Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

Stakeholder Working Group Meeting
April 6, 2017

Street Connectivity & Multi-Dwelling Development Issues
Jade District

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

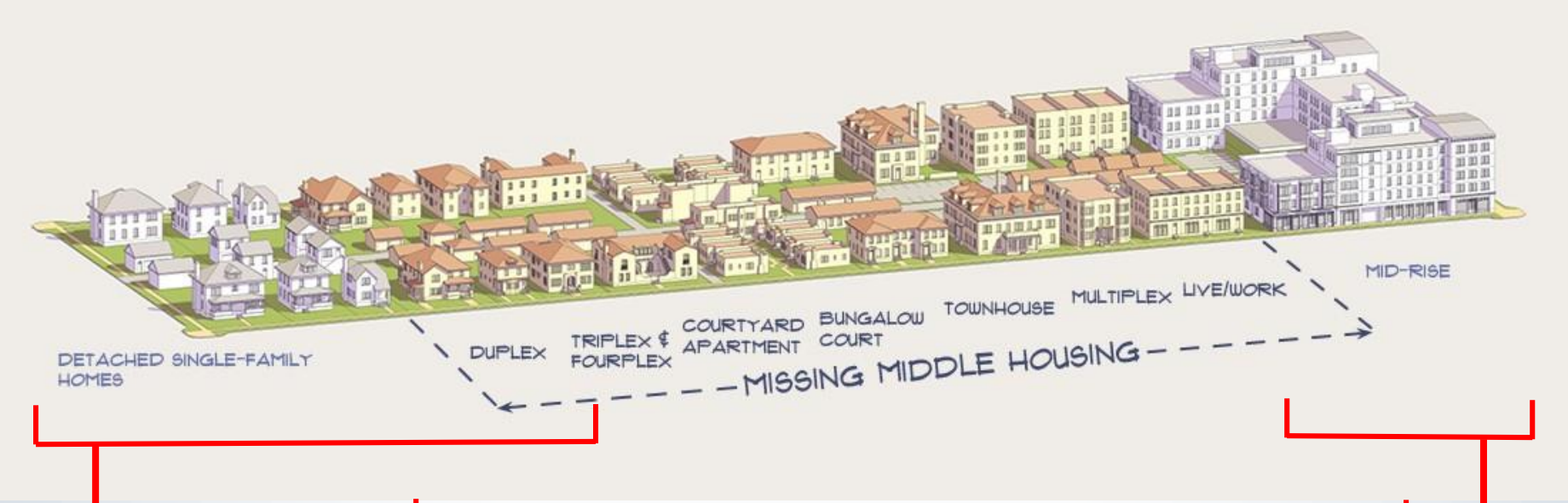
Project Purpose and Scope

