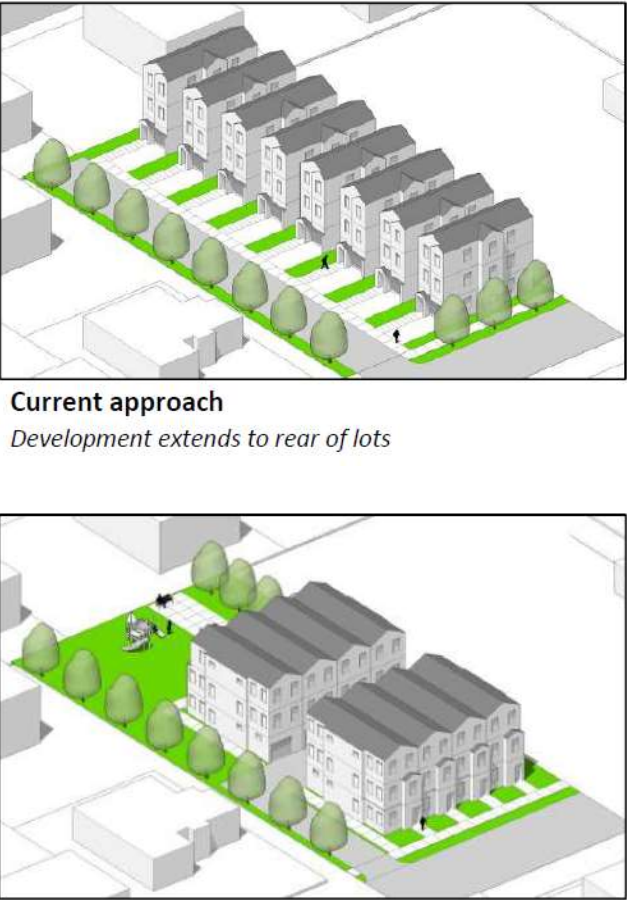


Better Housing by Design: Worksheet for PSC Work Session on October 9, 2018

Topics: East Portland standards, street connections, and parking ratios

ITEM	PROPOSED DRAFT PROPOSAL	POTENTIAL AMENDMENTS	PSC AND STAFF COMMENTS
1	<p>Require deep rear setbacks in Eastern Portland to keep the centers of the area's large blocks greener and less built up.</p> <p>In the Eastern Portland pattern area, the proposed regulations require a rear setback equivalent to 25% of the depth of a site. Exceptions are provided for:</p> <ul style="list-style-type: none"> • Projects providing large common areas (10% of site area) elsewhere on the site • Corner sites and sites less than 100' deep. • Allowances for buildings serving as indoor community space and parking to occupy up to half of the required rear setback area. <p><i>(See pages 43 and 46 of the Proposed Draft Staff Report [Volume 1] for more information on the proposal.)</i></p>	<p>Option 1: Support staff proposal.</p> <p>Option 2: Drop this proposal – do not require deeper rear setbacks in Eastern Portland Apply the citywide rear setback standard of 5' that would apply to buildings up to 55' in height.</p> <div data-bbox="1050 731 1746 1820" style="border: 1px solid black; padding: 10px;">  <p>Current approach <i>Development extends to rear of lots</i></p> <p>Proposed approach <i>Development arranged to provide mid-block outdoor area at rear of site (same housing unit sizes and density as current approach example)</i></p> </div>	<p>PSC Comments:</p> <ul style="list-style-type: none"> • I am interested in reconsidering the Eastern Portland deep rear setback requirement, in light of code modeling of these standards undertaken as part of the DOZA project. Concerned that it may not provide enough development flexibility. (Schultz) <p>Staff Comments:</p> <ul style="list-style-type: none"> • The proposal for deep rear setbacks in Eastern Portland is intended to help implement Comprehensive Plan policies that call for continuing positive aspects of the area's large blocks, such as mid-block open spaces and groves of Douglas firs (Policies 3.92 and 3.94). The proposals also provide flexibility to accommodate options such as central courtyards and other common areas, community buildings for residents, and rear parking. • The DOZA modeling of this regulation did not reflect the flexibility incorporated into the proposal. • Not included in the two options is a request from Commissioner Spevak to change the shallow site exemption threshold to apply to sites <u>up to</u> 100 feet in length, instead of sites <u>less than</u> 100 feet in length. Staff will include this minor amendment among the code amendments the PSC will vote on during the December 11th PSC meeting.

