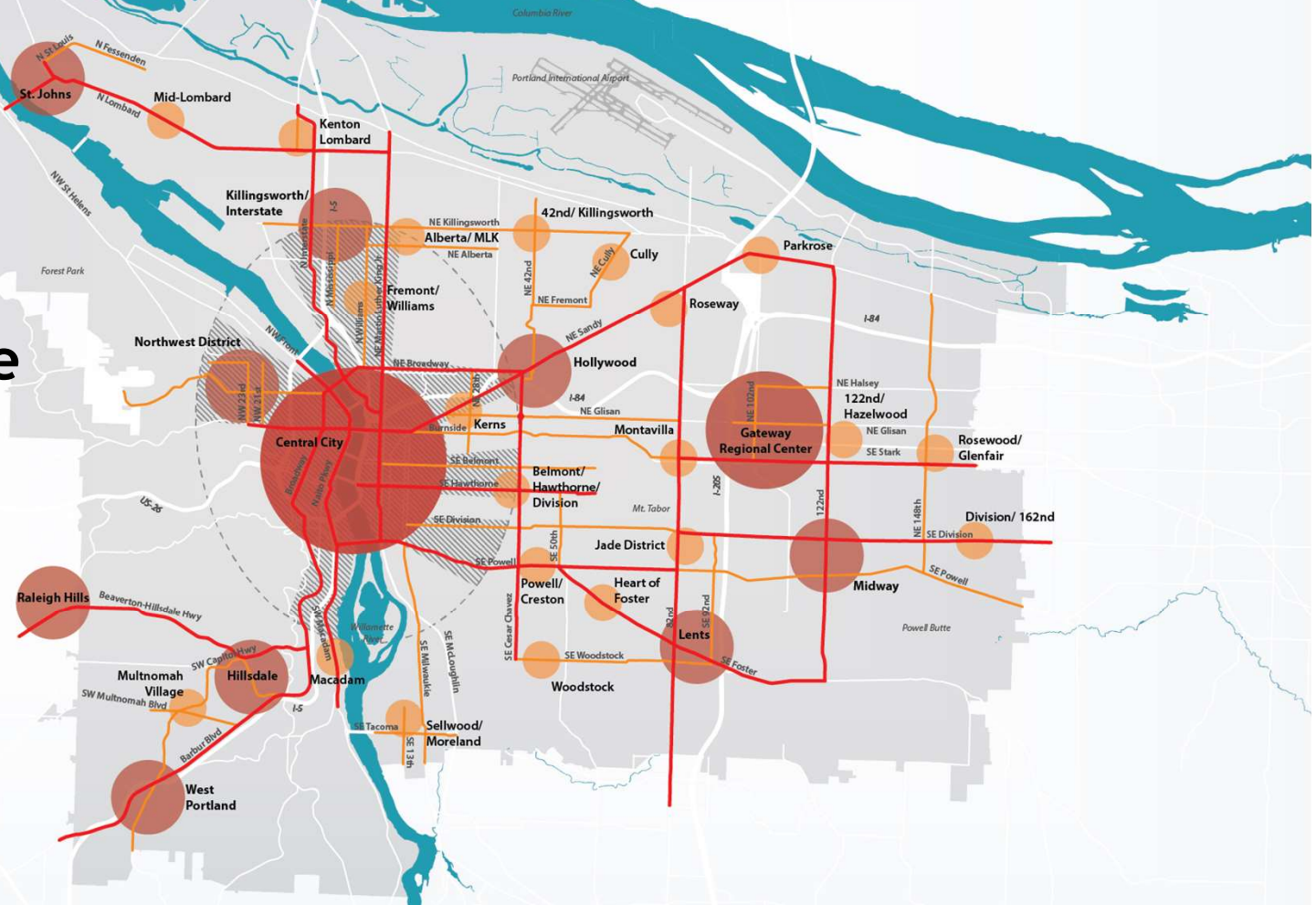


Comprehensive Plan

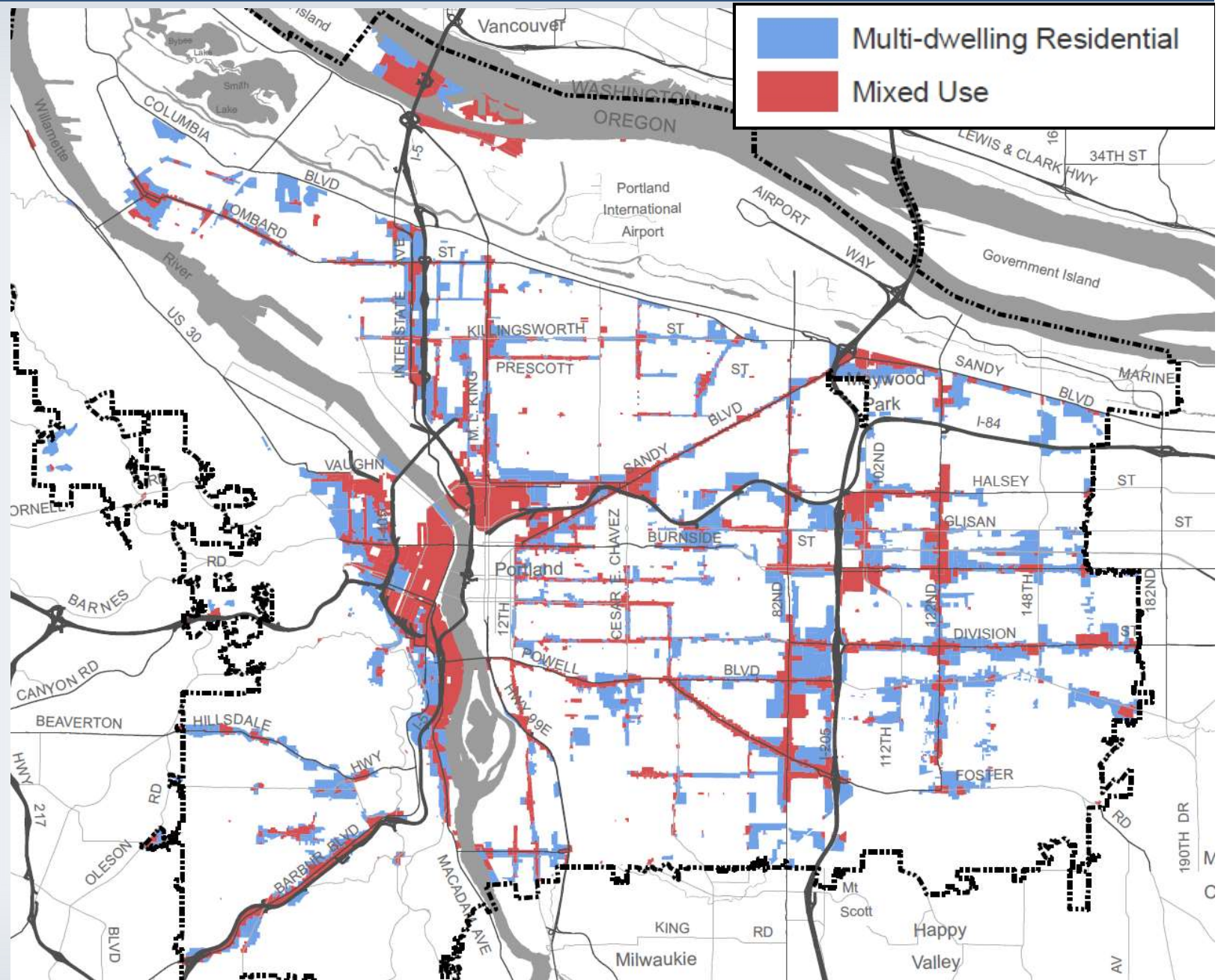
50% of growth focused in and around centers and corridors outside the Central City

CENTERS AND CORRIDORS

CENTERS	CORRIDORS
 Central City	 Civic Corridors
 Gateway Regional Center	 Neighborhood Corridors
 Town Centers	 Inner Ring Districts
 Neighborhood Centers	



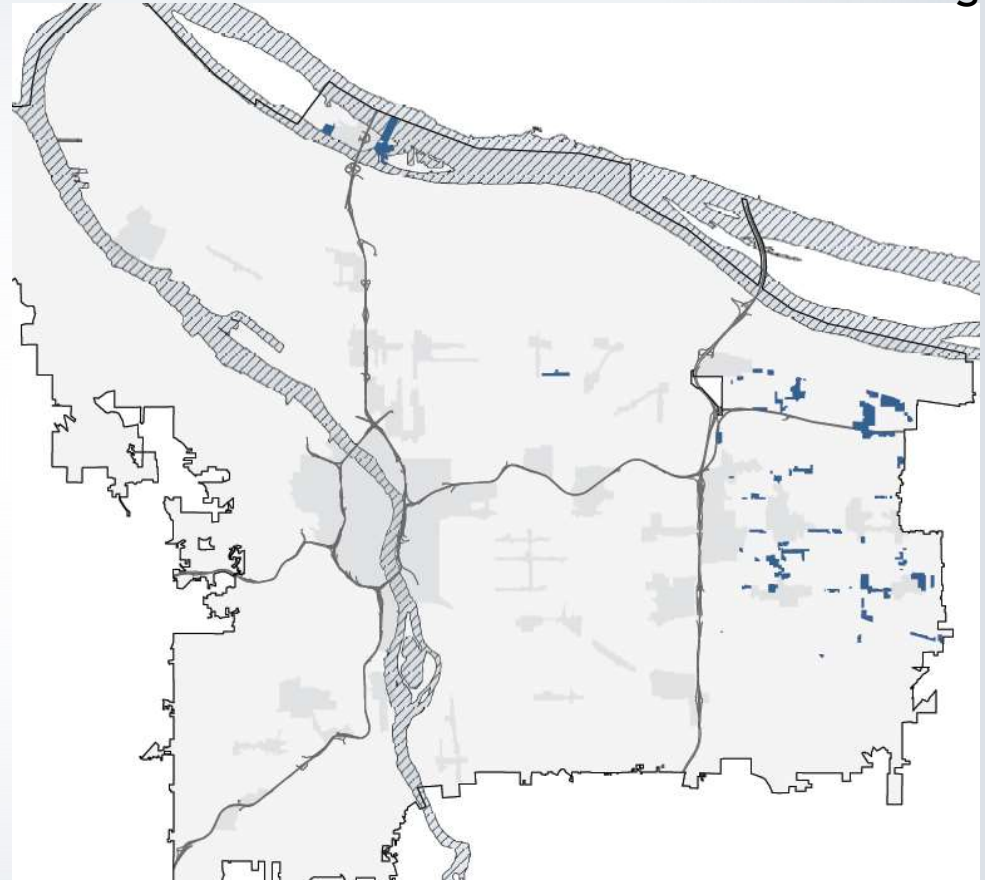
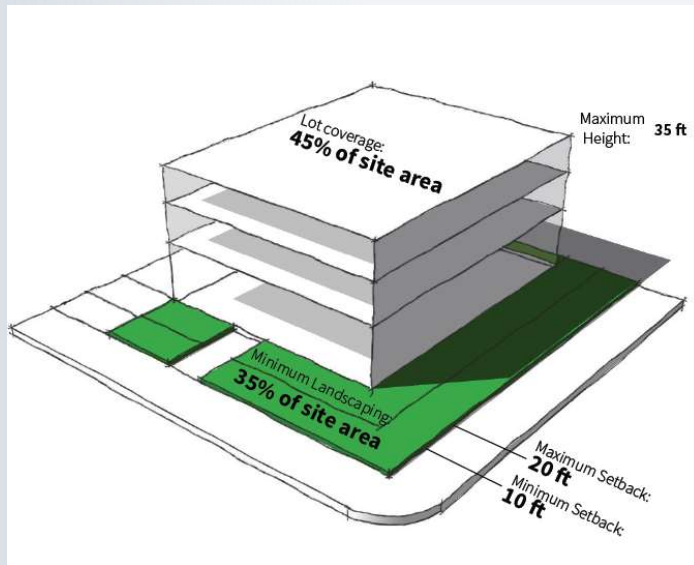
Zoning



Current Multi-Dwelling Zones

R3 Zone

529 acres
10% of total MDR zoning



Maximum Density: 1 unit per 3,000 square feet of site area
(3 units on 10,000 square foot site)



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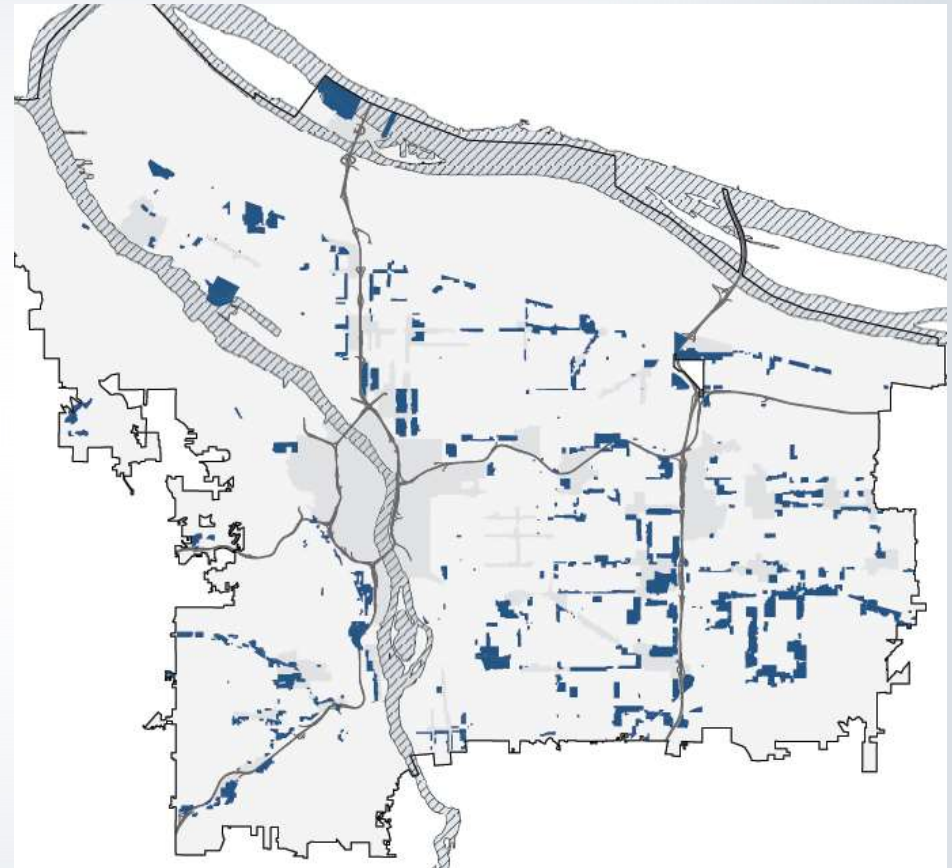
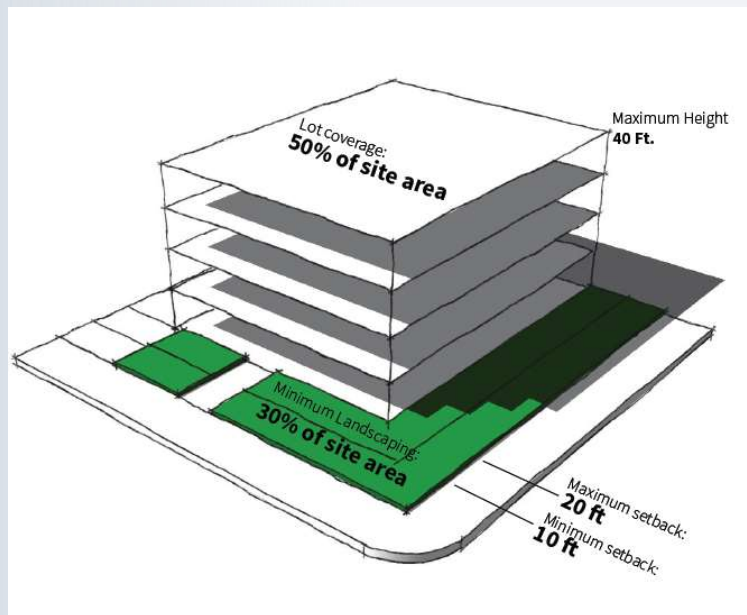


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Current Multi-Dwelling Zones

R2 Zone

2,788 acres
52% of total MDR zoning



Maximum Density: 1 unit per 2,000 square feet of site area
(5 units on 10,000 square foot site)