- **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)*

Funded in part by a Metro Community Planning and Development Grant

Relationship to other Zoning Code projects

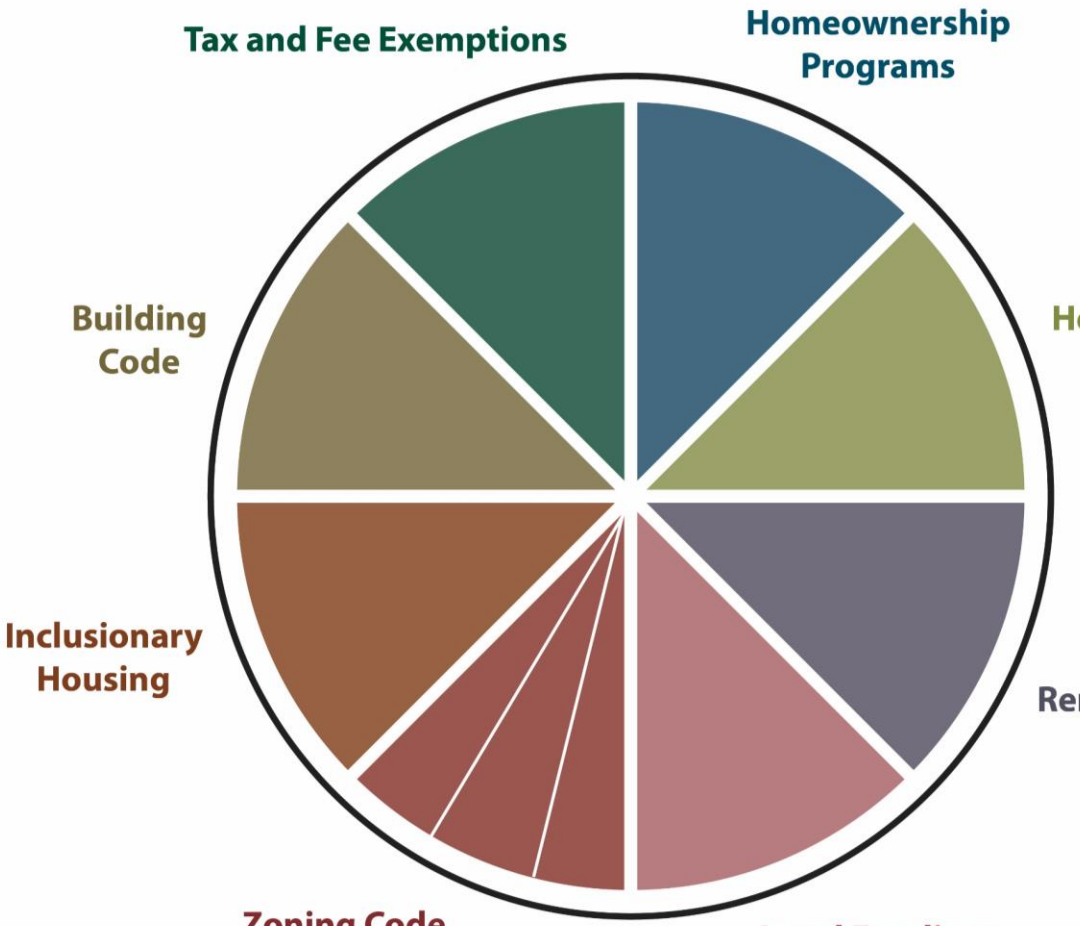


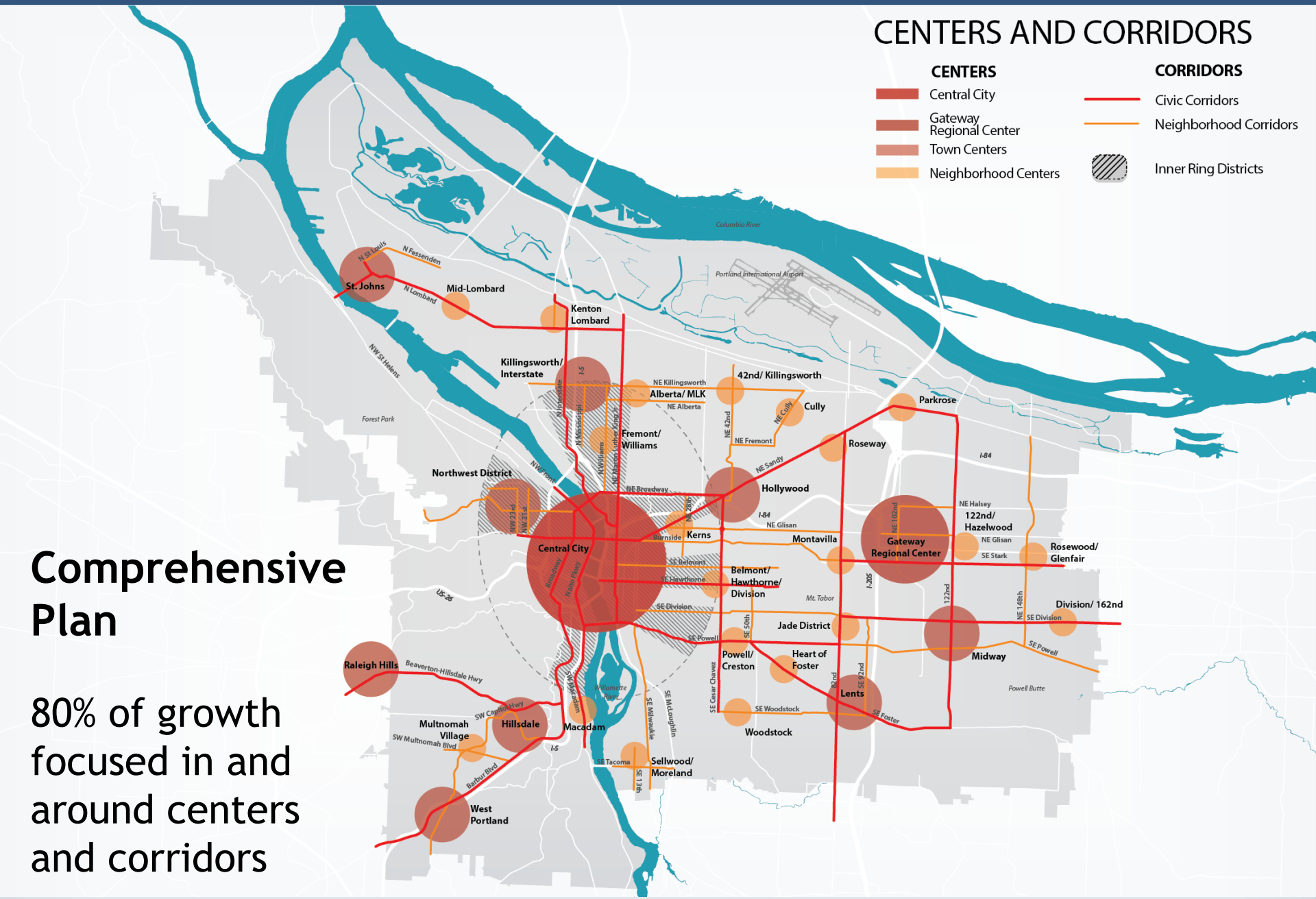
Residential Infill Project
Single-Dwelling Zones

