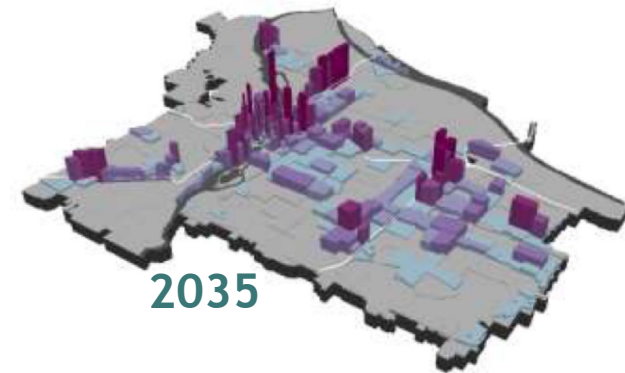
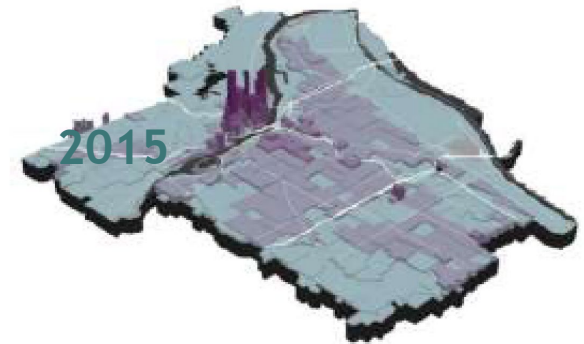
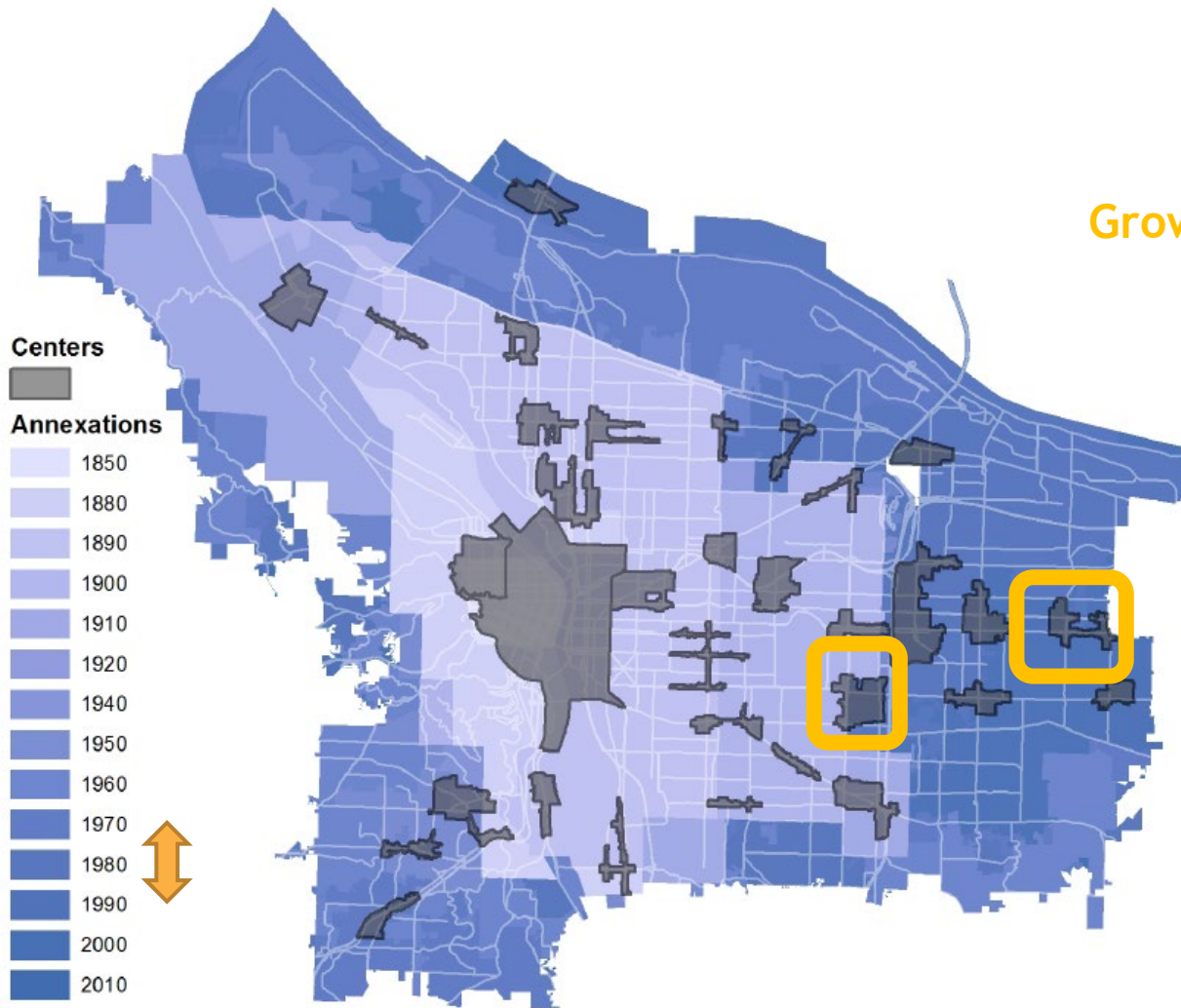