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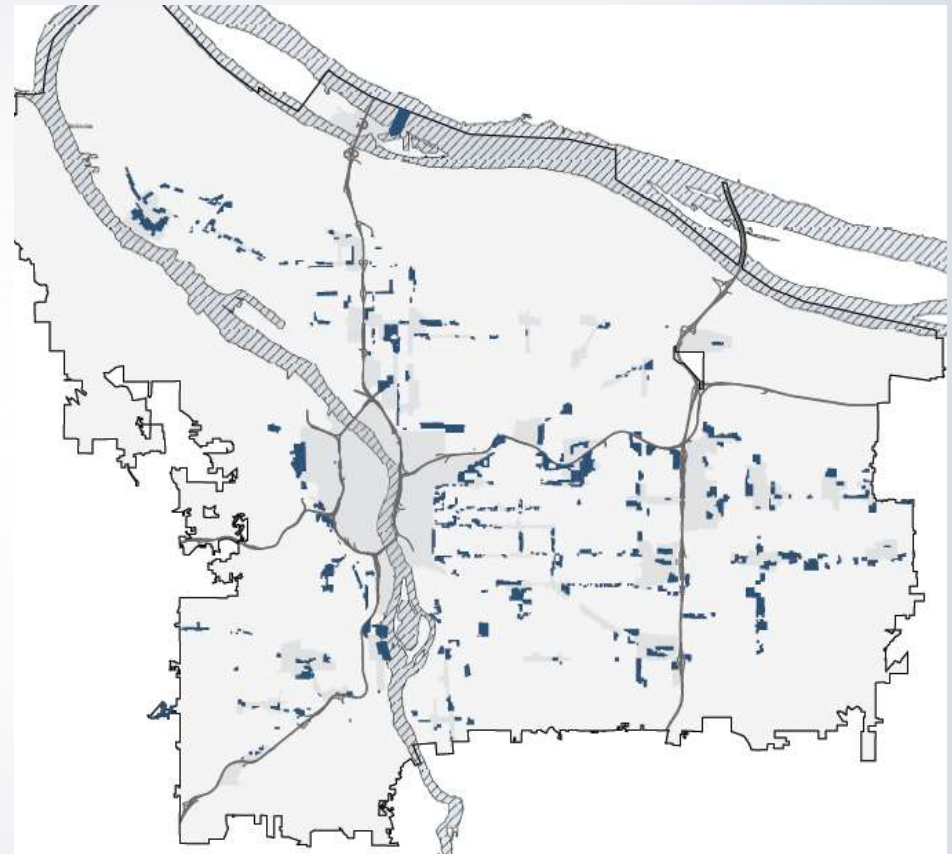
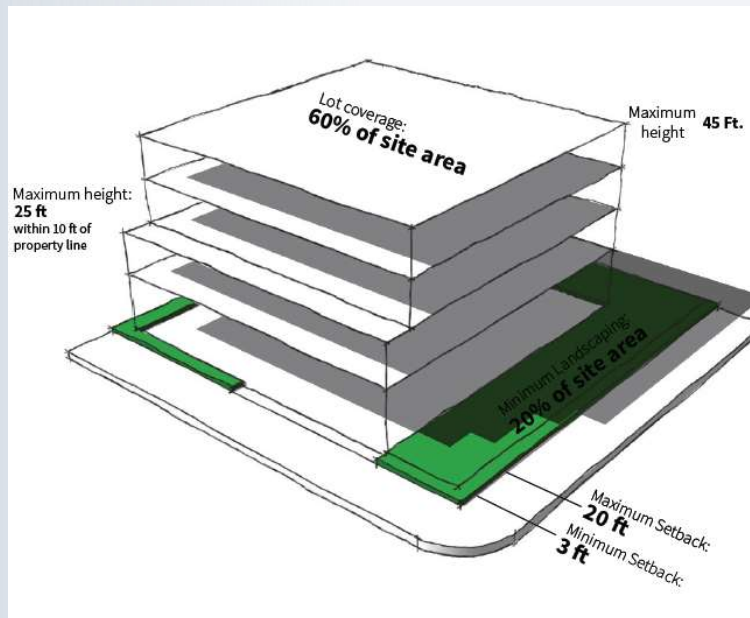


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Current Multi-Dwelling Zones

R1 Zone

1,541 acres
29% of total MDR zoning



Maximum Density: 1 unit per 1,000 square feet of site area
(10 units on 10,000 square foot site)



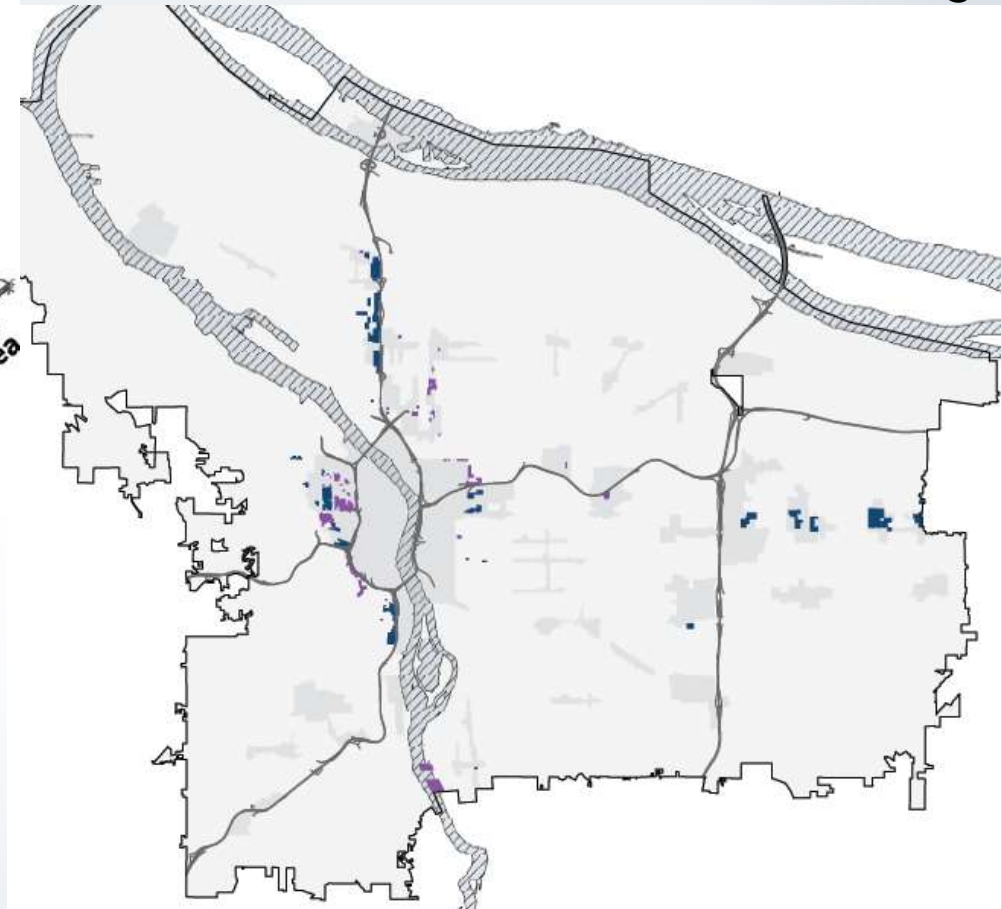
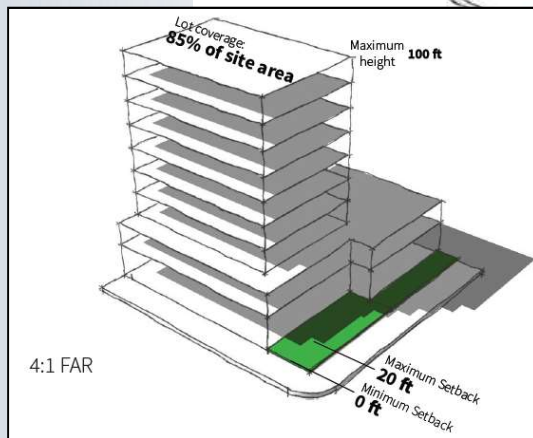
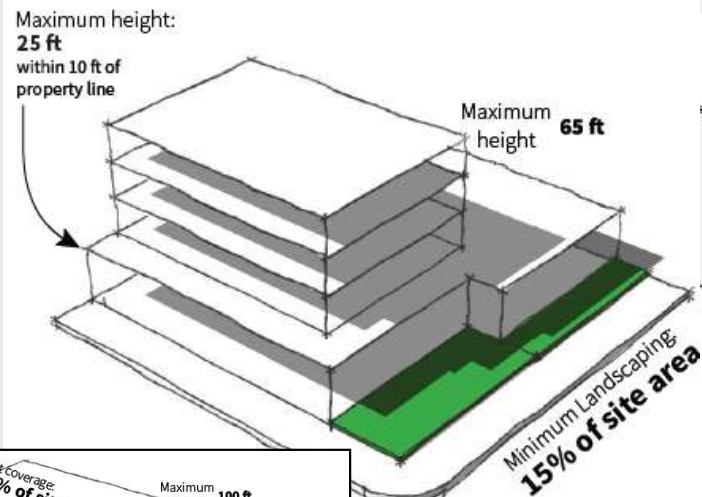
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Current Multi-Dwelling Zones

RH Zone

416 acres
8% of total MDR zoning



Maximum Density: 2:1 FAR or 4:1 FAR



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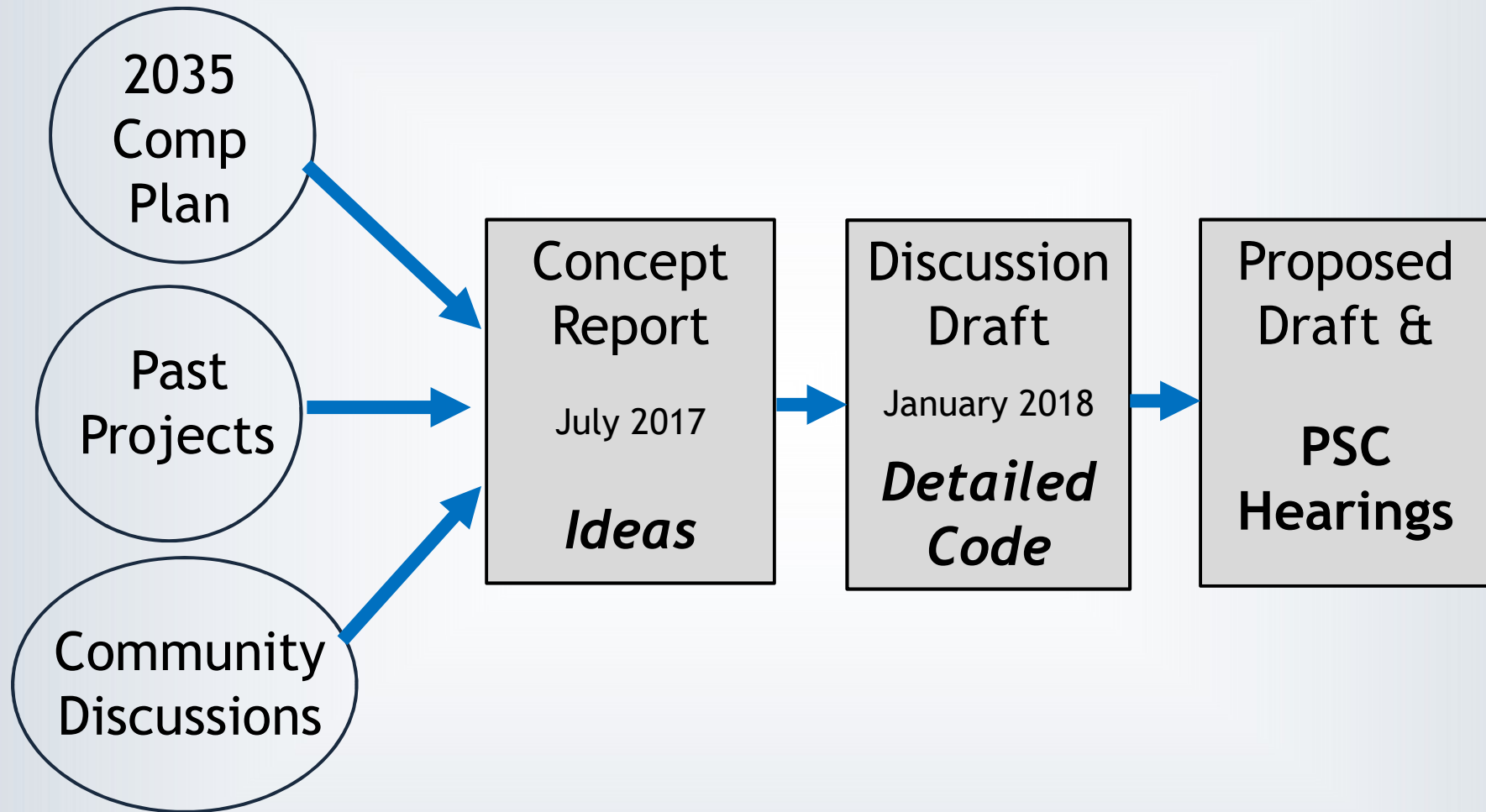
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What's the problem we're trying to solve?

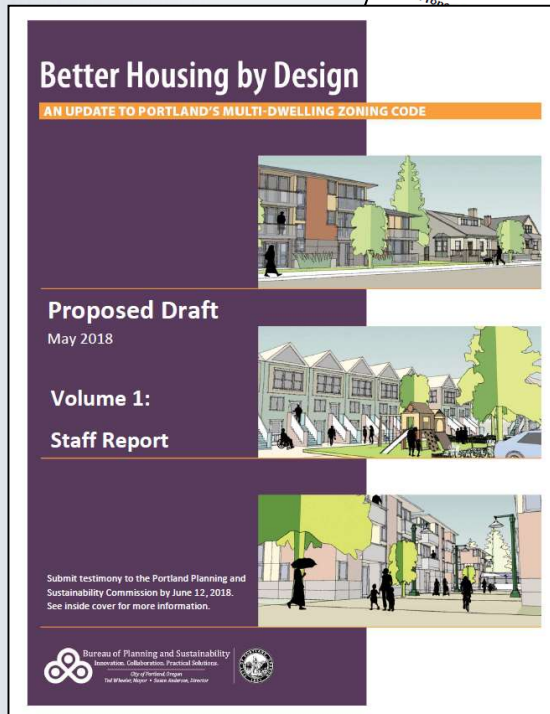
- Policies guide us to make rules to encourage:
 - **Housing diversity**, including **affordable** and **accessible** housing
 - **Pedestrian-oriented street environments**
 - Respect for **neighborhood context**
 - Housing that supports residents' **health and active living**
 - **Nature and green infrastructure** in the urban environment
 - **Resource-efficient design and development**
 - **Street and pedestrian connections** that are safe and convenient
- Gap between these goals and what is being built.



How did we get to the Proposed Draft Draft?