2

Minimum site frontage requirements in Eastern Portland centers.

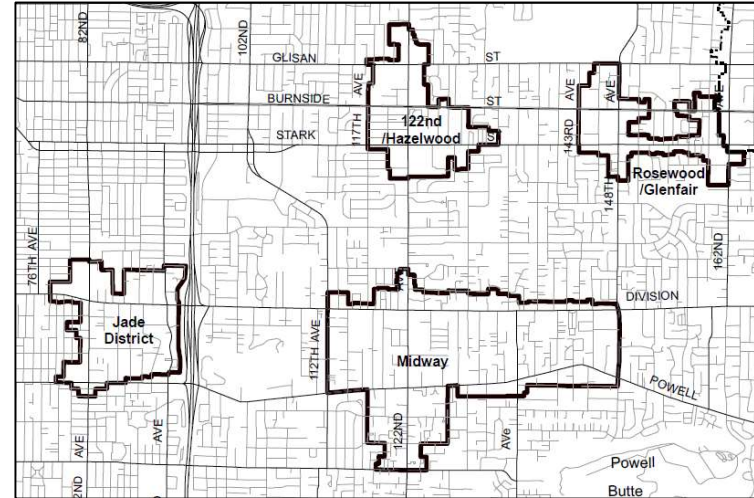
The proposals require a minimum street frontage of 90 feet for new development to take place on deep lots (more than 160 feet in depth) in the multi-dwelling zones located in four mapped center areas (Jade District, 122nd/Hazelwood, Midway, and Rosewood/Glenfair) in Eastern Portland. The proposals are intended both to support quality site design, as well as to ensure space for new street connections (when needed). Properties not meeting the minimum site frontage standards would need to be combined with adjacent properties to create larger sites before development could occur.

Exceptions would be provided for projects approved through a Planned Development Review, and for properties flanked by fully-developed properties

(See pages 44 - 45 of the Proposed Draft Staff Report [Volume 1] for more information on the proposal.)

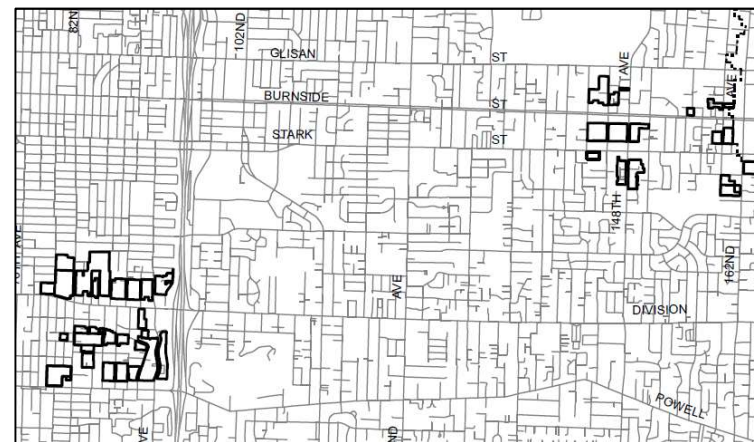
Option 1: Support staff proposal.

The map below shows center areas where regulations would apply to properties with multi-dwelling zoning. This option is intended to support better site design as well as to provide space for street connections.



Option 2: Scale back the proposal to apply to a smaller area that would apply to portions of the Jade District and Rosewood/Glenfair center areas.