Portland Centers



Comp Plan Growth Scenario



Community engagement with Better Housing by Design



Existing conditions

East Portland: Private driveways with no public access



Problem

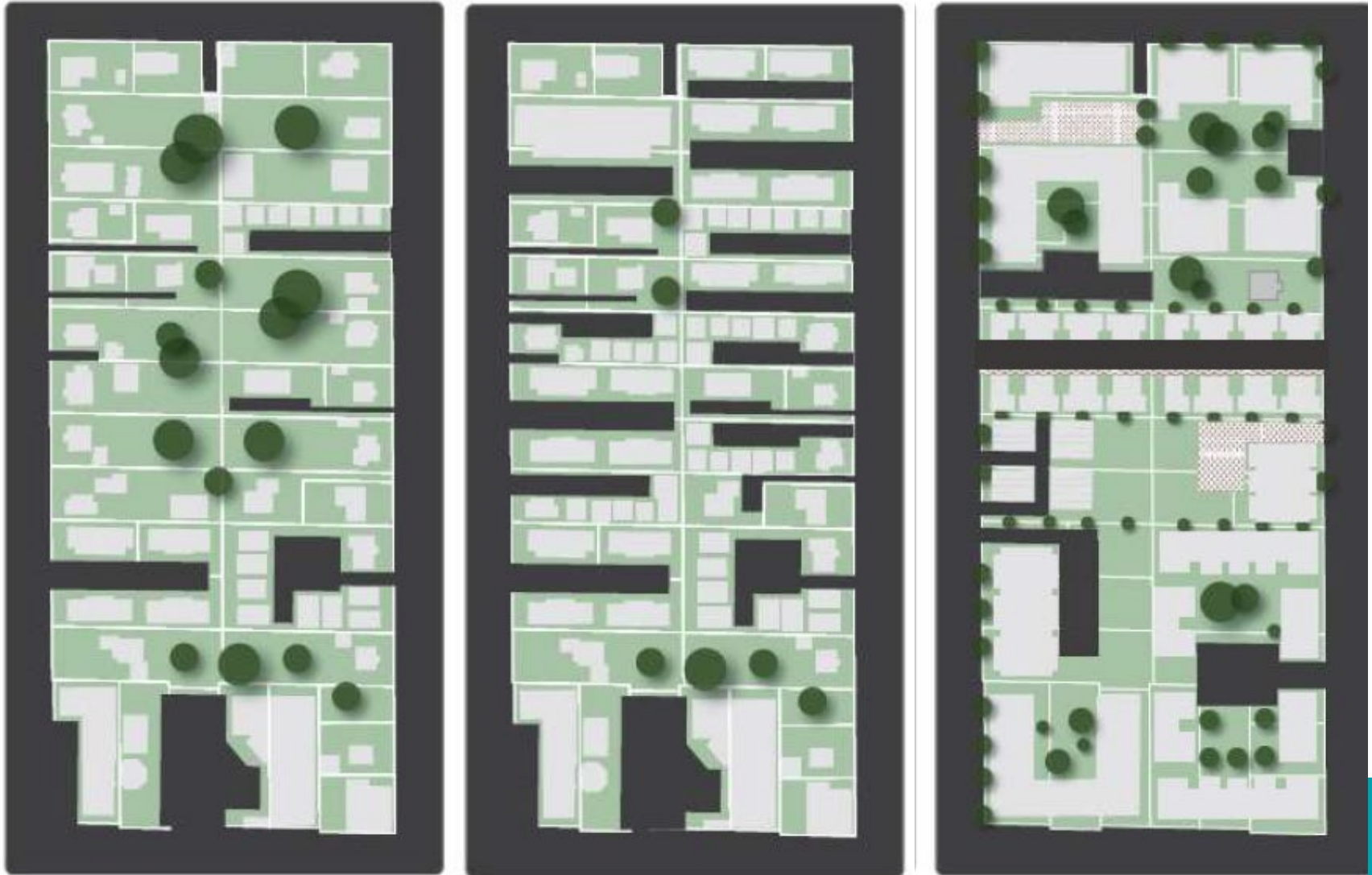
No public right-of-way: rely on redevelopment