Better Housing by Design
Multi-Dwelling Zones

Mixed Use Zones Project
Commercial/mixed use zones

Part of a Range of Housing Strategies and Tools

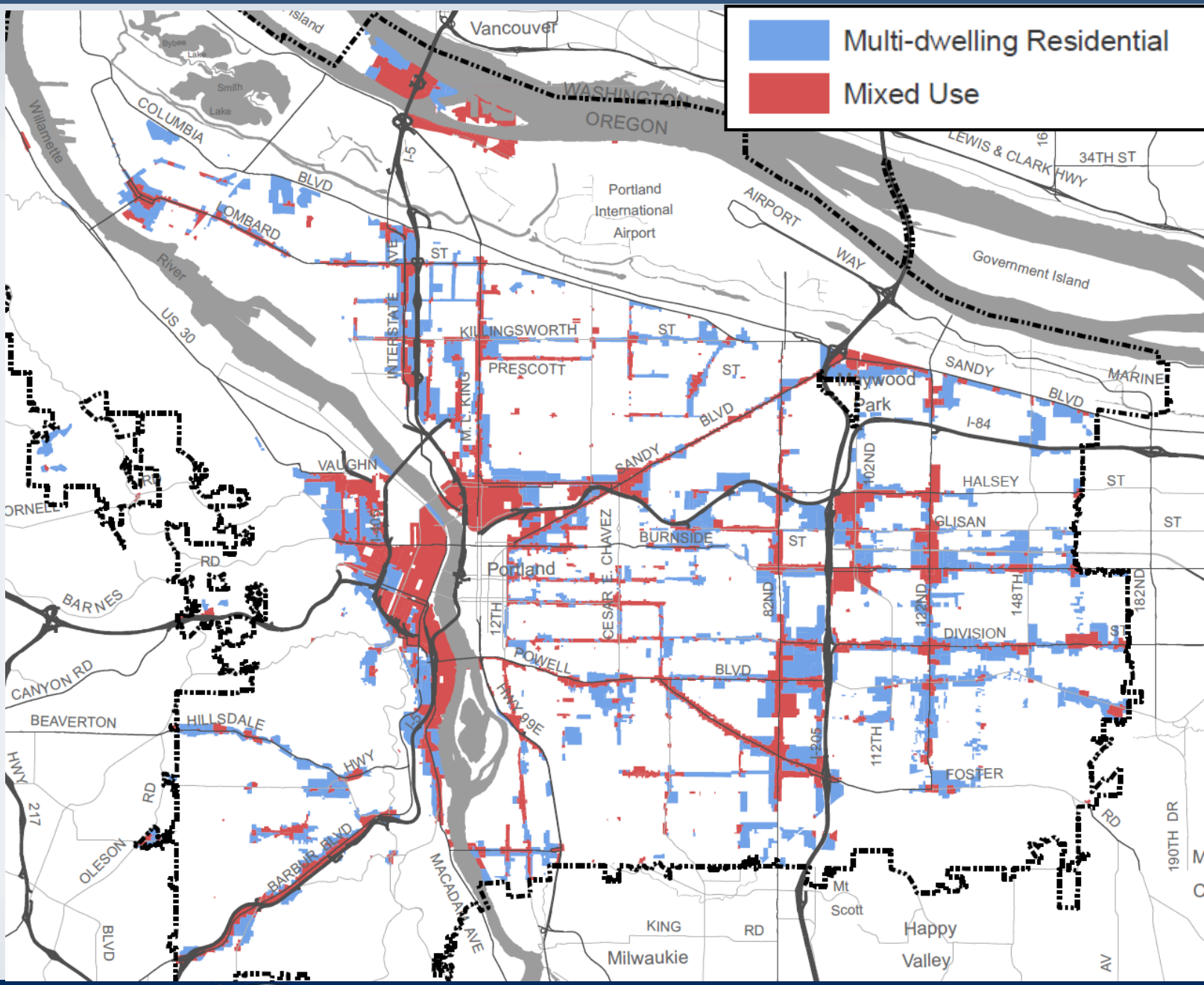




Comprehensive Plan

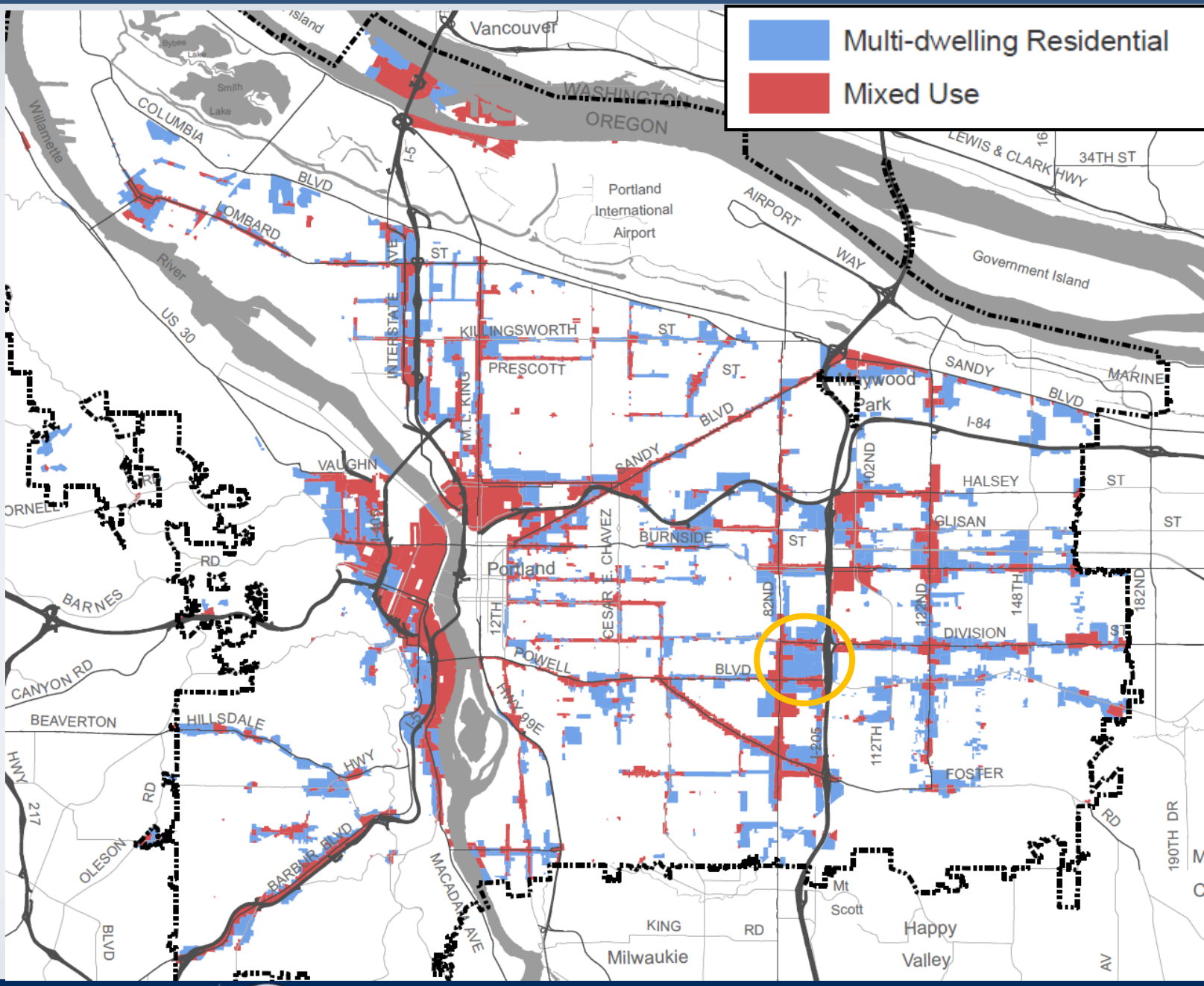
80% of growth focused in and around centers and corridors