These reduced areas would correspond to areas that PBOT's Connected Centers Street Plan identified as needing new street connections (see map).



Staff Comments:

- BPS staff continue to support the Proposed Draft Proposal (**Option 1**), which is important for realizing long-term policy objectives for improving development outcomes and street connectivity in East Portland. The proposals help implement Comprehensive Plan Policy 3.93 (Eastern Neighborhoods Site Development), which calls for land to be aggregated into larger sites before development occurs, and to require site plans that advance design and street connectivity goals. Following from this policy direction, the broader area of this proposal is intended both to support better site design as well as to facilitate street connections.
- **Option 2** responds to BDS testimony expressing concern that the proposed minimum site frontage requirement would present barriers to development, favor larger developers instead of small-scale developers, and discourage development in centers that are intended to be a focus for development. The scaled-back geography of this option reflects a focus primarily on providing space for street connections, focusing on limited areas that PBOT's Connected Centers Street Plan identified through area-specific analysis as needing new street connections.
- Number of narrow/deep lots that would not meet the minimum site frontage standard (minimum 90' of street frontage) under each option:

Option 1: 443 lots (164 acres), which represent 15% of all multi-dwelling lots in the mapped center areas.

Option 2: 147 lots (51 acres), which represent 34% of all multi-dwelling lots in this smaller geography.

See Map 1: East Portland – Narrow, Deep Lots

<p>3</p>	<p>Proposals to reduce minimum parking requirements.</p> <p>The Proposed Draft includes draft regulations for areas outside frequent transit buffers (where currently 1 space for each unit is required) that would:</p> <ul style="list-style-type: none"> A. For small sites, not require off-street parking for most development on small sites up to 7,500 SF in size (see also Item 4); and B. For larger sites, reduce the minimum parking ratio to 1 space for every 2 units (instead of the current 1 to 1 ratio). <p>These proposals are intended to reduce barriers to development on small sites (fitting multiple parking spaces on small sites is a significant challenge), and to facilitate larger site development that is less dominated by parking areas and supporting opportunities for other uses of site area, such as for outdoor space.</p> <p>The proposals retain existing allowances that apply in areas within 500 feet of streets with frequent transit service and within 1500 feet of transit stations. In these areas, existing regulations do not require off street parking for projects with up to 30 units.</p> <p>25% of multi-dwelling zoning (1,338 acres and 6,114 properties) is located outside the frequent transit buffer and is currently subject to a requirement of 1 space for each unit.</p> <p>These proposals would not prevent projects from including off-street parking, but would not require it, so developers could choose to provide off-street parking.</p> <p><i>See also information regarding accessible parking in the PSC Questions and Staff Responses document, and Map 2 – Multi-Dwelling Zones and Parking Requirement Areas.</i></p>	<p>Option 1: Support staff proposal.</p> <p>For areas outside frequent transit buffers, this would allow for no off-street parking to be included for projects on small sites, and would reduce minimum required parking ratios on larger sites to 1 space for every 2 units.</p> <p>Option 2: Modify staff proposal to require a minimum of one off-street parking space for sites with proposed for multi-dwelling buildings (4 or more units).