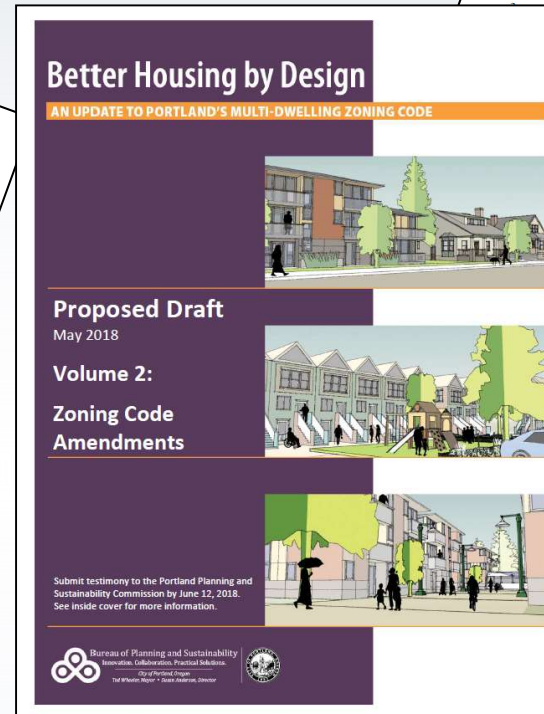
Proposed Draft Components



Vol. 1: Staff Report *Summary & analysis*

Volume 3 - Additional Zoning Code Amendments

Appendices - Comprehensive Plan policies, code modeling prototypes and feasibility analysis, displacement risk analysis, Connected Centers Street Plan



Vol. 2: Zoning Code Amendments *Detailed code & commentary*

Major Topics

**Diverse Housing Options
and Affordability**



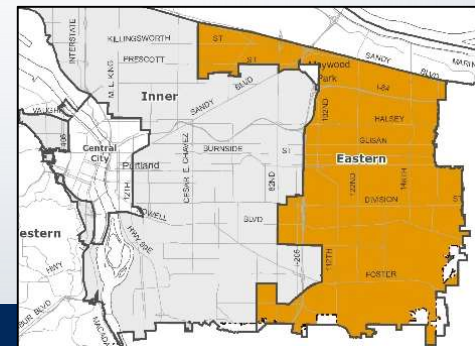
**Outdoor Spaces
and Green Elements**



Building Design and Scale

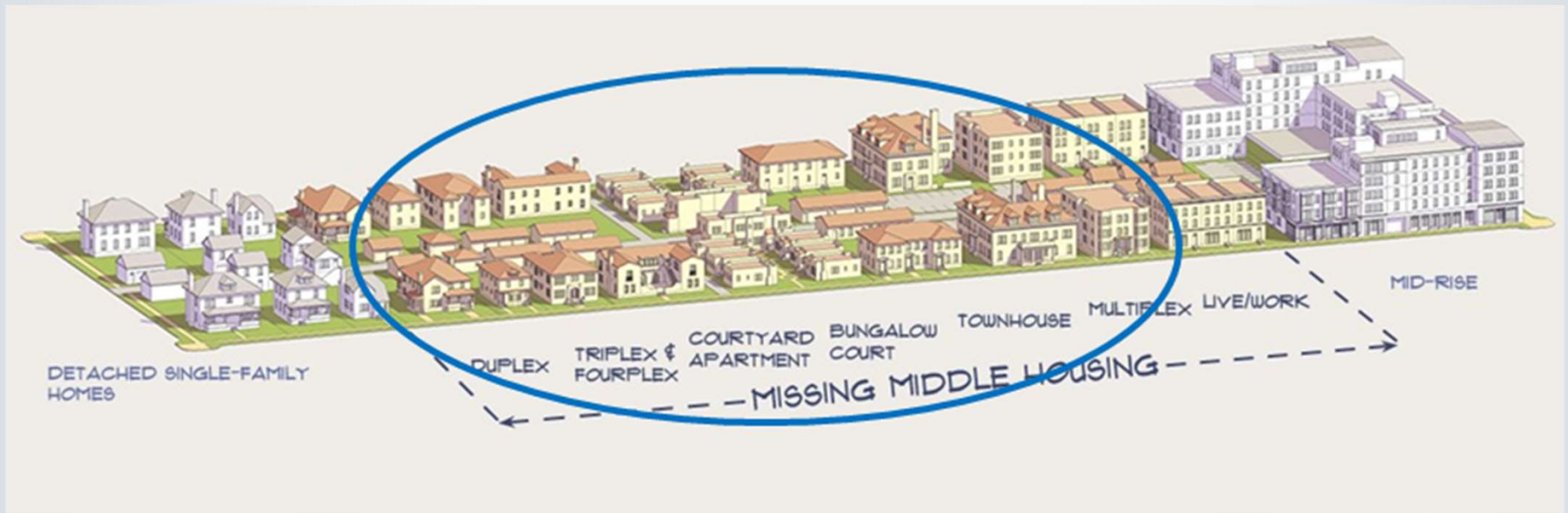


**East Portland Standards and
Street Connections**



TOPIC

Diverse Housing Options and Affordability



Diverse Housing Options and Affordability



Background

Historic examples of multi-dwelling “middle” housing

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



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Diverse Housing Options and Affordability



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



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Scale Based Zoning - Background



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 R1 zone



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Scale Based Zoning - Background



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 RH zone

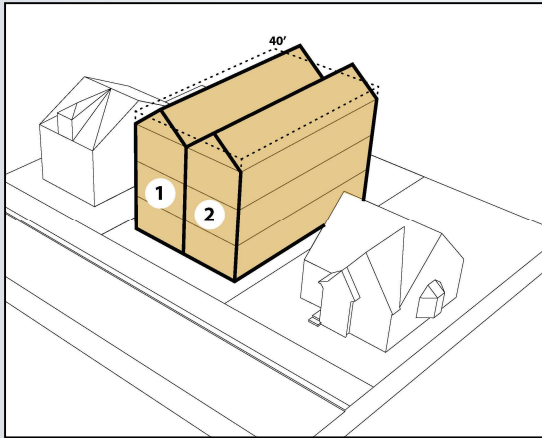


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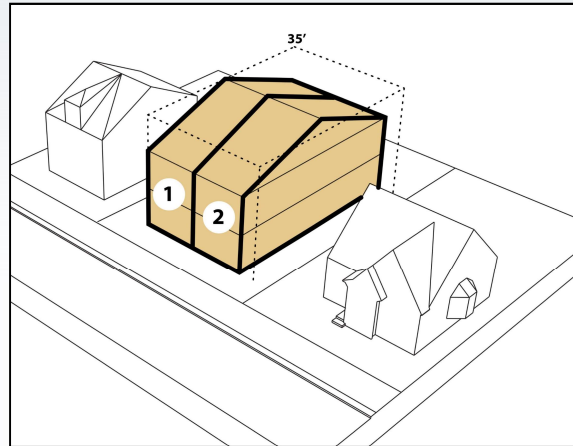


Diverse Housing Options and Affordability

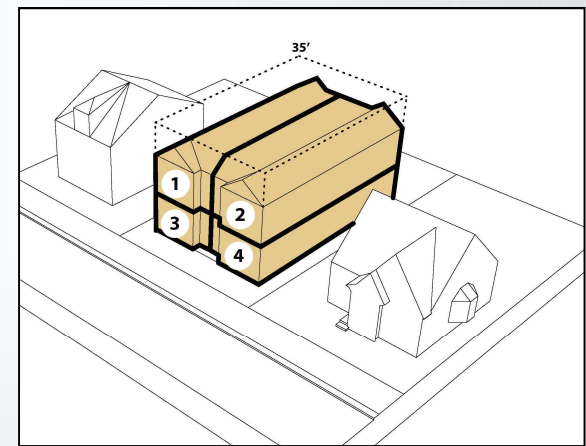
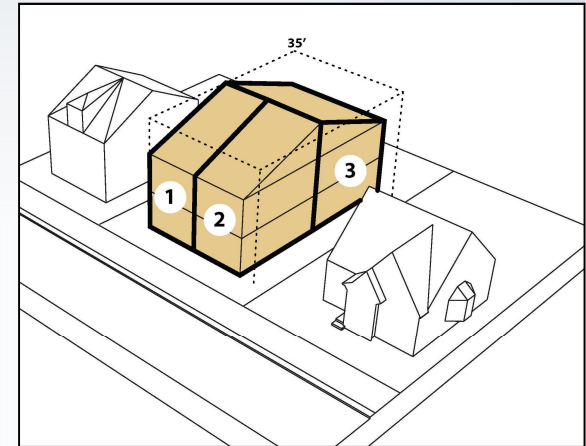
1. Regulate by building scale instead of unit density



Current Approach
(maximum 2 units)



Proposed New Approach



RM1 zone (R2 + R3)

- 1 to 1 FAR, 35' building height
- **Require visitable units (20% of units)** with greater density



Diverse Housing Options and Affordability

1. Regulate by building scale instead of unit density

Both in R1 zone



34 units on 10,000 SF site



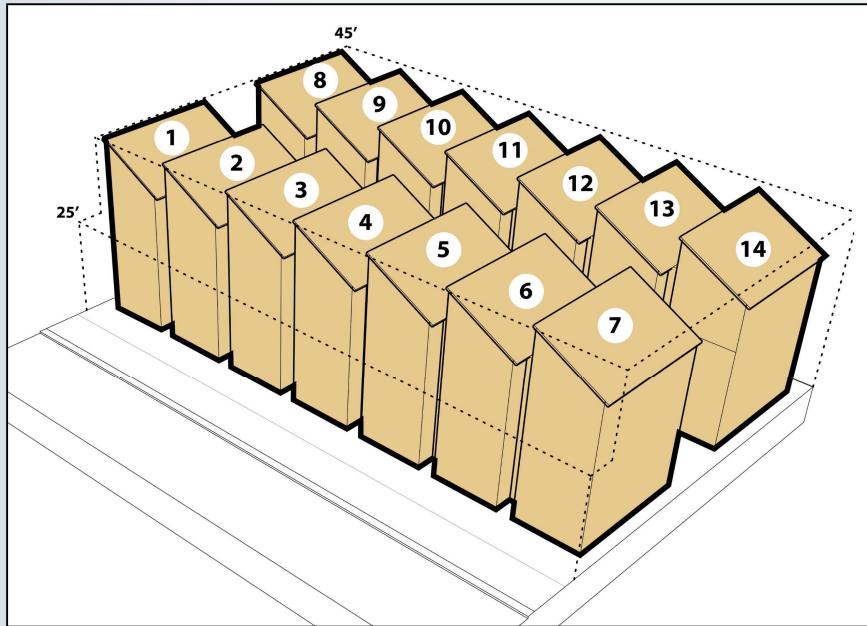
18 units on 18,000 SF site

RM2 zone (current R1) - common along transit corridors



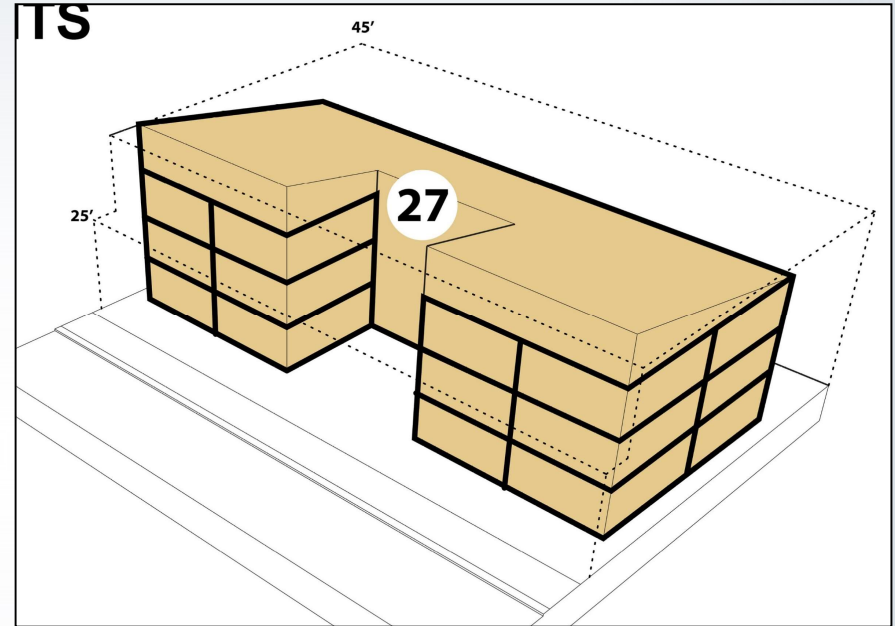
Diverse Housing Options and Affordability

1. Regulate by building scale instead of unit density



Current Approach

(maximum 1 unit per 1,000 sq. ft. of site area)



Proposed New Approach

(regulate by size of building - FAR)

RM2 zone (R1)

- 1.5 to 1 FAR, keep 45' building height
- **Require visitable units (20%)**



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Diverse Housing Options and Affordability

2. Require visitable units

Required at densities more than 1 unit per 2,000 sq. ft. of site area
(3 or more units on a 5,000 sq. ft. site)

- No steps between street and entrance
- Wider doors and hallways (34" minimum)
- Bathroom and living space that can accommodate wheelchairs

Will require a local exception to State building code regulations



New Multi-Dwelling Zones

New Zone: RM1

Current Zones: R2 and R3

Maximum Height: 35 feet
Max. Building Coverage: 50%

New Zone: RM2

Current Zone: R1

Maximum Height: 45 feet
Max. Building Coverage: 60%
(70% along major corridors)

New Zone: RM3

Current Zone: RH (2:1 FAR)

Maximum Height: 65 feet
Max. Building Coverage: 85%

New Zone: RM4

Current Zone: RH (4:1 FAR)

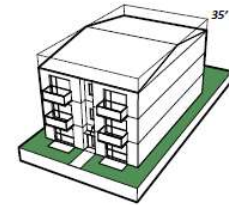
Maximum Height: 75 - 100 feet
Max. Building Coverage: 85%

Base FAR



1 to 1

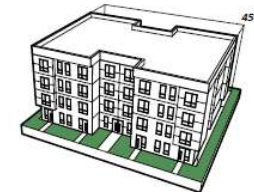
Bonus FAR



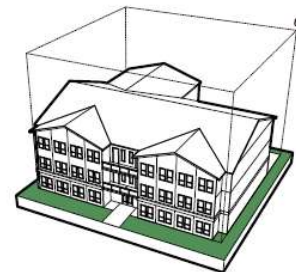
1.5 to 1



1.5 to 1



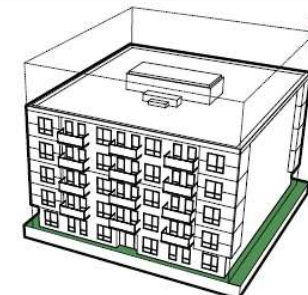
2.25 to 1



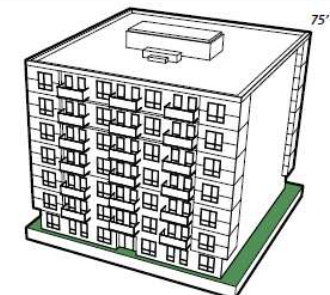
2 to 1



3 to 1



4 to 1



6 to 1



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Bonus FAR Options

Base
FAR

+50%

+100%

Base FAR	Bonus FAR Up to 50% above base	Bonus FAR 100% above base
<ul style="list-style-type: none"> Allowed by right Varies by zone 	<ul style="list-style-type: none"> Inclusionary housing: full 50% bonus Moderate income family housing: 25% bonus <i>(new approach)</i> (at least half of units must have 3 bedrooms affordable at 100% of MFI) FAR transfers from sites preserving: <ul style="list-style-type: none"> Existing affordable housing <i>(new approach)</i> Trees <i>(new approach)</i> Historic resources 	<ul style="list-style-type: none"> Special bonus for deeper housing affordability (At least half of units must be affordable at 60% MFI) <i>(new approach)</i>



Bonus FAR Options

**Base
FAR**

+50%

+100%

Base FAR	Bonus FAR Up to 50% above base	Bonus FAR 100% above base
<ul style="list-style-type: none"> Allowed by right Varies by zone 	<ul style="list-style-type: none"> Inclusionary housing: full 50% bonus Moderate income family housing: 25% bonus <i>(new approach)</i> (at least half of units must have 3 bedrooms affordable at 100% of MFI) FAR transfers from sites preserving: <ul style="list-style-type: none"> Existing affordable housing <i>(new approach)</i> Trees <i>(new approach)</i> Historic resources 	<ul style="list-style-type: none"> Special bonus for deeper housing affordability (At least half of units must be affordable at 60% MFI) <i>(new approach)</i>

***Not available in
historic districts***



New Multi-Dwelling Zones

New Zone: RM1

Current Zones: R2 and R3

Maximum Height: 35 feet
Max. Building Coverage: 50%

New Zone: RM2

Current Zone: R1

Maximum Height: 45 feet
Max. Building Coverage: 60%
(70% along major corridors)

New Zone: RM3

Current Zone: RH (2:1 FAR)

Maximum Height: 65 feet
Max. Building Coverage: 85%

New Zone: RM4

Current Zone: RH (4:1 FAR)

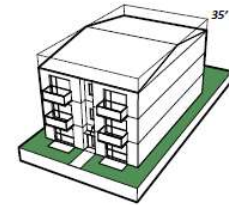
Maximum Height: 75 - 100 feet
Max. Building Coverage: 85%

Base FAR



1 to 1

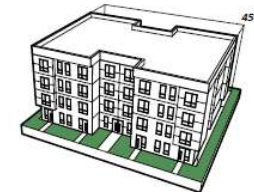
Bonus FAR



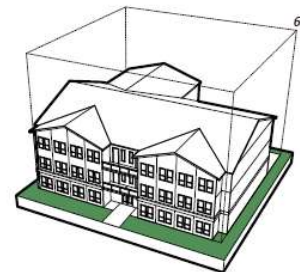
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1.5 to 1