Zoning



Multi-dwelling Residential
Mixed Use
Vancouver
WASHINGTON
OREGON
Portland International Airport
AIRPORT WAY
Government Island
LEWIS & CLARK HWY
34TH ST
COLUMBIA BLVD
LOMBARD
Willamette River
US 30
INTERSTATE AVE
KILLINGSWORTH ST
PRESCOTT ST
M. L. KING
SANDY BLVD
Maywood Park
I-84
MARINE
HALSEY ST
GLISAN ST
BURNSIDE ST
Portland
CESAR E. CHAVEZ
12TH
82ND
102ND
122ND
148TH
182ND
DIVISION ST
POWELL BLVD
HWY 99E
I-205
112TH
FOSTER
VAUGHN
BARNES RD
CANYON RD
BEAVERTON
HILLSDALE HWY
HWY 217
OLESON RD
BARBUR BLVD
MACADAM AVE
KING RD
Milwaukie
Mt Scott
Happy Valley
190TH DR

Zoning



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Happy Valley
190TH DR

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.

Key Equity Considerations

- **Impacts of regulations on costs/affordability**
- **Incentives for affordable housing and physically-accessible units**
- **Function for residents, especially features supportive of healthy active living**

Equity:

When is everyone has access to the opportunities necessary to satisfy their essential needs, advance their well-being and achieve their full potential.

Project Topics

1. **Site design and healthy active living**
   - open space for residents and green elements

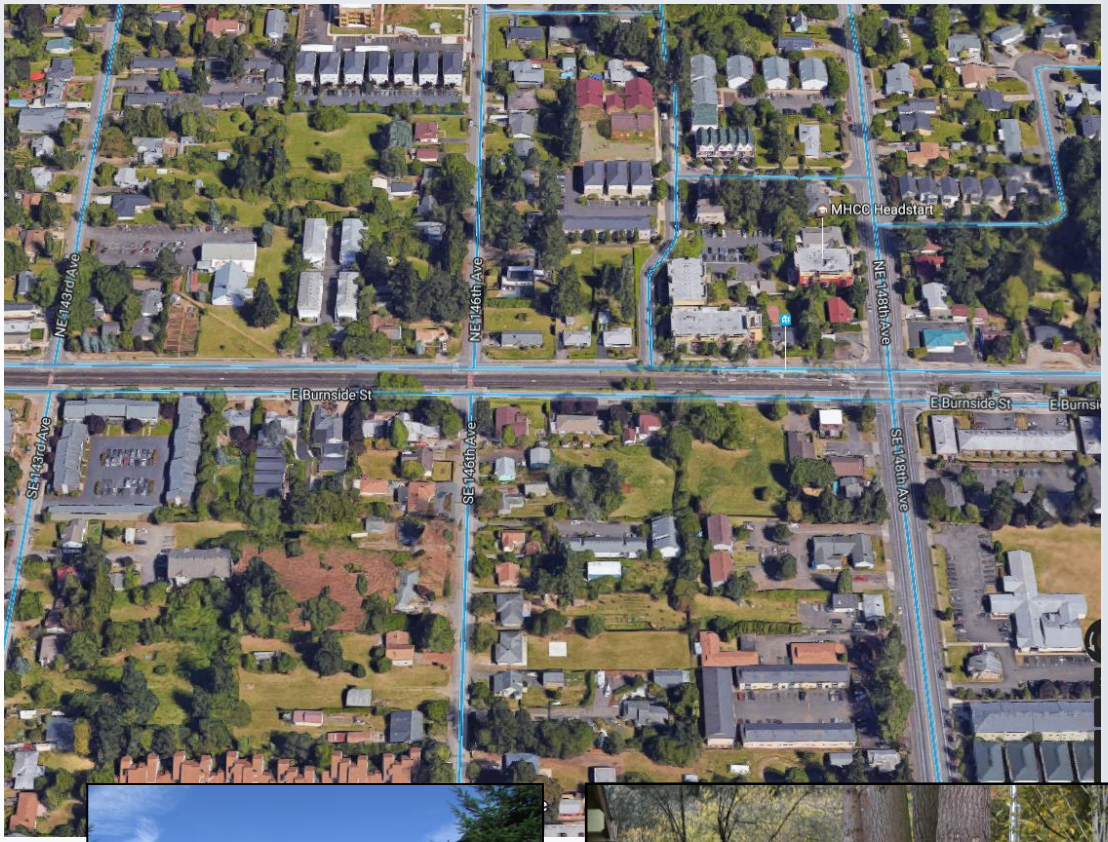
Project Topics

2. **Building design and scale**
   - relationship of development to streets and context