</p> <p>This is intended to ensure that accessible off-street parking space is provided for people with disabilities (the building code would require that the single parking space be an accessible parking space). Potential sub-options include:</p> <ul style="list-style-type: none"> A. Require at least one space for all multi-dwelling zone sites, including those within frequent transit buffers. B. Require at least one space for all multi-dwelling zone sites, except for small sites. C. Require at least one space for multi-dwelling zone sites, but only outside frequent transit service buffers. <p>Option 3: Do not make changes to current minimum parking requirements.</p> <p>This “no change” option would continue to require a minimum of 1 parking space for every unit (except in the RM3 and RM4 zones, which would continue the existing RH zone minimum parking ratio of 1 space for every 2 units.) in areas outside the frequent transit buffer. This option would retain existing allowances for no or low amounts of off-street parking for properties in frequent transit buffer areas.</p>	<p>PSC Comments:</p> <ul style="list-style-type: none"> • Interested in issues related to reducing parking requirements and how this relates to the need for places to store cars. (Larsell) • Concerned about allowances for no off-street parking resulting in not providing for physically-accessible off-street parking for people with disabilities. (Oswill) <p>Staff Comments:</p> <ul style="list-style-type: none"> • Option 1. The Proposed Draft proposals for reduced minimum parking requirements are intended to prioritize facilitating housing opportunities over requirements for off-street parking (which adds considerable cost and complexity to development, especially for multi-unit development on small sites). The proposals are not entirely new regulations, but would expand the application of existing regulations (the small site allowances currently apply in the commercial/mixed use zones, and the 1 to 2 parking ratio for larger sites currently applies in the RH zone). For projects not providing off-street parking, an on-street parking space can be designated for use by people with disabilities by request (administered by PBOT). • Option 2. This option would ensure that at least one off-street accessible parking space is provided for multi-dwelling structures of 4 or more units subject to the commercial building code, since the building code requires that such buildings include at least 1 accessible parking space when any parking is provided. The sub-options provide choices regarding the application of this requirement, ranging from applying to (A) all projects with multi-dwelling buildings, (B) providing exceptions for small sites, or (C) not requiring this close to frequent transit. Some considerations related to this option that would need to be considered if this is the chosen direction include: <ul style="list-style-type: none"> ▪ This option would require a 16’ curb cut to provide for a driveway for even one parking space (10’ driveway plus two 3’ curb cut wings). ▪ Would need to consider if this requirement for at least 1 off-street parking space should apply to all zones (such as commercial/mixed use) that currently have allowances for no off-street parking spaces for up to 30 housing units in certain situations (see Item 5, below). ▪ Would need to provide an exception to the proposed alley access requirement for parking for multi-dwelling structures on small sites. This is because, in the case of existing alleys that are not passable, there would no longer be the option to not provide off-street parking, so parking access may need to be provided from the primary street frontage. • Option 3 is for no change to existing minimum parking requirements, and would respond to testimony expressing concern about reducing off-street parking requirements and would ensure that each unit on properties located outside frequent transit buffers would be provided with at least 1 off-street parking space, regardless of site size.
-----------------	--	--	---