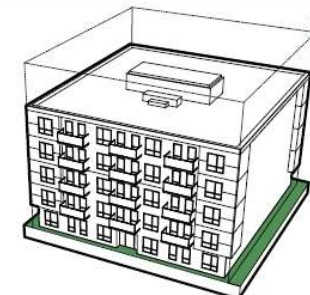
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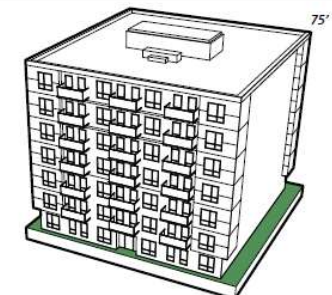
2 to 1



3 to 1



4 to 1



6 to 1

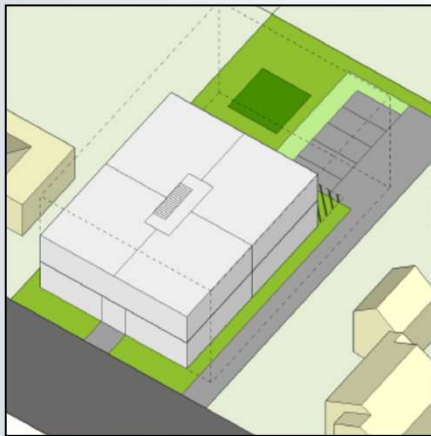


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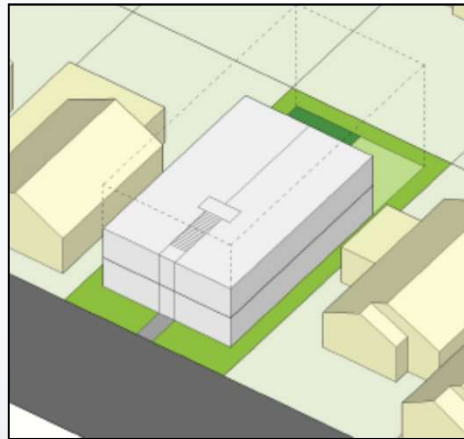


Merging of the R3 + R2 zones into new RM1 zone

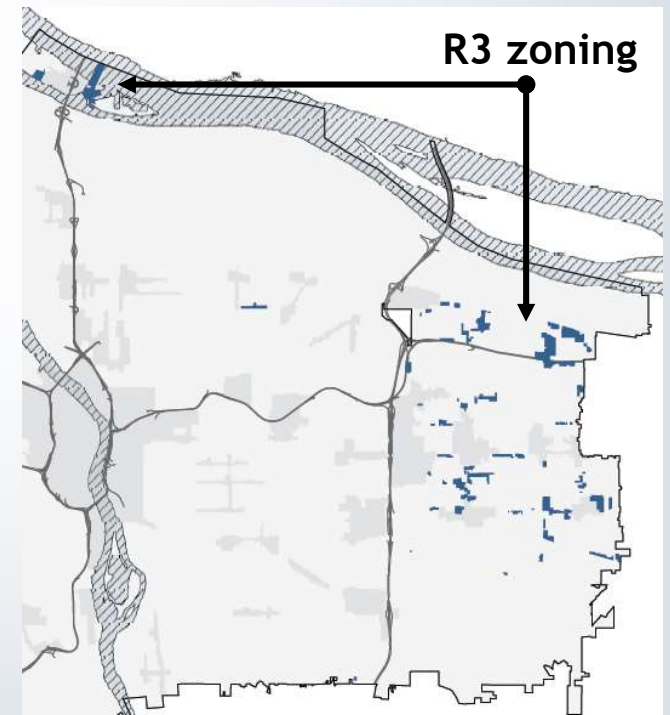
- Relatively small amount of R3 zoning - 517 acres out of total of 5,160 acres in multi-dwelling zones.
- Little new development in the R3 zone - 180 units over the past 10 years.
- Both zones allow similar scale - intended to be compatible with single-family housing.



R3

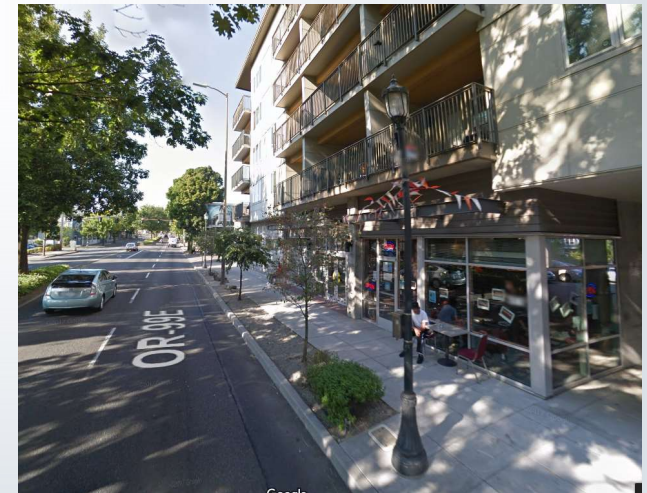


R2 ► RM1



Diverse Housing Options and Affordability

5. Allow small-scale commercial uses on major corridors



TOPIC

Diverse Housing Options and Affordability

Questions?



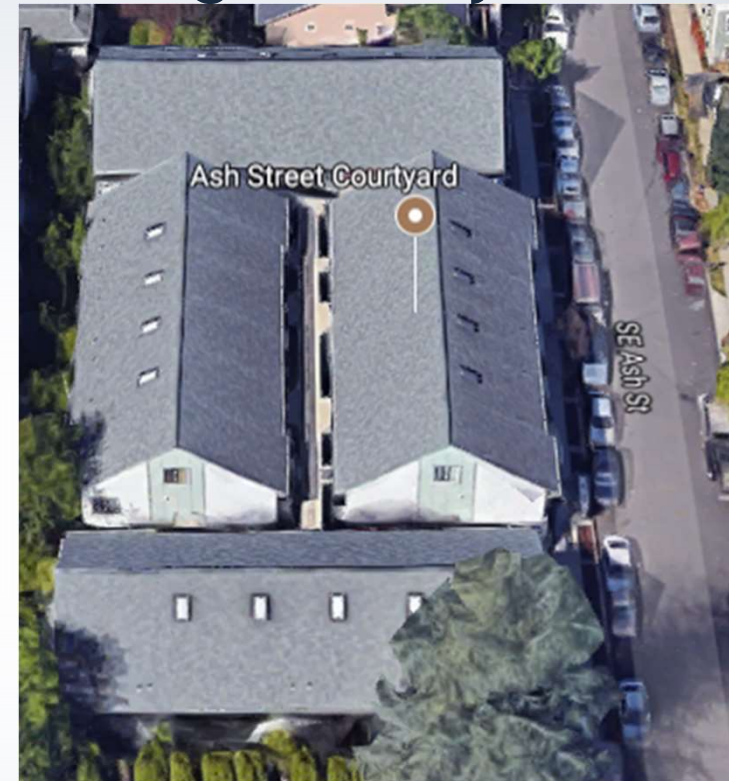
TOPIC

Outdoor Spaces and Green Elements



Outdoor Spaces and Green Elements

6. Require residential outdoor areas in high density zones



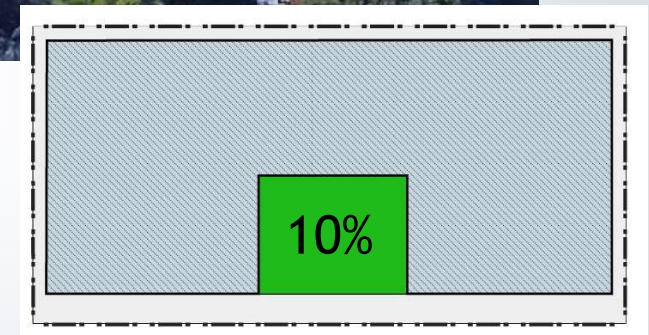
High-Density Residential Zone (RH)

- No outdoor space currently required.
- **Proposal:** Require outdoor areas in the RM3 and RM4 (RH) zone.



Outdoor Spaces and Green Elements

7. Require shared common areas for large sites



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



Outdoor Spaces and Green Elements

8. Allow alternatives to conventional landscaping



Proposal:

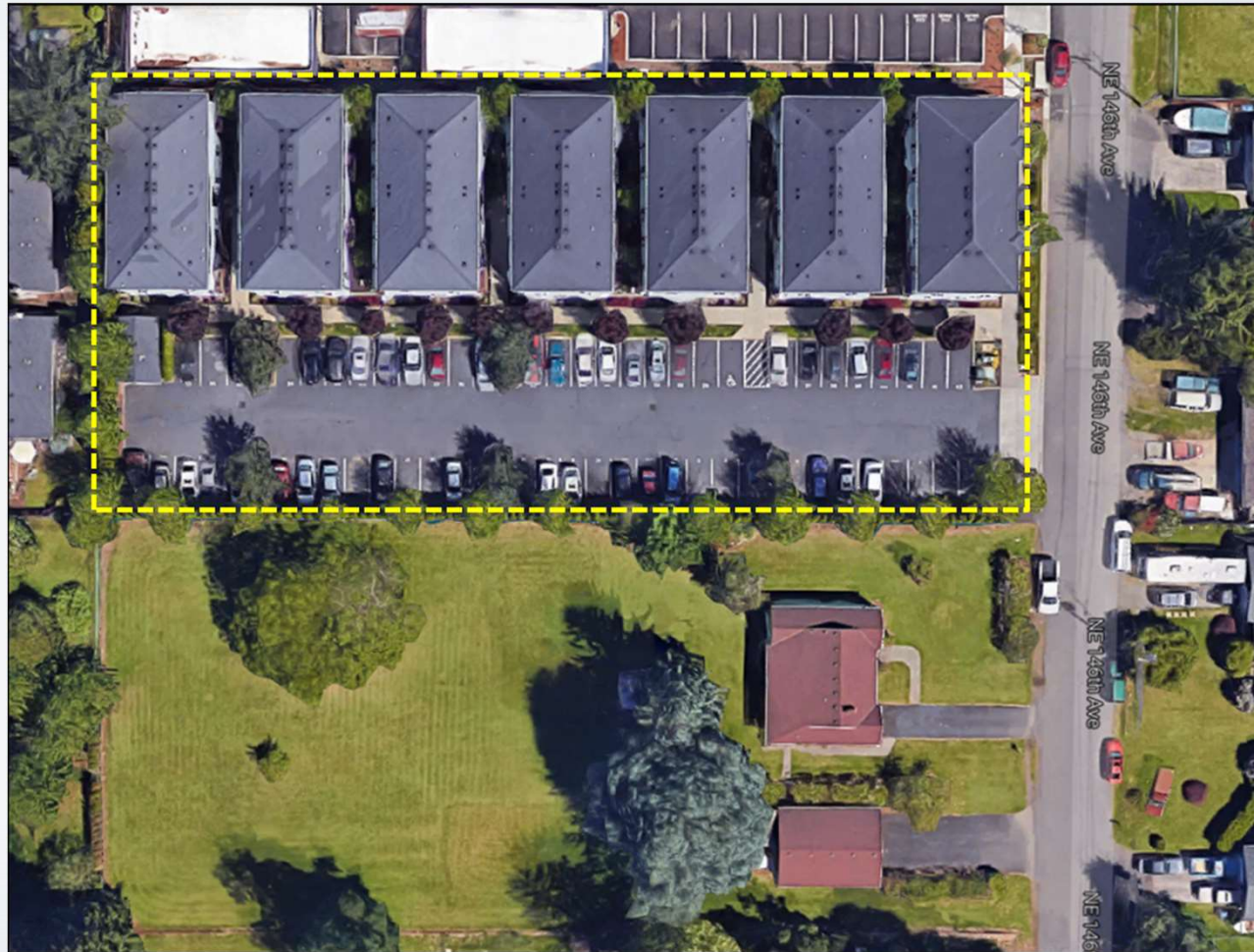
Allow urban green options (ecoroofs, raised courtyards & stormwater planters) to meet landscaping requirements.



Outdoor Spaces and Green Elements

9. Limit large surface parking lots and asphalt paving

*RH zone
development with
large surface
parking lot*



Proposal: Limit paved vehicle areas to 30% of site area.



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Outdoor Spaces and Green Elements

9. Limit large surface parking lots and asphalt paving



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



Proposal: Limit asphalt paving to 15% of site area.



Outdoor Spaces and Green Elements

10. Reduce parking requirements, especially on small sites



Project providing current required 1 to 1 parking ratio



Five-plex with no parking on small site

Proposal:

- 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*)



10. Require Transportation and Parking Demand Management (TDM) in the multi-dwelling zones

Apply to buildings with more than 10 units located close to frequent transit

Option for “pre-approved” TDM plans:

- **Multimodal Financial Incentives** - fee per unit equivalent to cost of TriMet pass (currently \$1,100 for market-rate units) - applied toward TriMet passes, bike share membership, or car share programs.
- **Education and Information**
- **Annual Transportation Options Surveys**



TOPIC

Outdoor Spaces and Green Elements

Questions?



TOPIC

Building Design and Scale



Building Design and Scale

11. Limit front garages and parking along street frontages



Proposals:

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



Building Design and Scale

11. Limit front garages and parking along street frontages



Allows:

- Rear or no parking options
- Front garages when no more than 50% of frontages
- Applies to the combined frontage of attached houses



Building Design and Scale

11. Limit front garages and parking along street frontages



Not allowed



Parking allowed to the side of building front

Proposal:

Disallow parking between the front of buildings and streets.



Building Design and Scale

12. Require building entrances to be oriented to streets or to courtyards



*Currently:
No front entrances
required*



Building Design and Scale

13. Require front setbacks that reflect neighborhood patterns and limit privacy impacts



Current front setback requirements are 3' in R1 and zero in RH)

Proposal: Require 10' front setbacks in the RM2 (R1) and RM3 (RH) zones.



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Building Design and Scale

13. Require front setbacks that reflect neighborhood patterns and limit privacy impacts



10' setbacks
- continuity with existing residential characteristics



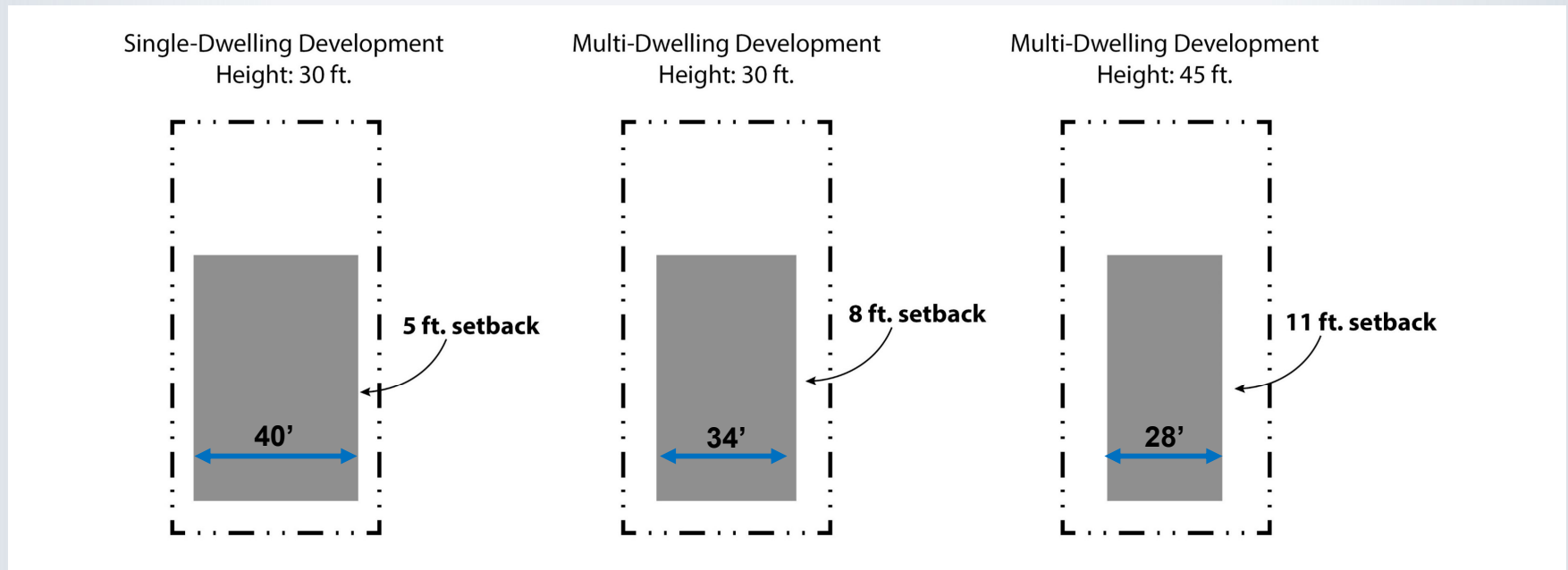
Allowances for smaller setbacks based on:

- Adjacent buildings
- Ground-floor commercial
- Raised ground floors
- Courtyard buildings



Building Design and Scale

14. Simplify side setback regulations and reduce barriers to development on small sites



Current - side setbacks range from 5' - 14' in multi-dwelling zones

Proposal:

- Reduce required side/rear setbacks to 5' in most cases.
- 10' setbacks for buildings more than 55' tall.