Project Topics

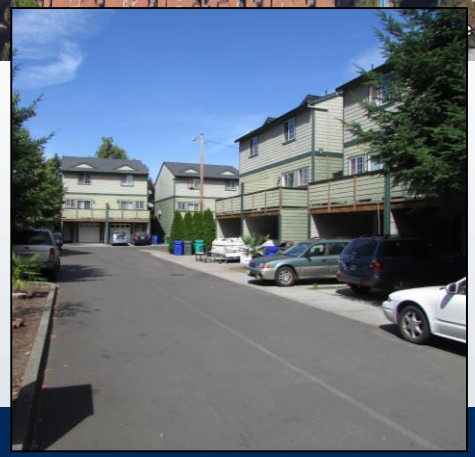
3. **Street connectivity**
   - New implementation approaches
   - Street plans for Jade District and Rosewood centers

Project Topics

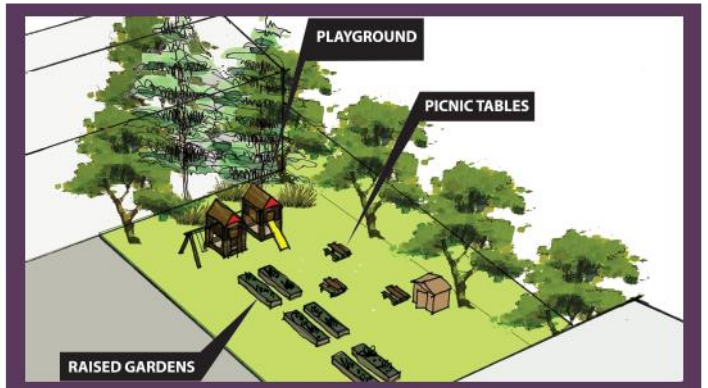


East Portland

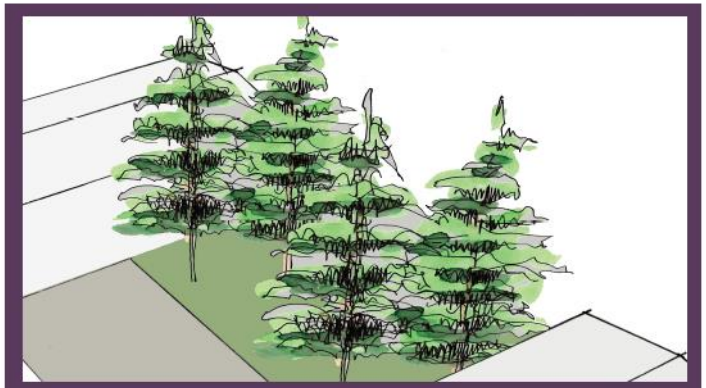
- Distinct characteristics
- Narrow, deep lots
- Lack of street connectivity
- Many families



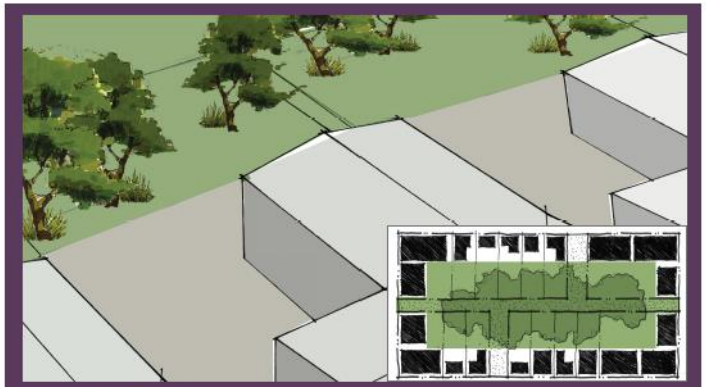
East Portland:
Ideas for key features to include with new development