<p>4</p>	<p>Threshold for small site options.</p> <p>The Proposed Draft includes an option for projects on small sites (up to 7,500 SF in size) to not include off-street parking. Parking on these small sites would only be required for projects with more than 30 units.</p> <p>This is an expanded application of an existing regulation that currently applies in the commercial/mixed use zones to sites outside frequent transit buffers.</p> <p>Besides applying to parking requirements, the small site threshold applies to regulations that provide flexible approaches to setback landscaping and provide allowances for accessory structures within required setbacks. These small site regulations are intended to facilitate compact development on small sites and to provide to small multi-dwelling projects similar regulations as already apply to houses and duplexes.</p>	<p>Option 1: Support the staff proposal. Keep the 7,500 square foot small site threshold that allows for no/low amounts of off-street parking.</p> <p>Option 2: Increase the small site threshold for reduced off-street parking requirements to 10,000 square feet. This option would retain the 7,500 SF small site threshold as it applies to regulations for setback landscaping and allowances for accessory structures within setbacks.</p> <p>Option 3: Increase the small site threshold to 10,000 SF for all small site regulations. This would apply the 10,000 SF small site threshold to parking, setback landscaping, and accessory structure regulations.</p>	<p>PSC Comments:</p> <ul style="list-style-type: none"> I think 10,000 SF is a better small site threshold. I recognize the justification to link this to the Mixed Use small site threshold. But, it shows up a lot and I think 10,000 SF is, in practice, a more appropriate “small site” threshold, at least for the RM1 and RM2 zones. (Spevak) I support discussion on whether the small site threshold for parking should be 10,000 SF (proposed by PCRI in testimony). (Smith) <p>Staff Comments:</p> <ul style="list-style-type: none"> The 7,500 SF small site threshold was intended to correspond to the size of typical residential lots (which are frequently 5,000 to 7,500 SF in size). The reduced parking requirements are intended to facilitate small multi-dwelling projects on typical residential lots, where it is difficult to fit off-street parking for even a small multi-unit project, such as a fourplex. Other small site regulations that use this 7,500 SF site size threshold are allowances for small accessory structures in required setbacks and exceptions to setback landscaping requirements (see pages 112-113 and 148-149 in Proposed Draft Volume 2). These small site regulations are intended to facilitate small-site development and to allow for small multi-dwelling projects to use similar regulations that apply to houses and duplexes. In the multi-dwelling zones where the small site regulations would apply (outside frequent transit buffers), 76% of properties are 7,500 SF or smaller in size (4,649 tax lots, 433 acres). Another 9% of properties are between 7,500 SF and 10,000 SF in size (567 tax lots, 114 acres). <p><i>Staff will share modeling that illustrates issues related to fitting parking on sites smaller than 7,500 SF and on sites that are 10,000 SF during the October 9th work session.</i></p>
<p>5</p>	<p>Consistency between multi-dwelling zone and commercial/mixed use zone parking regulations.</p> <p>Small sites. The proposed small site threshold of 7,500 SF that allows for no/low amounts of parking is the same as currently applies in the commercial/mixed use zones. If this threshold is changed for the multi-dwelling zones (see Item 4, above), this raises the question as to whether this threshold should correspondingly be changed for the commercial/mixed use zones.</p> <p>Larger sites. For larger sites outside of frequent transit buffers, the BHD proposals for multi-dwellings zones would reduce the minimum required parking ratio to 1 parking space for every 2 units (instead of the current 1 to 1 parking ratio). This differs from the commercial/mixed use zones, which require 1 space for every unit on larger sites outside frequent transit buffers.</p>	<p>Option 1: Apply the same parking regulations to the commercial/mixed use zones that are being proposed for the multi-dwelling zones. These include:</p> <ul style="list-style-type: none"> A. Small site threshold. Both types of zones would have the same small site threshold (whether 7,500 SF or 10,000 SF), depending on PSC direction for Item 4. B. Larger site parking ratios. Reduce the minimum required parking ratio for sites outside frequent transit buffers to 1 space for every 2 residential units (as is proposed for the multi-dwelling zones and as currently applies in the RH zone). C. Minimum of 1 off-street parking space for development of multi-dwelling structures (see Item 3) – if PSC decides on this direction. <p>Option 2: Do not amend the commercial/mixed use regulations.</p> <p>Keep the commercial/mixed use zone parking regulations as they currently exist (Chapter 33.130, as amended as part of the Mixed Use Zones Project, effected May 24, 2018).</p>	<p>PSC Comments:</p> <ul style="list-style-type: none"> I support discussion on bringing consistency between the multi-dwelling and commercial zones parking requirements. (Smith) <p>Staff Comments:</p> <ul style="list-style-type: none"> Staff supports providing regulatory consistency between the parking requirements for the multi-dwelling and commercial/mixed use zones as they apply to similar types of residential development. In most cases, the two types of zones share the same parking regulations in Chapter 33.266. For example, as currently proposed the two types of zones would share the same small site parking regulation, but two different small site thresholds would require creating new, separate regulations. The majority of commercial/mixed use zoning (85%) is located within frequent transit buffers that allow reduced amounts of off-street parking. However, 15% of this zoning (575 acres and 1,278 tax lots) is located outside these frequent transit buffers. The latter include most of the Beaumont Village area along NE Fremont, areas near the Sellwood Bridge, and the Bridgeton area along the Columbia River. <p><i>See Map 3 – Commercial/Mixed Use Zones and Parking Requirement Areas.</i></p>