Building Design and Scale

15. Require building height transitions to single-dwelling zones



Proposal

- Limit building height to 35' within a 25' distance from properties with single-dwelling zoning.



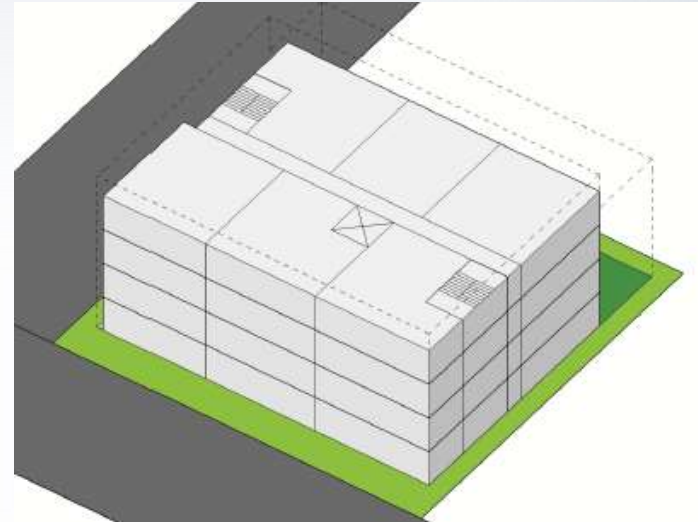
Building Design and Scale

16. Require large building facades to be divided into smaller components

Façade articulation



With



Without

Proposal:

Require large facades to be divided into smaller components (25% of façade offset).

- **RM2 (R1): required when over 35' and over 3500 SF area**
(more than 3 stories and 100' wide)
- **RM3 & RM4 (RH): required when over 45' and over 4500 SF area**
(more than 4 stories and 100' wide)



TOPIC

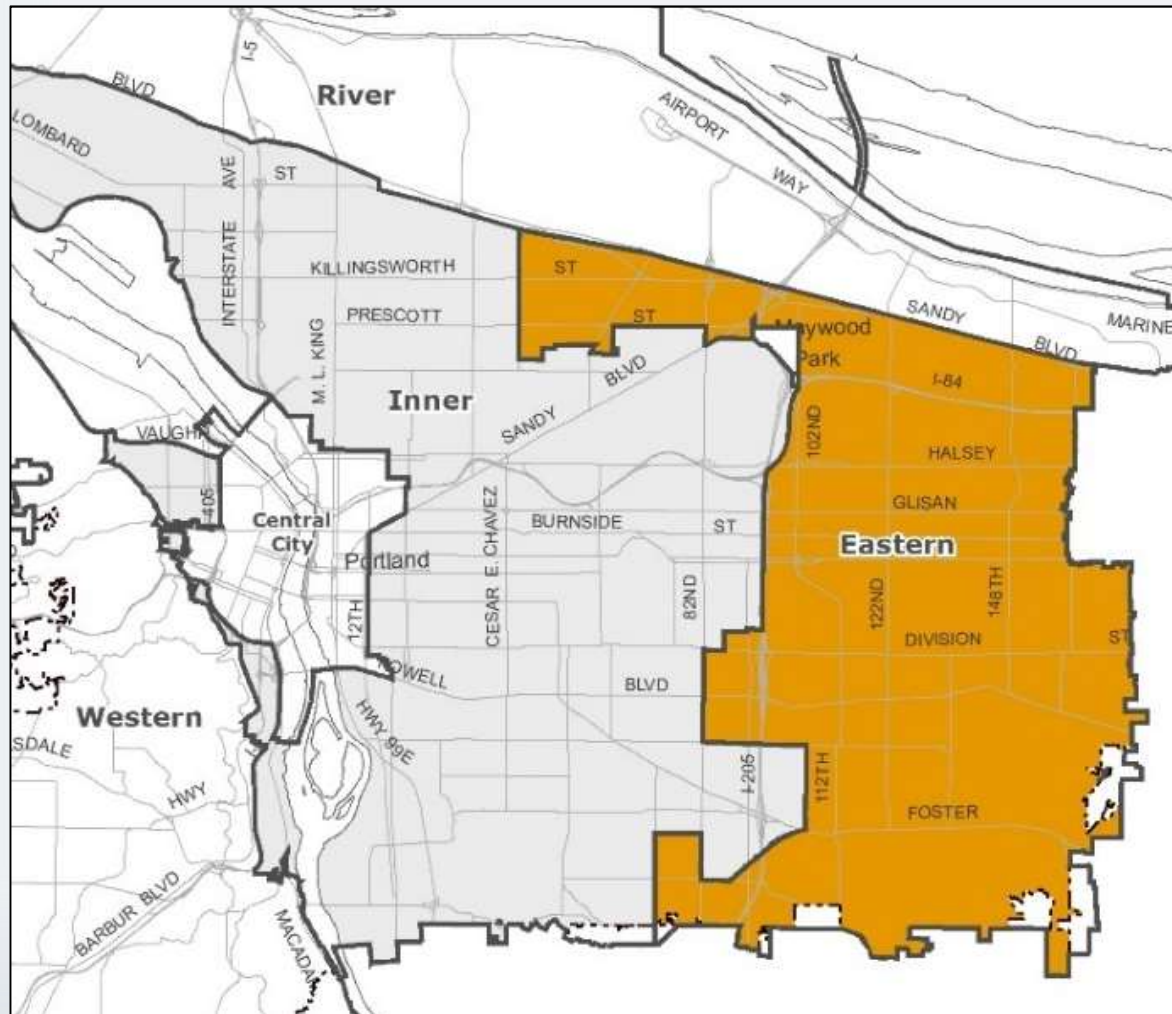
Building Design and Scale

Questions?



TOPIC

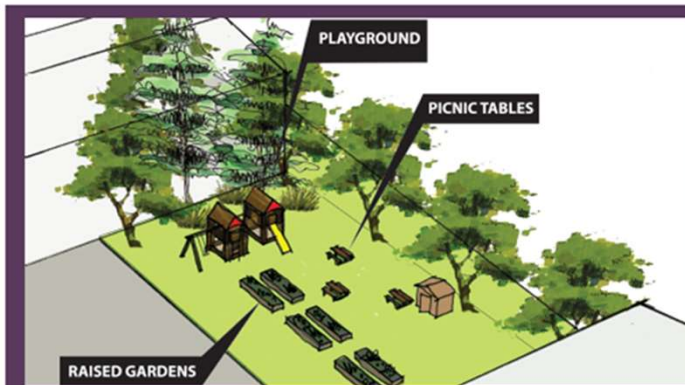
East Portland Standards and Street Connections



East Portland Standards and Street Connections



East Portland Standards and Street Connections



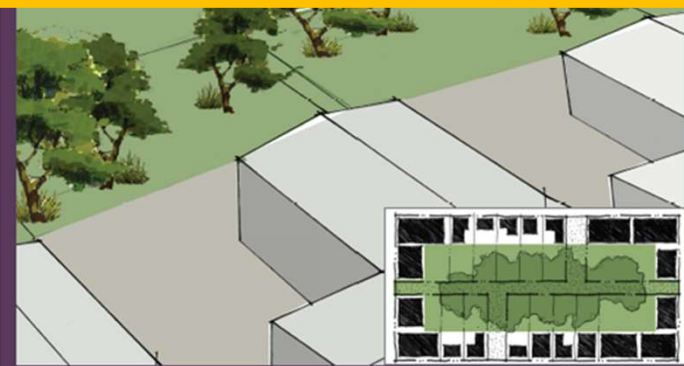
Common open space areas



Space for large trees



Landscaped front setbacks

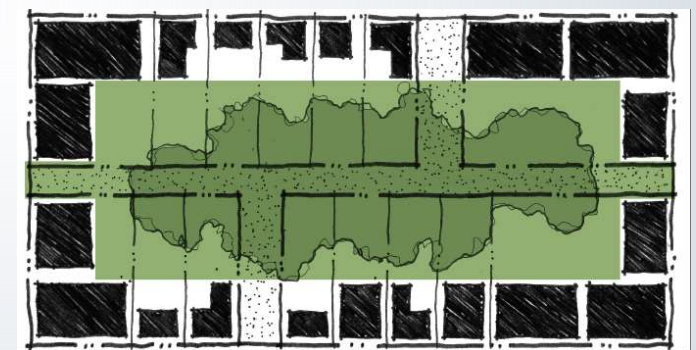
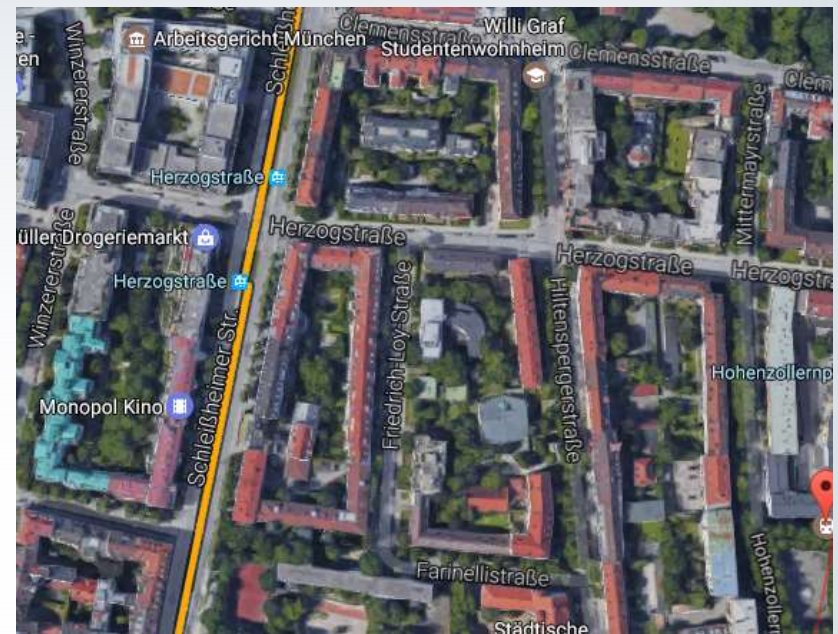


Mid-block open space

Background
Desired site design elements in East Portland



East Portland Standards and Street Connections



Background

Community interest in keeping mid-block areas greener, less built up



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East Portland Standards and Street Connections

17. Continue East Portland mid-block areas through requirements for deep rear setbacks



Example of recent development



Example of 25% depth-of-site setback

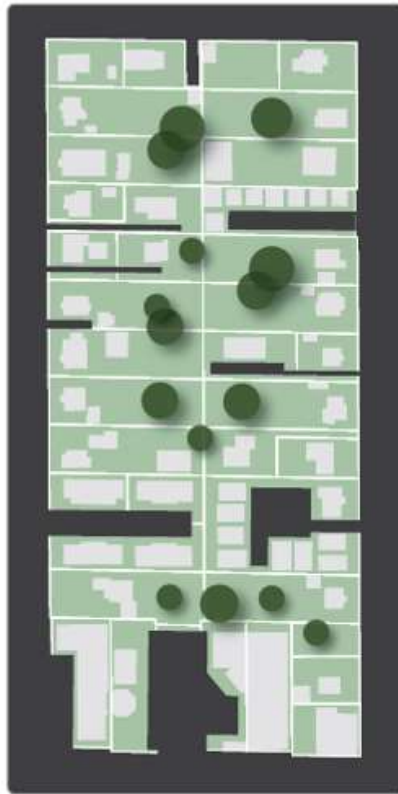
Proposal:

Require rear setbacks equivalent to 25% of site depth

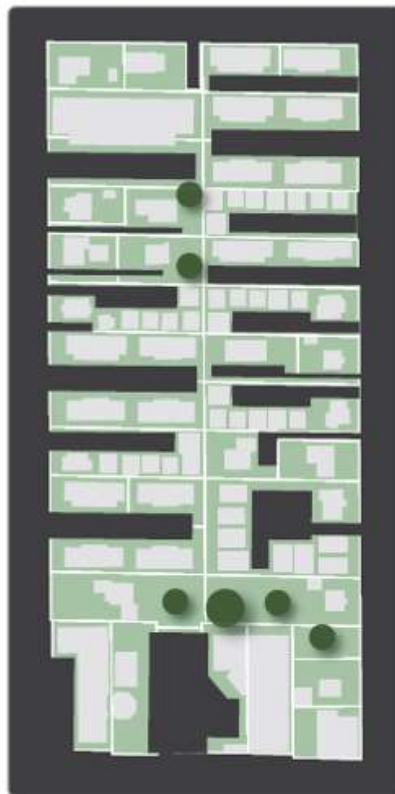


East Portland Standards and Street Connections

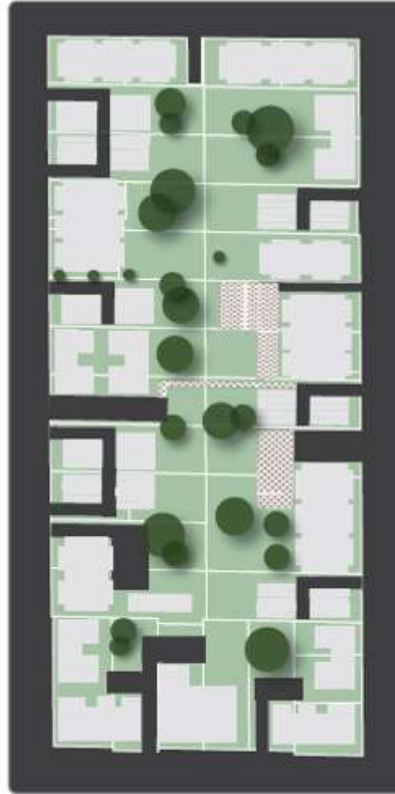
17. Continue East Portland mid-block areas through requirements for deep rear setbacks



Existing



Continuation of
current trends



Mid-block
open areas



Mix of mid-block open
areas and central
courtyards

Exemptions for projects providing large centralized outdoor space or streets



East Portland Standards and Street Connections



Background East Portland narrow sites



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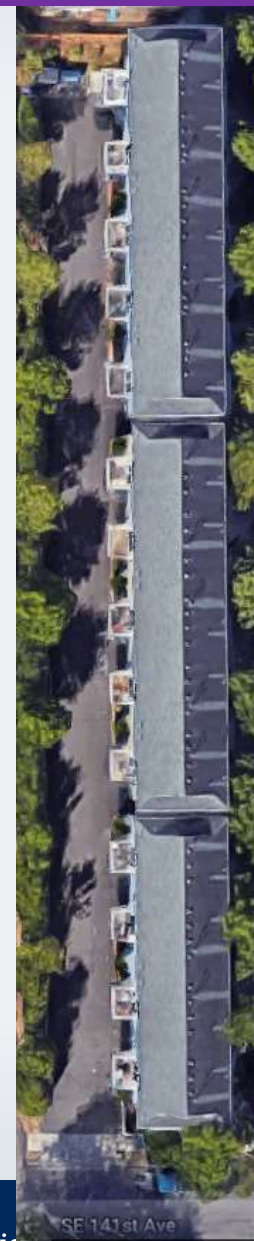


East Portland Standards and Street Connections

Background

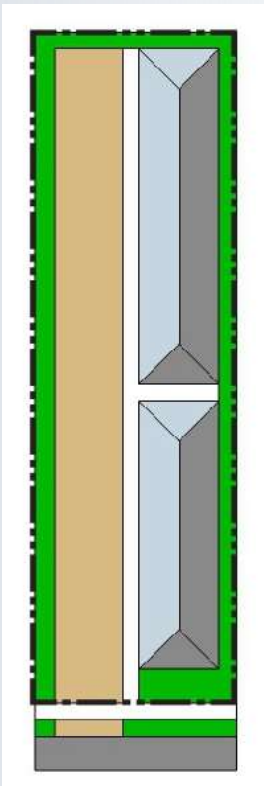
Problems with narrow sites:

- Driveways/parking often occupy a large portion of site area
- No space for street connections
- Little orientation to public streets
- Limited room for outdoor spaces or trees
- Lack of efficiencies of scale and infrastructure

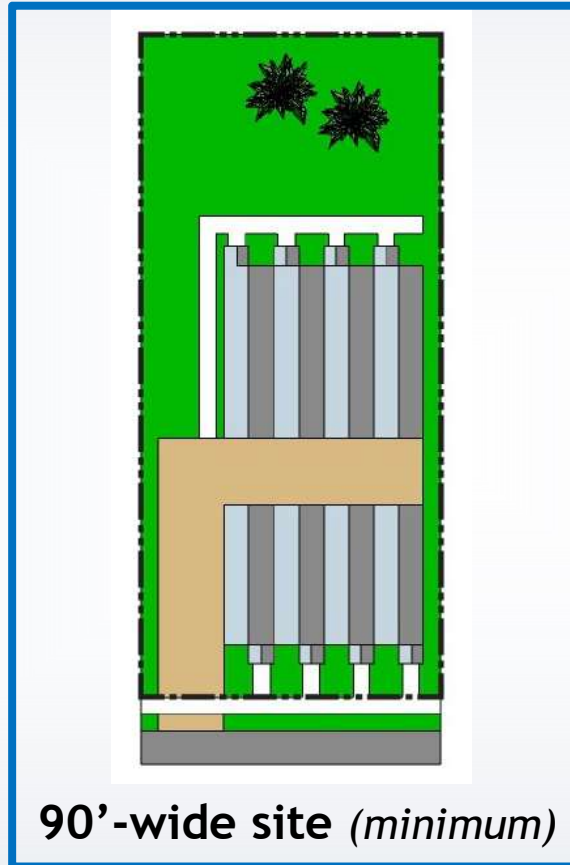


East Portland Standards and Street Connections

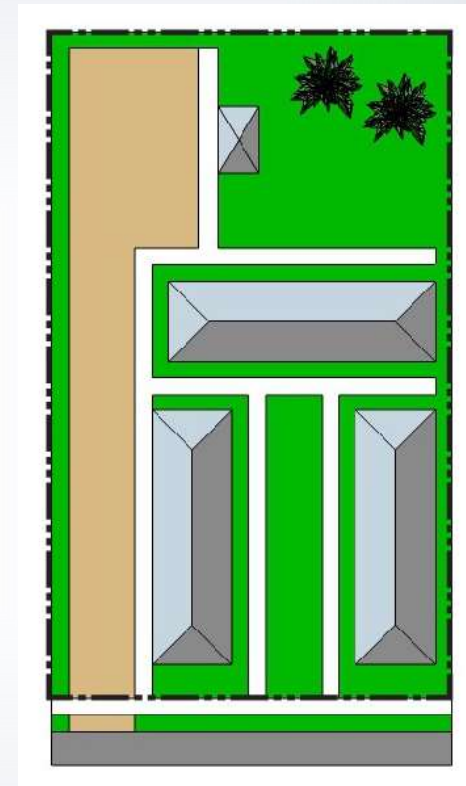
18. Require street frontages wide enough for quality site design and to provide space for street connections



60'-wide site



90'-wide site (*minimum*)



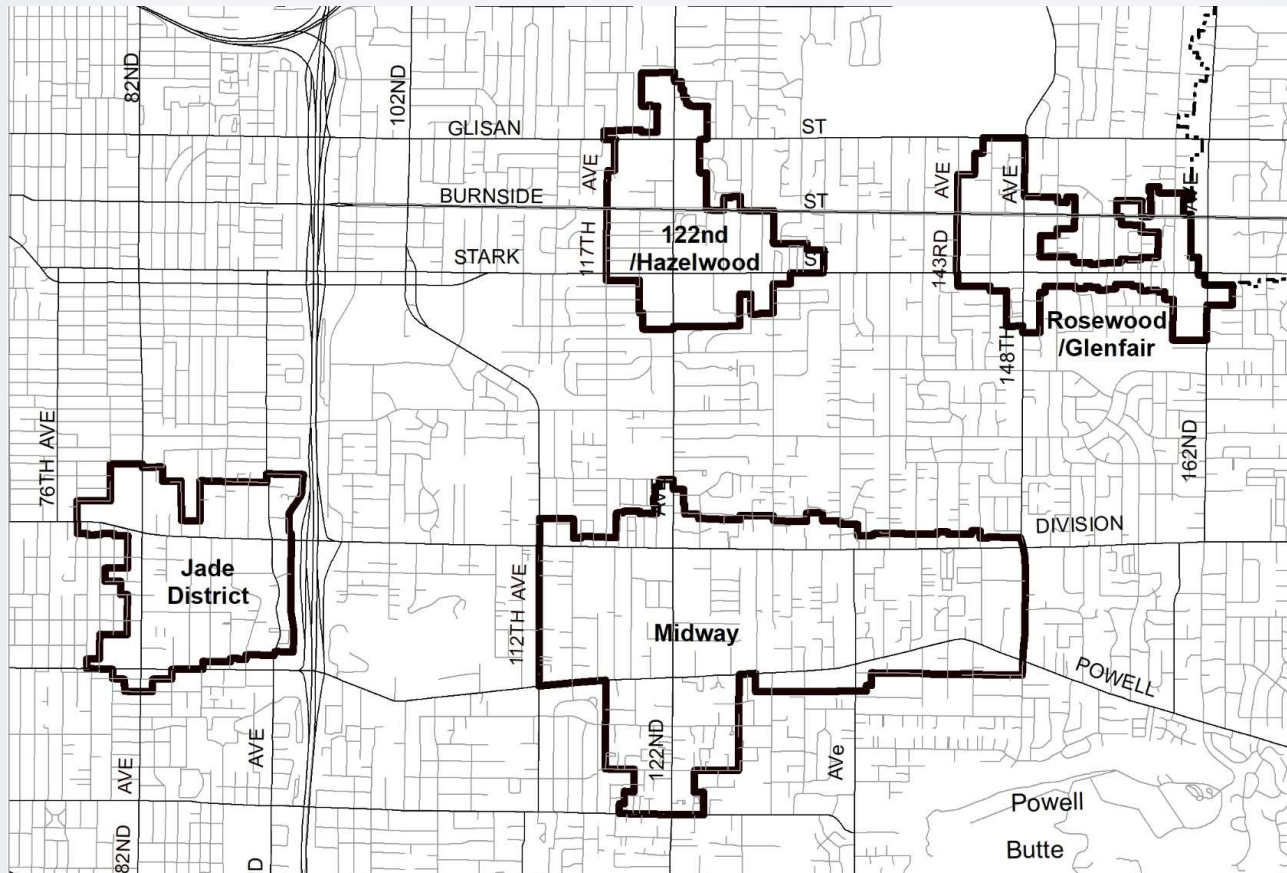
120'-wide site

Proposal: For sites more than 160' deep within East Portland centers, require a minimum street frontage of 90' for new development.



East Portland Standards and Street Connections

18. Require street frontages wide enough for quality site design and to provide space for street connections



East Portland centers where minimum street frontage requirements would apply



East Portland Standards and Street Connections

19. Calculate development allowances prior to street dedication to facilitate street connections



Public Street

Currently, street space is subtracted from development allowances

Private Driveway



TOPIC

East Portland Standards and Street Connections

Questions?





Points of Contention

Development scale & density

- Allow greater scale
- Limit numbers of small units

Parking

- Eliminate all minimum requirements
- Don't allow for reduced parking



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CONNECTED CENTERS STREET PLAN

DRAFT

ROSEWOOD

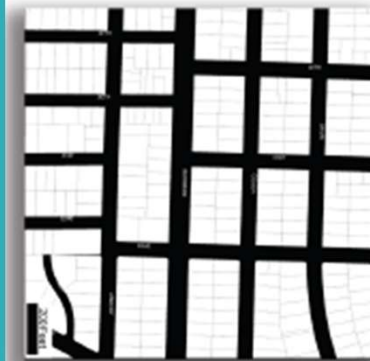
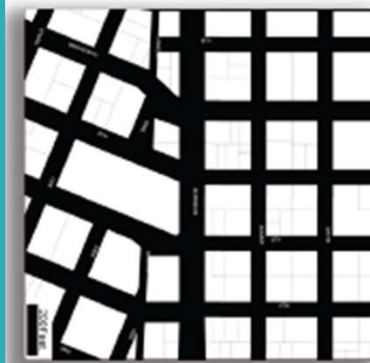
JADE
DISTRICT

*A strategy for improving street and pathway connectivity in the
Jade District and Rosewood/Glenfair Neighborhood Centers*

I-205

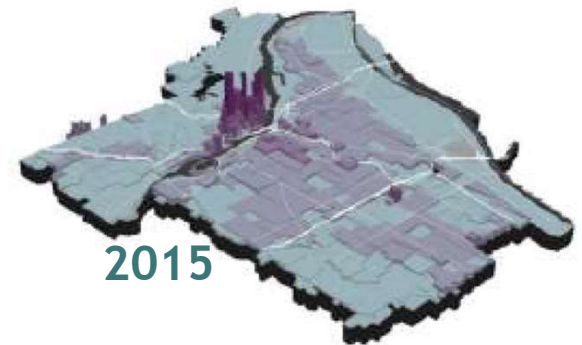
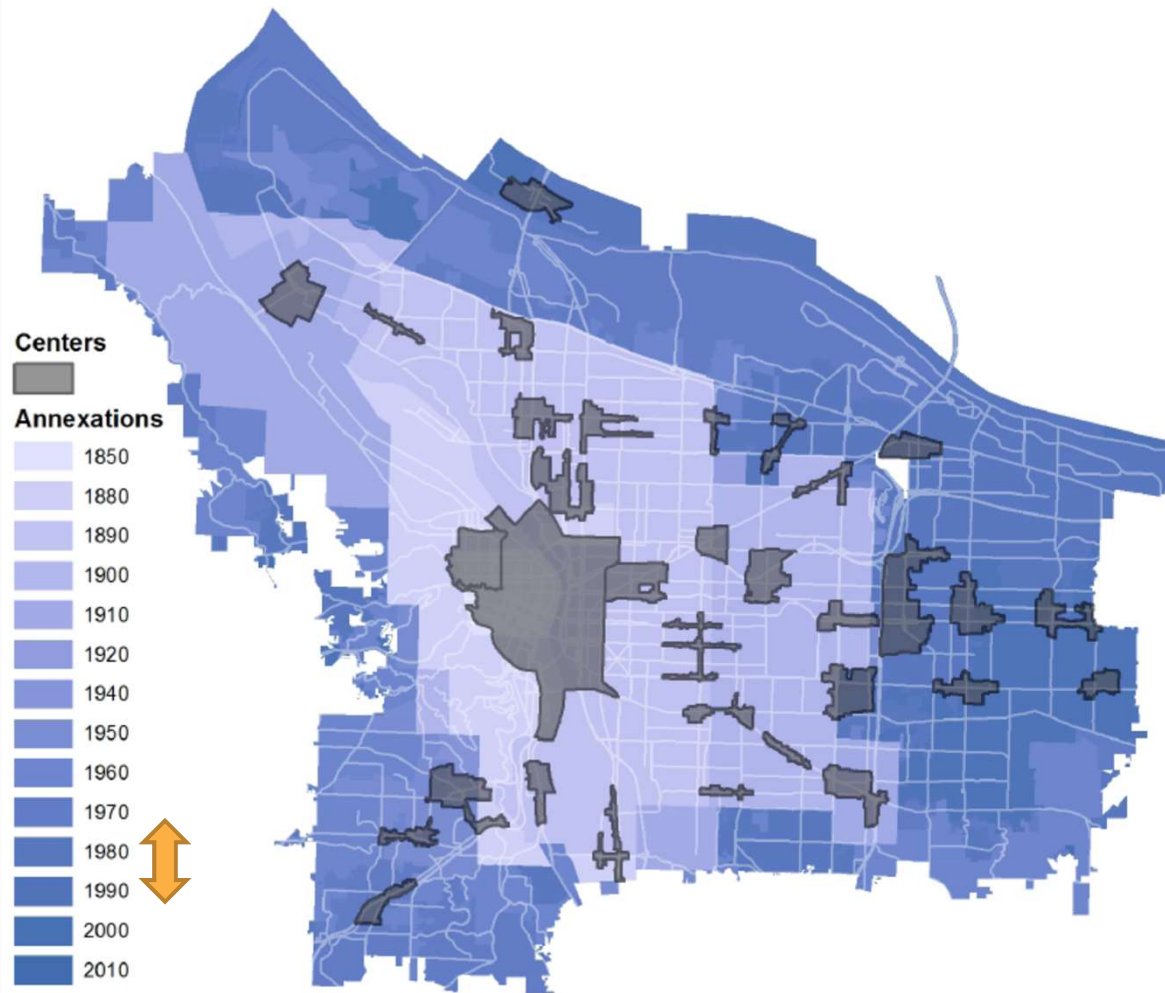
MAY, 2018

PORTLAND BUREAU OF TRANSPORTATION

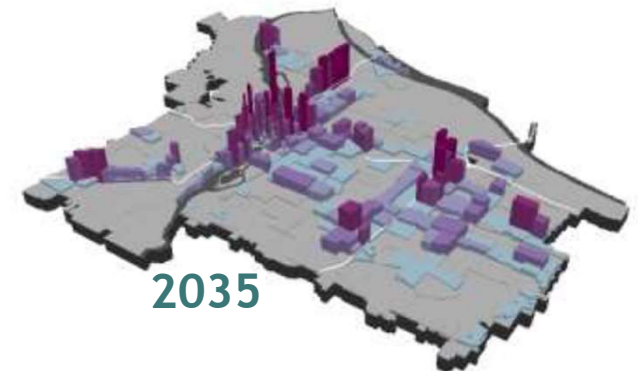


PBOT

Portland Centers

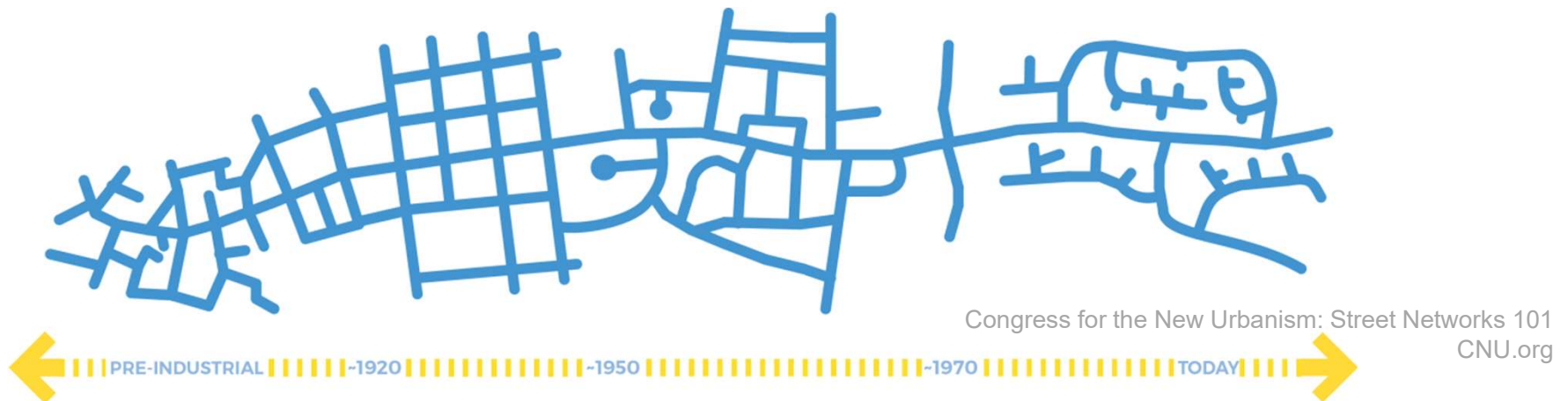


Comp Plan
Growth Scenario



City Code

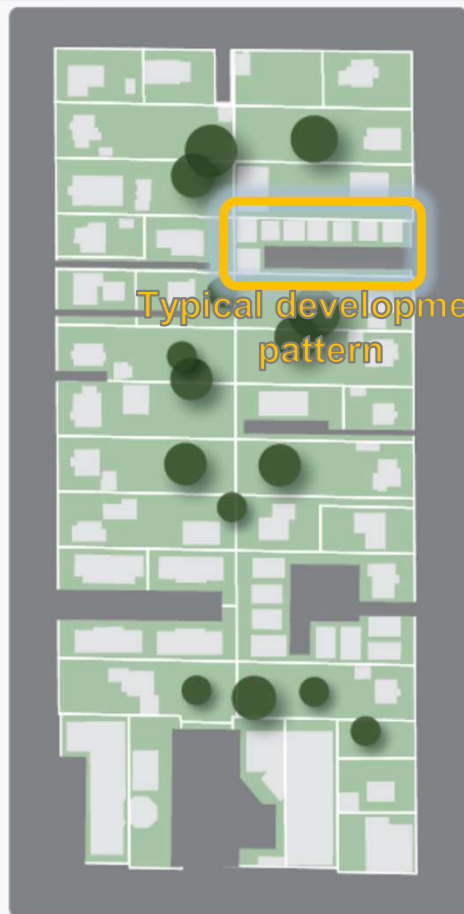
Ensure an adequate level of street connections to serve land uses, and to ensure that improvements to these streets are made in conjunction with development consistent with fire, life safety, and access needs. **Title 17.88 - Street Access**