Common open space areas


Space for large trees

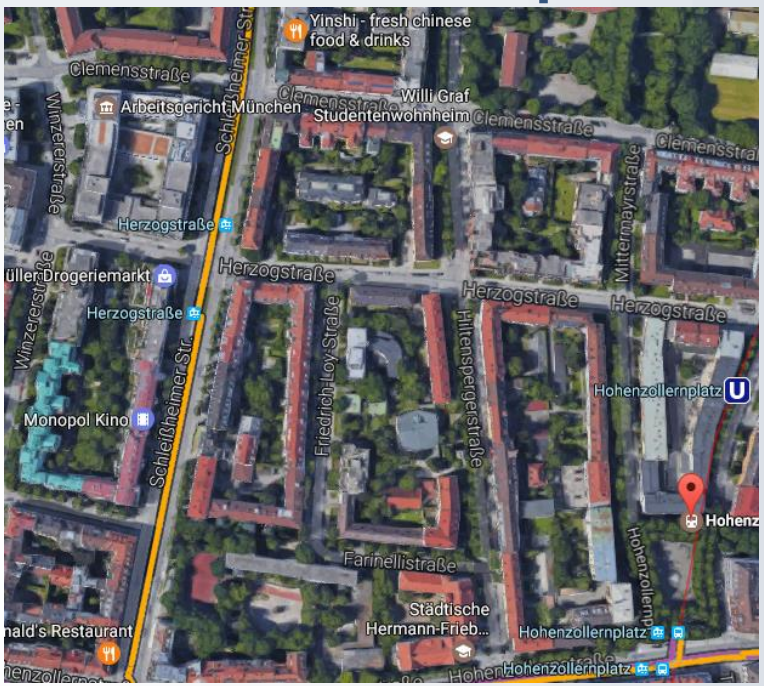
Landscaped front setbacks

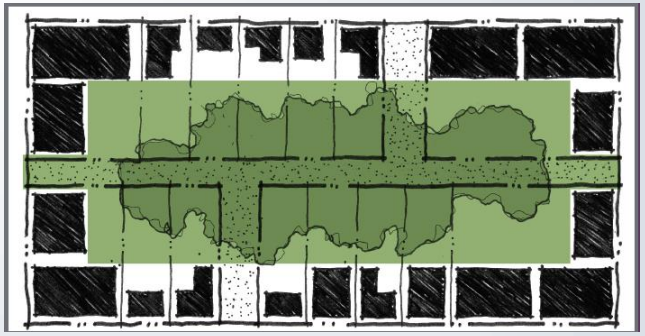

Mid-block open space

March 7th SWG Meeting - Interest in including these elements as part of development in Eastern Portland

East Portland:

Ideas for key features to include with new development





Mid-block open spaces – keep mid-block areas greener, less built up

Stakeholder Working Group Meetings

Purpose

- Forum for discussing issues and potential solutions
- Include a range of community stakeholders and perspectives
- Help inform City staff as they develop concepts and regulations