*Continuation of
current trends*

Problem

Scenarios current trend versus new connection



Fit connections on more sites

OPTION 1
52' ROW



If not feasible

OPTION 2
38' ROW



OPTION 3
35' ROW
(Phase 1 of 52')



OPTION 4
28' ROW
(Phase 1 of 38')



OPTION 5
23' ROW
(Phase 1 of 43')

OR

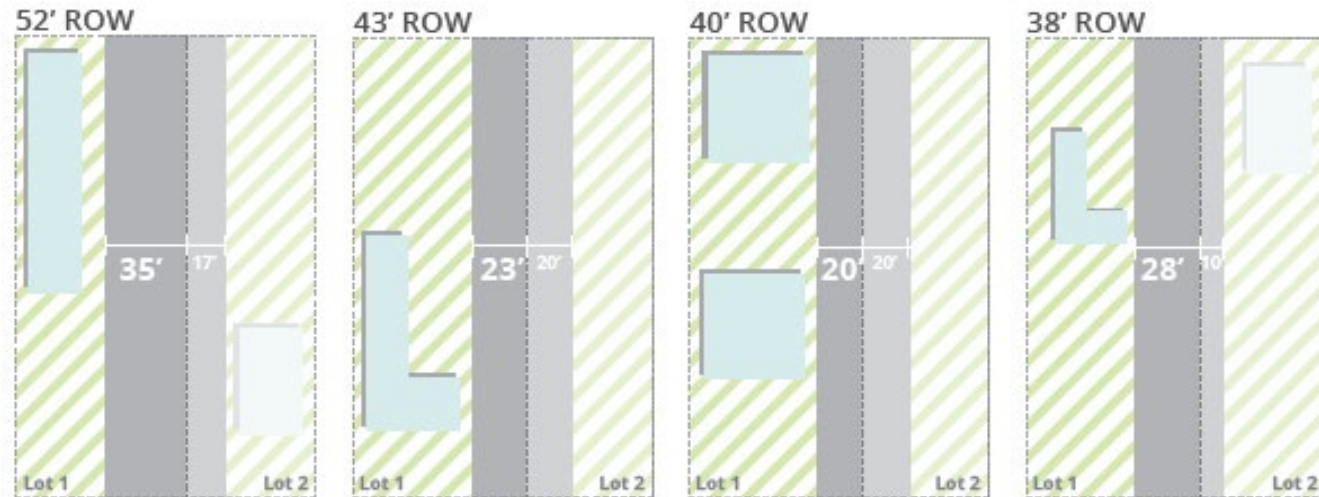
OPTION 5
24' ROW
One-way Street



OPTION 6
15'-20' ROW
Multi-Use Path

OR

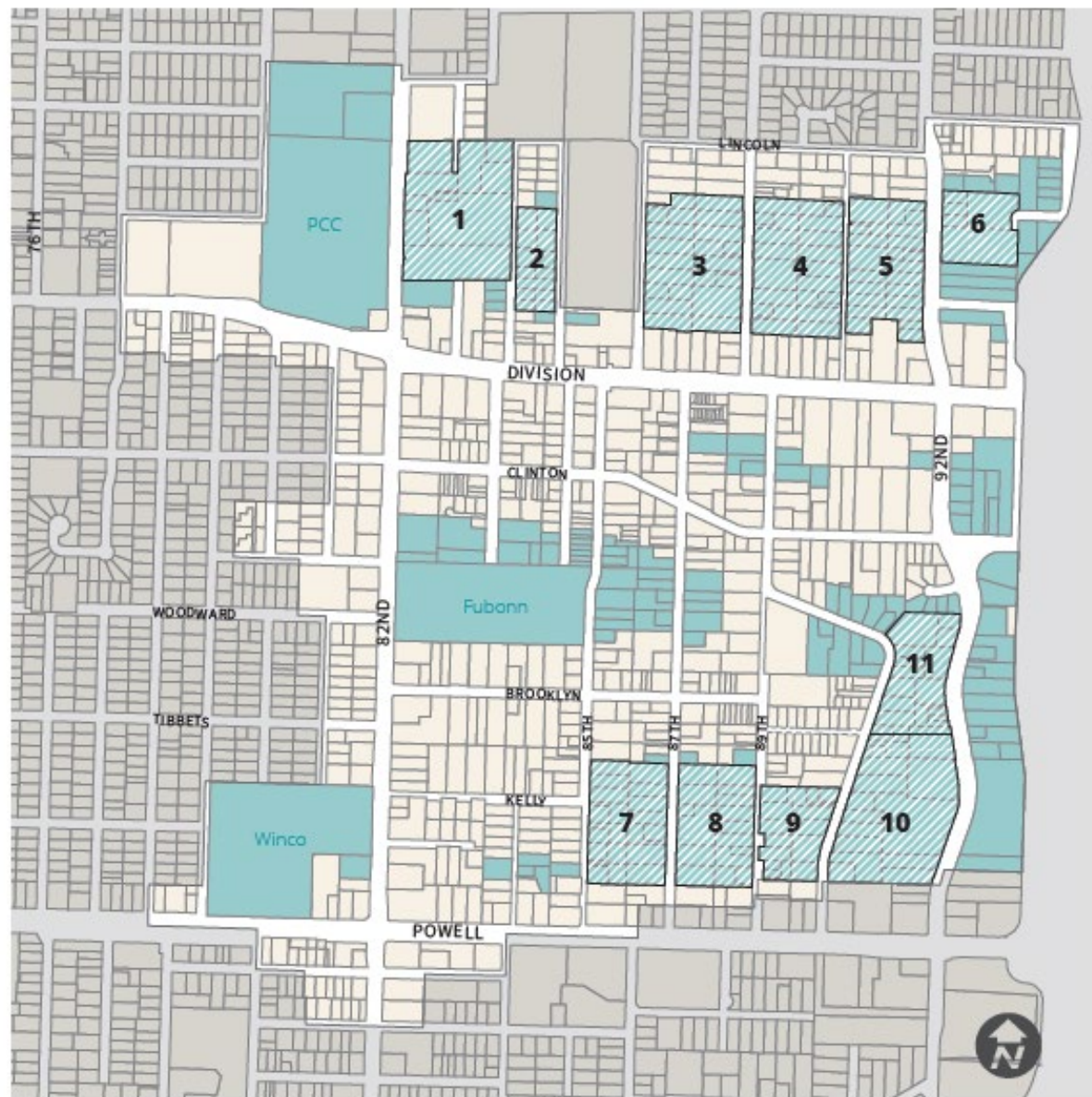
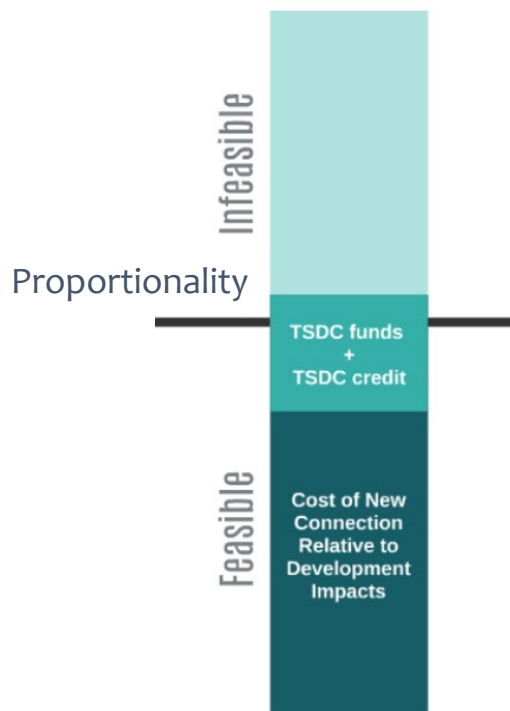
Pilot
OPTION 7
20' ROW
(Phase 1 of 40')