Narrow lots - driveways with no public access



Future scenarios



Existing



Continuation of current trends



Potential connections under new standards

Street connections

Full street



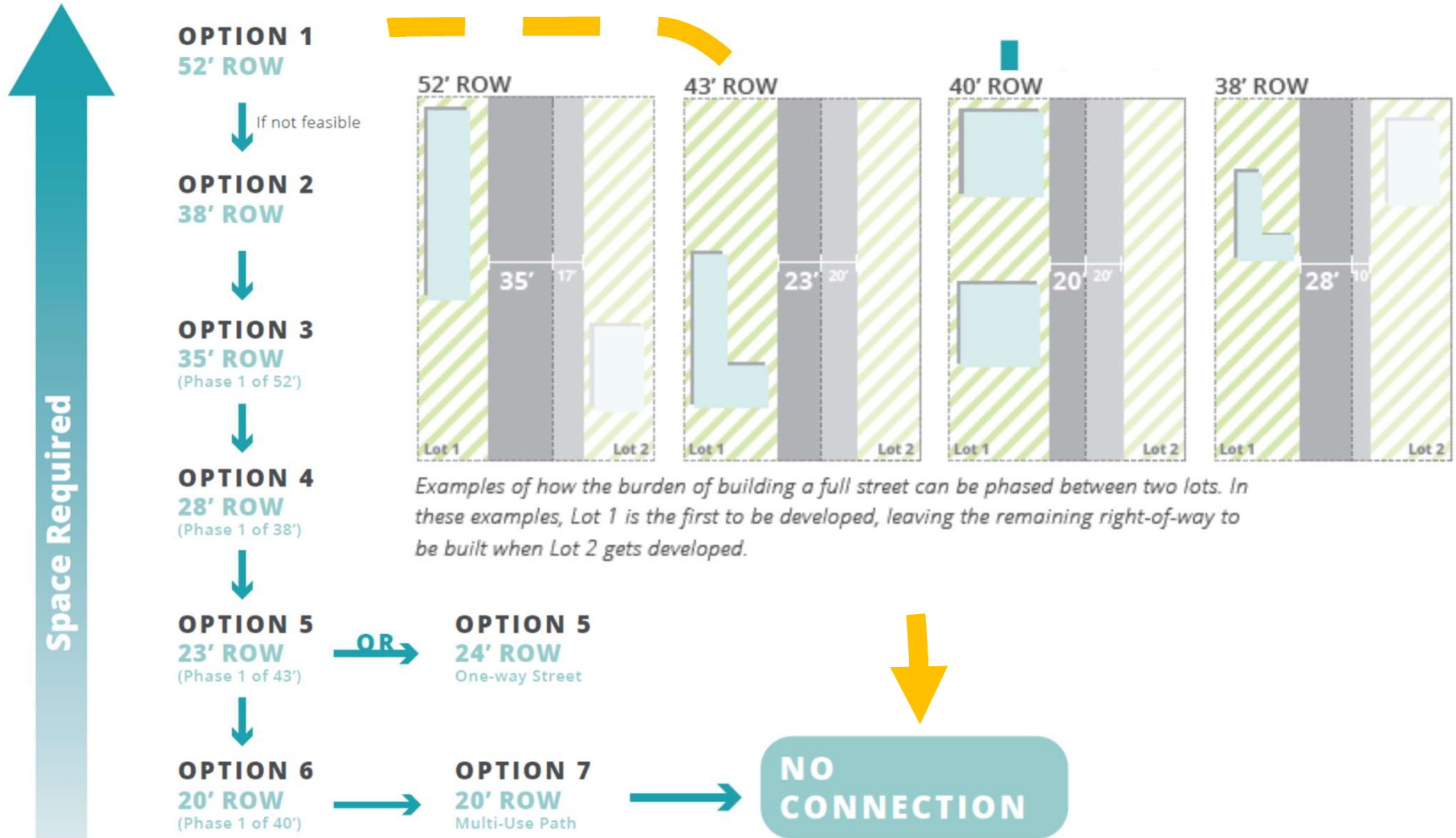
- Typical ROW: 50-60 ft
- Full Street: 50 ft min

Partial street

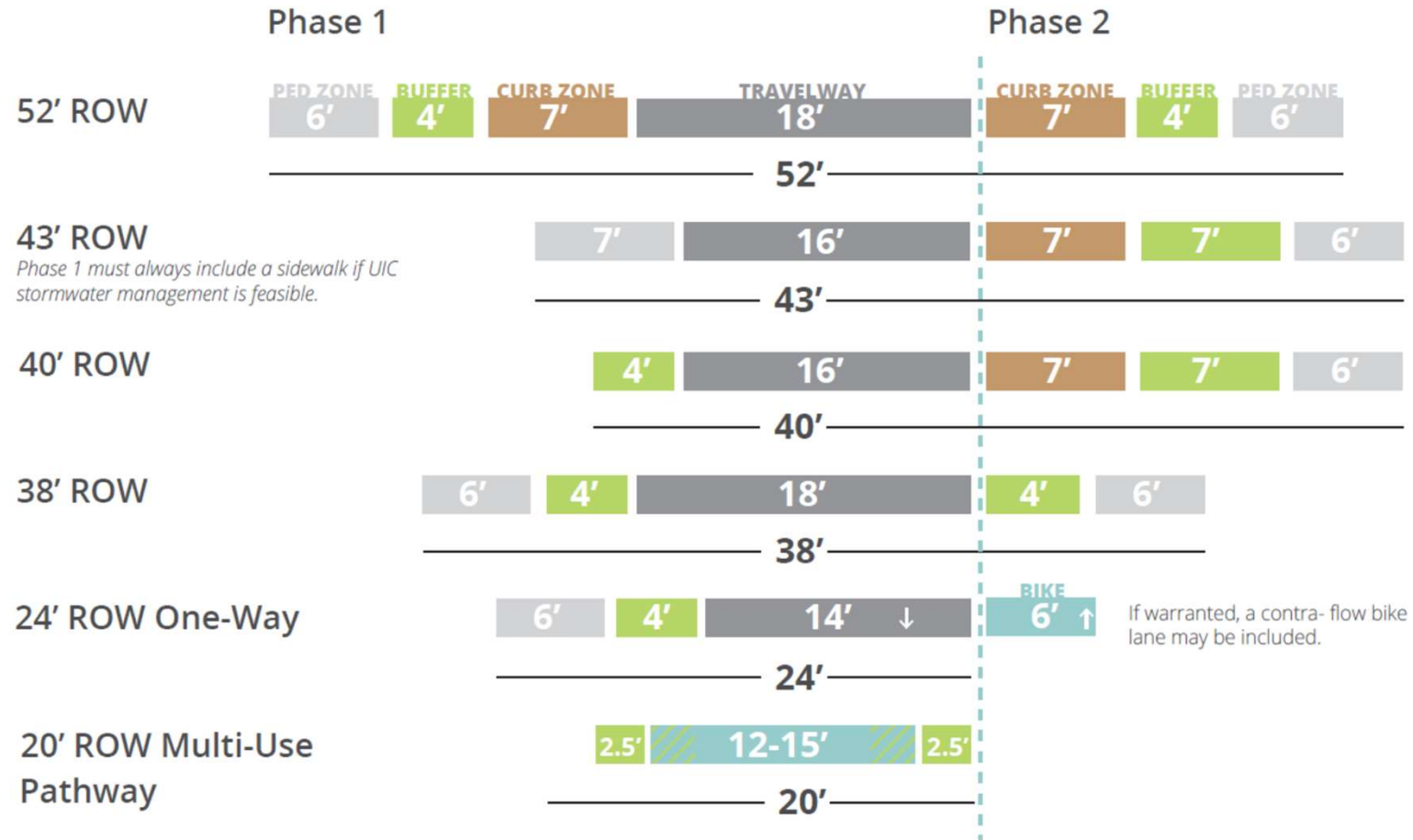


- Typical ROW: 40-50 ft
- $\frac{3}{4}$ Street: 35 ft min

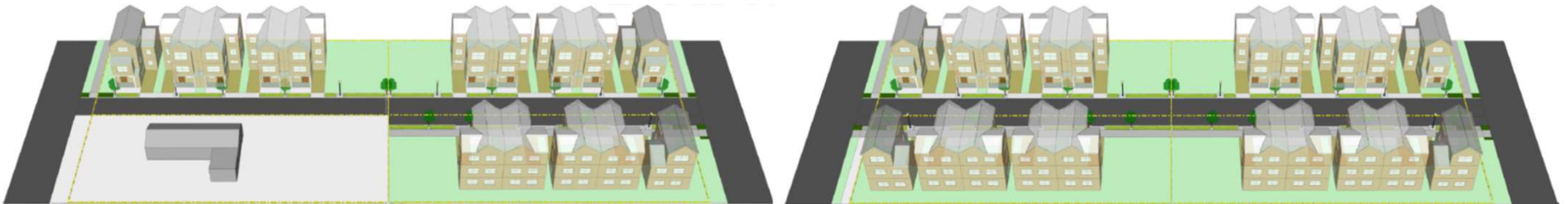
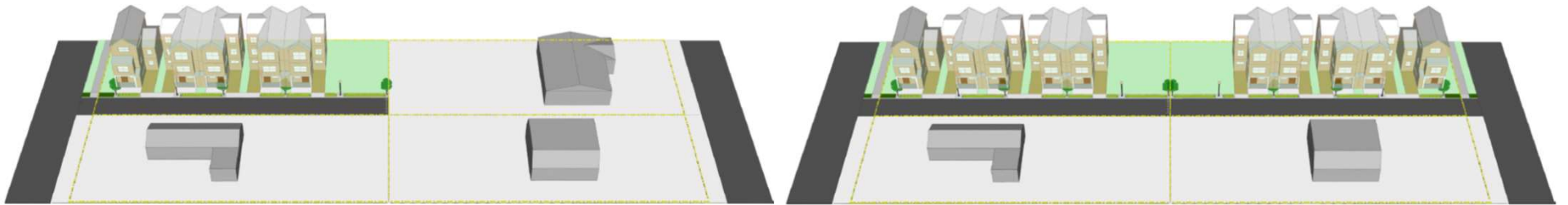
New ROW Connection Approach



Connection Options



Infill street improvement



Safe Routes to Centers

1) Define the service area: center boundary + adjacent neighborhoods



2) Map the destinations



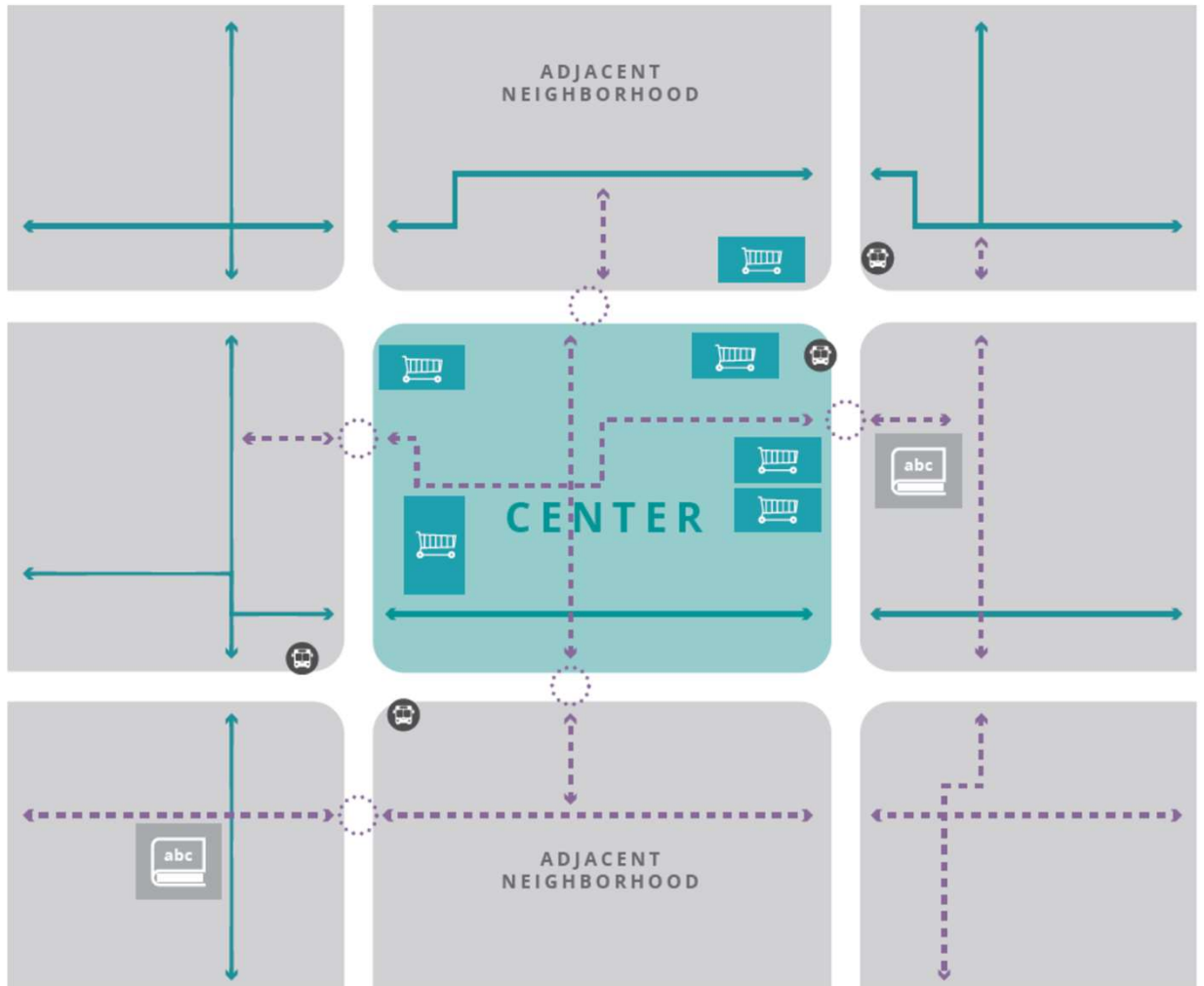
3) Map the Pedestrian and Bike networks



4) Identify the routes used today and missing connections



5) Identify the needed improvements; scope the improvement options and prioritize projects



Better Housing by Design (BHD)

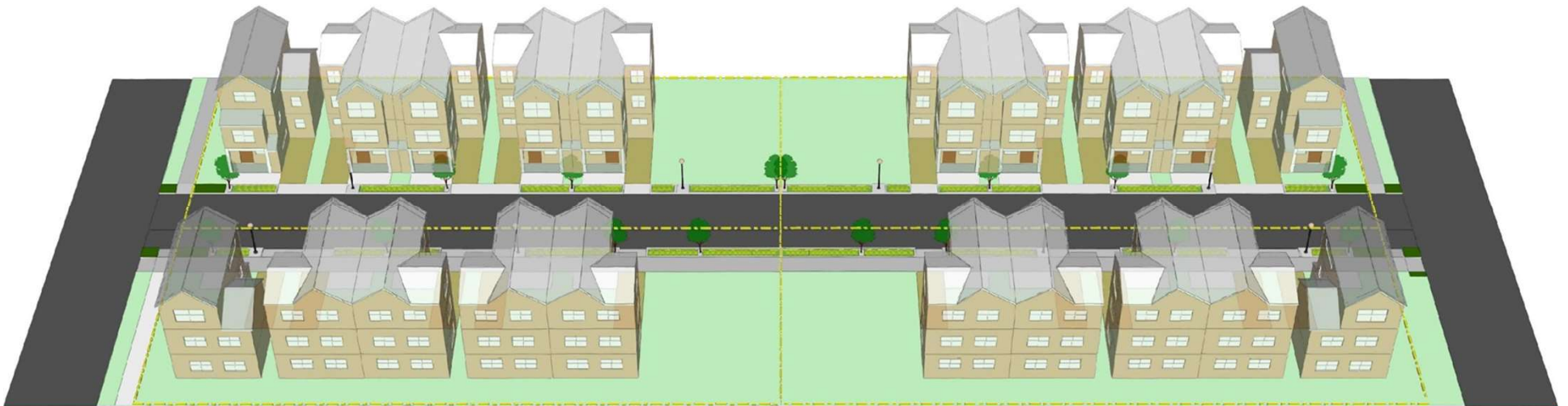
Title 33 Changes

BHD Section 33.120.310

- Reference Title 17.88.040, Connectivity Requirement.

BHD Proposal 18 & 19 (Section 33.930.025)

- Calculation of development allowance prior to dedication
- Establish minimum frontage length (*Map 120-2*)



Questions?



Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

Proposed Draft Zoning Code Amendments

Planning and Sustainability Commission

Briefing
May 22, 2018



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Connectivity Requirements

Developments require construction of new connection(s) to meet:

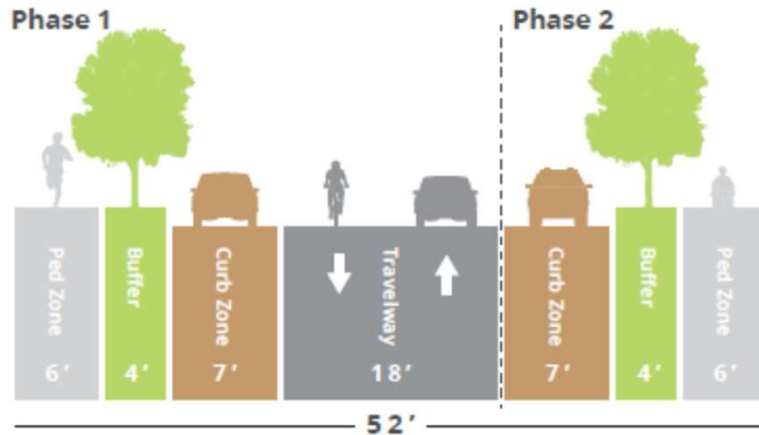
- Adopted street plans
- Street spacing standard:
530 feet*
- Bicycle/pedestrian spacing:
330 feet*

**except where prevented by barriers*
Title 17.88

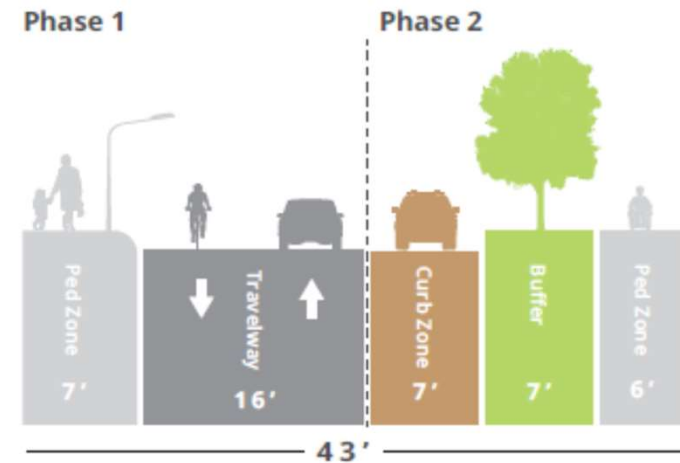


Street Connection - sections

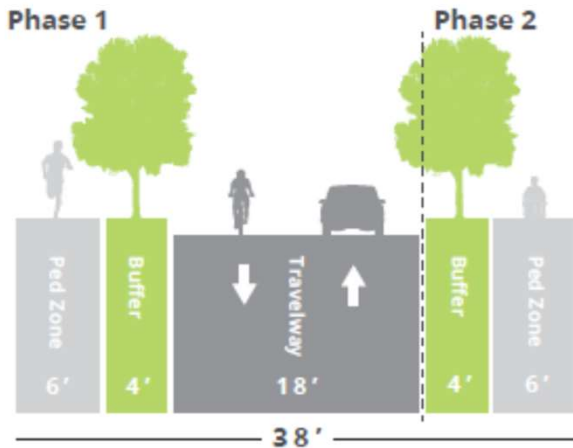
Option 1: 52' Right-of-way



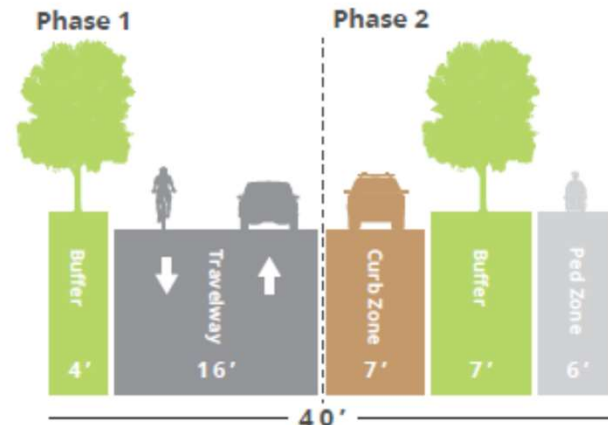
Option 3: 43' Right-of-way



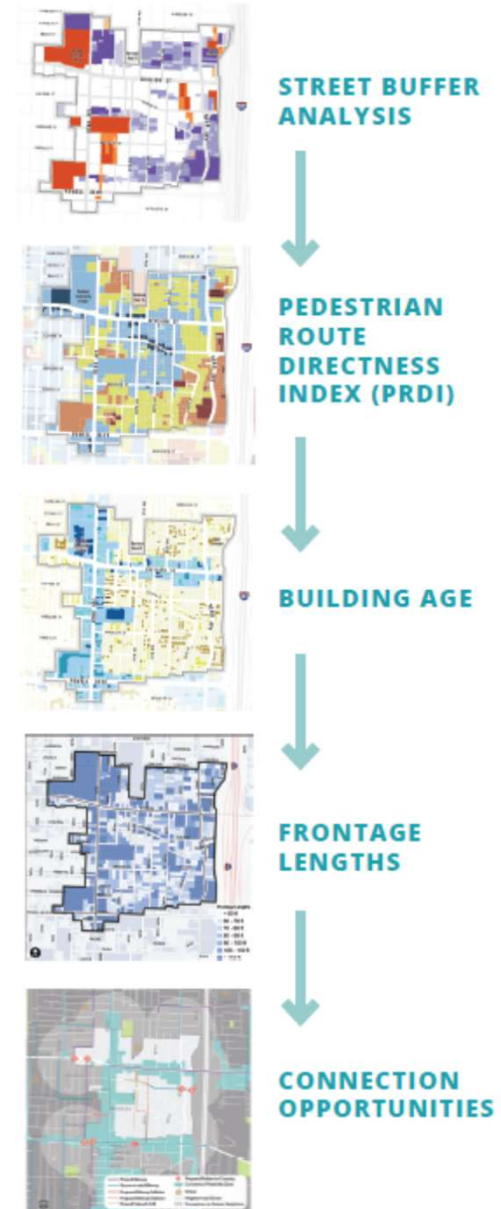
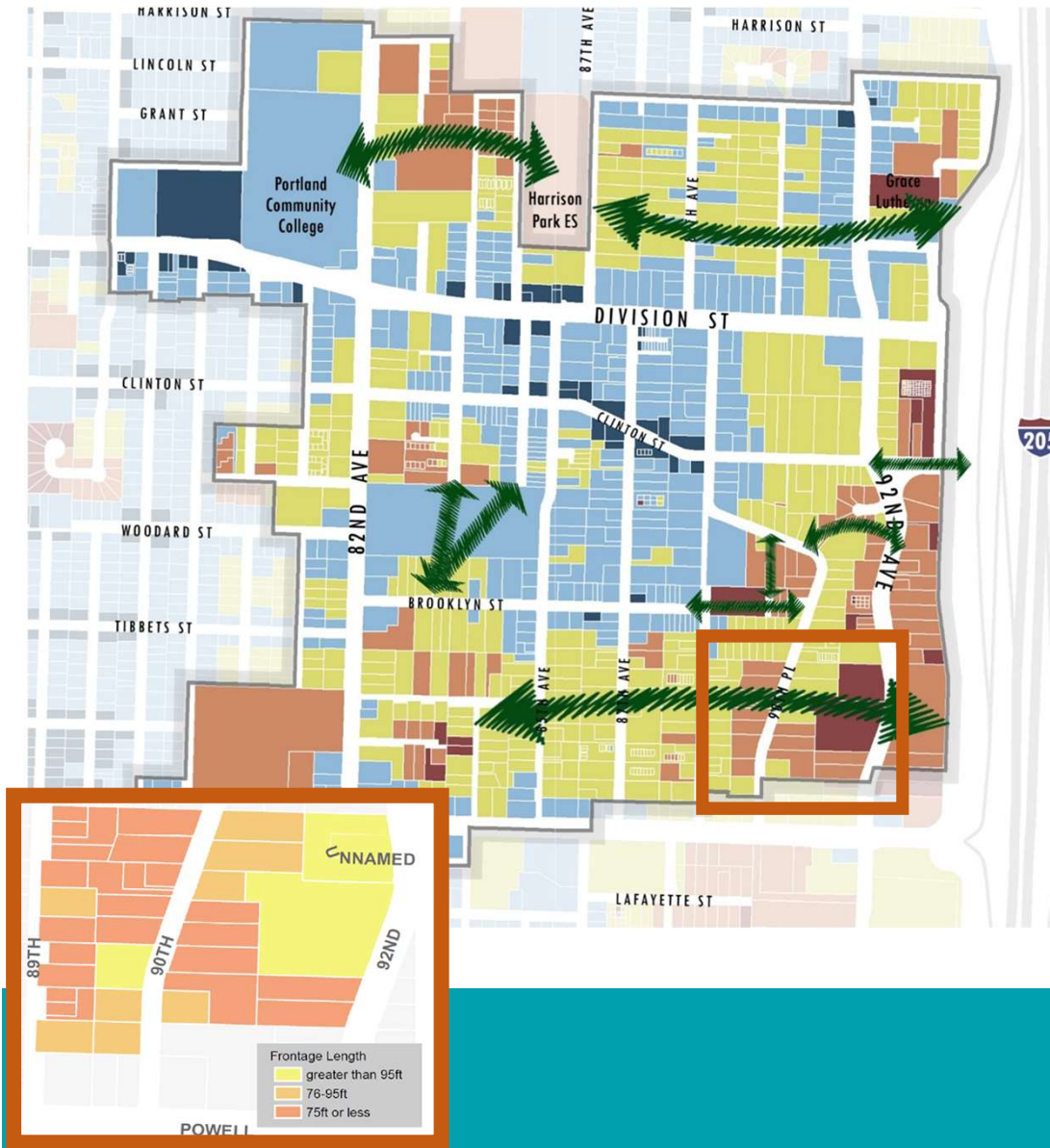
Option 2: 38' Right-of-way



Option 4: 40' Right-of-way



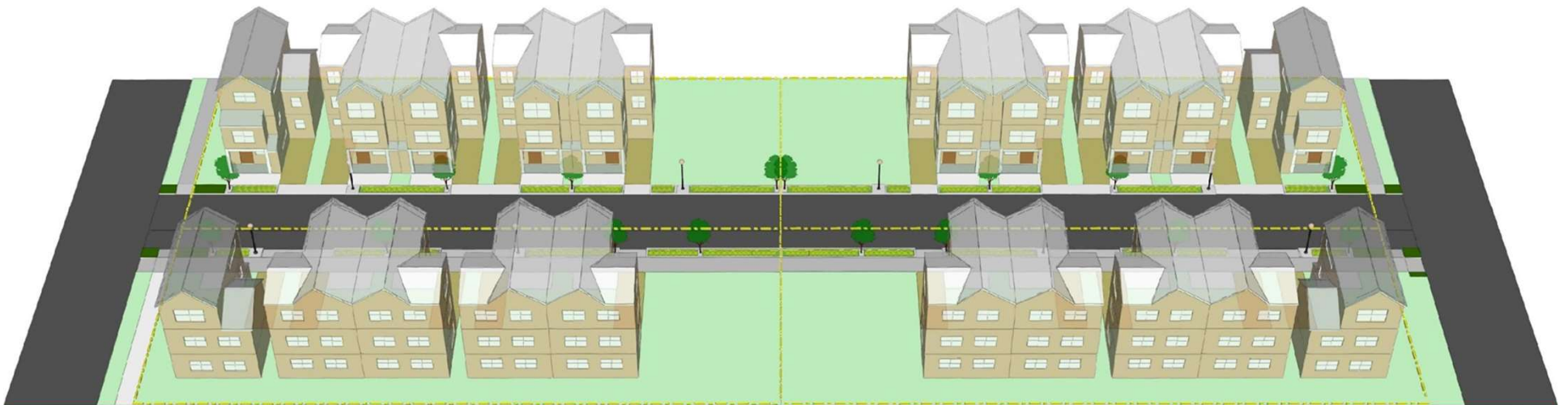
Analysis: block- & site-level



Connected Centers Street Plan

Strategy to improve connectivity

- New connection options
- Development tools and incentives
- Code amendments (*Better Housing by Design*)
- Safe routes to centers



Rosewood



MHCC Headstart

E Burnside St

E Burnside St

80

Google

Rosewood

What connections are needed?





Better Housing by Design:

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May 22, 2018



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Comprehensive Plan Land Use Designations

Current and Proposed Comprehensive Plan and Zoning Designation Names

Current Comp Plan Name	Current Zone	New Comp Plan Name & Abbreviation	New Zone
Multi-Dwelling – 3,000	R3	Multi-Dwelling – Neighborhood (MD-N)	RM1 (Residential Multi-Dwelling 1)
Multi-Dwelling – 2,000	R2		
Multi-Dwelling – 1,000	R1	Multi-Dwelling – Corridor (MD-C)	RM2 (Residential Multi-Dwelling 2)
High-Density Multi-Dwelling	RH	Multi-Dwelling – Urban Center (MD-U)	RM3 (Residential Multi-Dwelling 3) RM4 (Residential Multi-Dwelling 4)
Central Residential	RX	Central Residential (RX)	RX (Central Residential)



Front Setbacks - Examples from Vancouver, BC



Vancouver, BC:

Landscaped setbacks required for most multifamily zones.

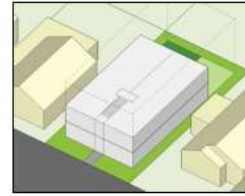


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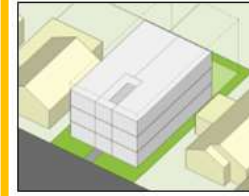


RM1

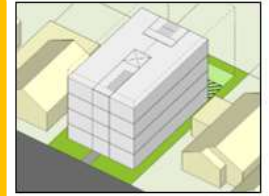
1 to 1



1.5 to 1

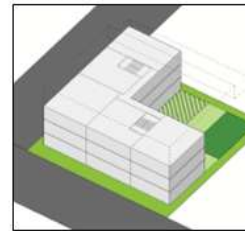


2 to 1 FAR



RM2

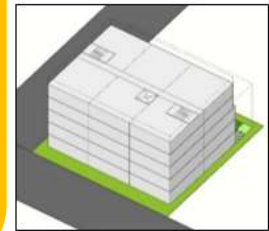
1.5 to 1



2.25 to 1



3 to 1 FAR



Achieving Bonus FAR

Proposal: New Affordable Housing Incentives:

- **Inclusionary Housing Bonus.** Increase the inclusionary housing development bonus to 50% (beyond base FAR).
- **Moderate Income Family Housing Bonus.** Provide a development bonus (25% of base FAR) for projects in which at least half of units have 3 bedrooms and are affordable at 100% MFI.
- **Affordable Housing Preservation Development Transfer.** Provide a FAR transfer option for sites providing long-term preservation of existing affordable housing.



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.