NO CONNECTION

Transportation SDC funding

- TSDC credit
- TSDC projects



Jade Opportunity Areas Map

- Sites not meeting east-west connectivity requirements
- ▨ Opportunity areas targeted for east-west connectivity

Thank you!

.....

Denver Igarta | Complete Streets Supervising Planner
Portland Bureau of Transportation
denver.igarta@portlandoregon.gov

Site Level Analysis



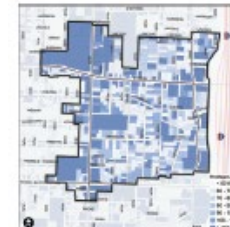
STREET BUFFER ANALYSIS



PEDESTRIAN ROUTE DIRECTNESS INDEX (PRDI)



BUILDING AGE



FRONTAGE LENGTHS



CONNECTION OPPORTUNITIES

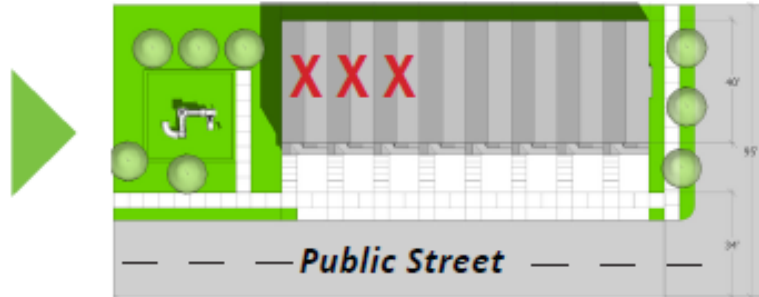
Title 33

Better Housing by Design proposals

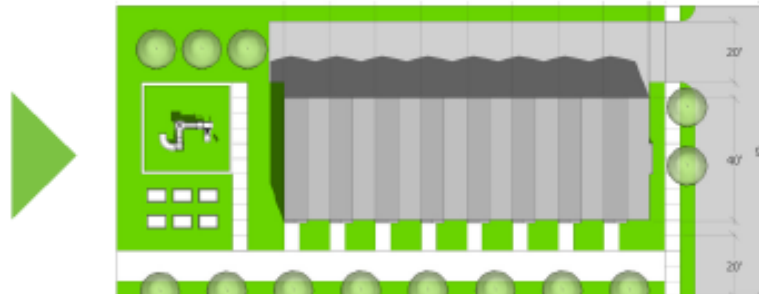
5. Calculate Development Capacity Prior to Dedication of Right-of-Way

The Plan proposes that development allowances for multi-dwelling developments be allowed to be calculated prior to the dedication of right-of-way. This would eliminate disincentives to creating new connections.

Currently,
development that
provides a public
street connection
loses development
allowances.

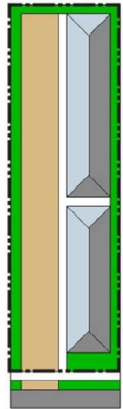


While a development
that only includes a
private driveway has
no such penalty.

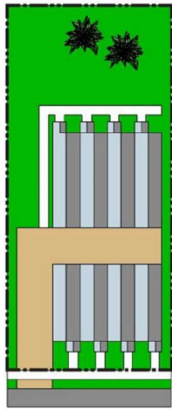


Title 33

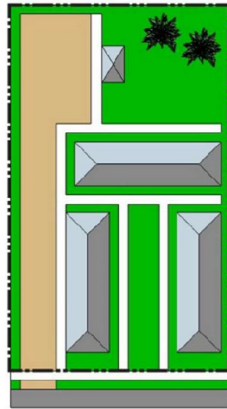
Better Housing by Design proposals



60'-wide site



90'-wide site



120'-wide site