Meetings and discussions open to general public

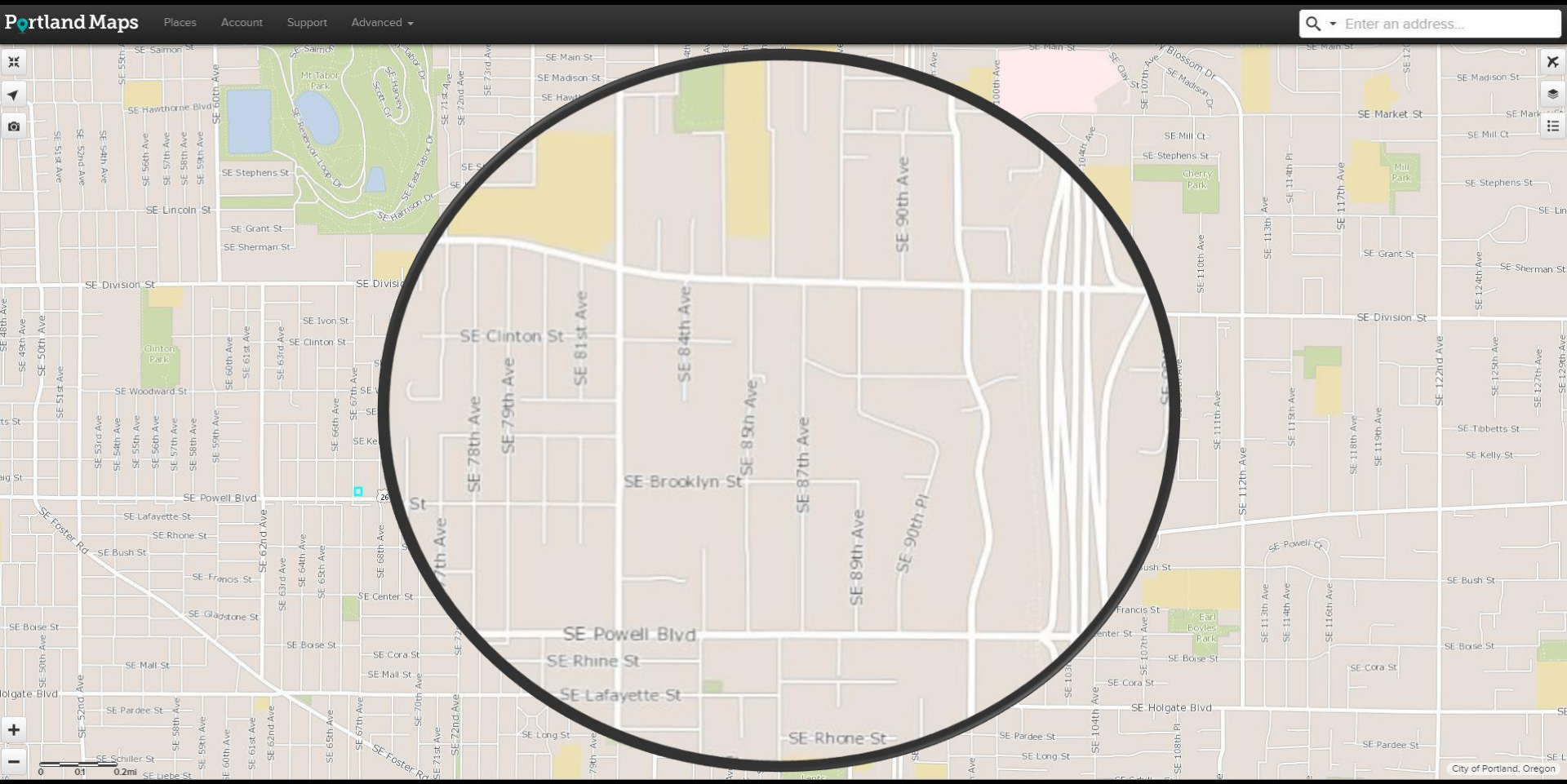
Stakeholder Working Group Meetings

March 7:	**East Portland issues**, development bonuses
March 23:	Outdoor spaces, building scale
April 6:	Street connections, **Jade District focus**
April 19:	Street frontage design, inner area development options
May 3:	Street connections, **Rosewood focus**
June 3:	**Public workshop on compiled code concepts**

Project Overview

Questions?

Better Housing by Design – Jade District



Some Development and Design Issues

Jade District

Limited connectivity

Unpaved streets

Some Development and Design Issues

Jade District

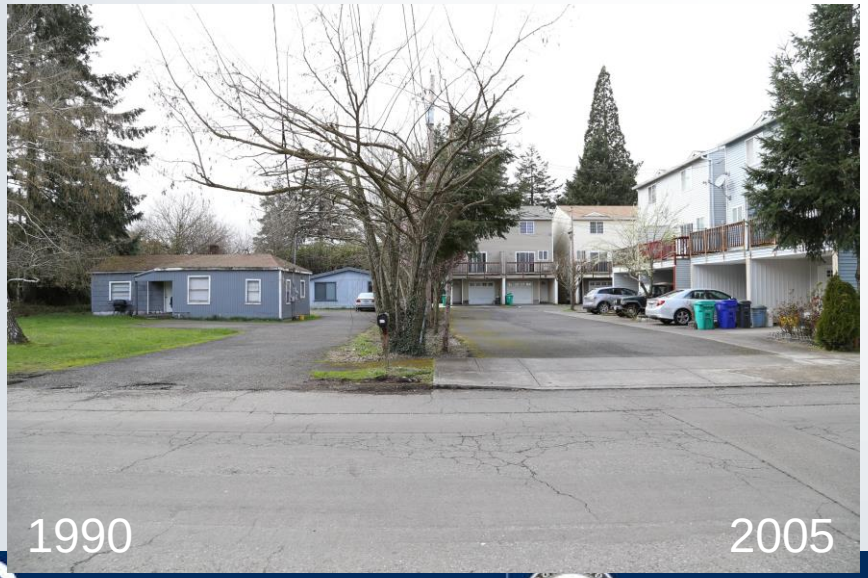
Street Completeness

Sidewalks to Nowhere

Incomplete Streets

Some Development and Design Issues

Jade District

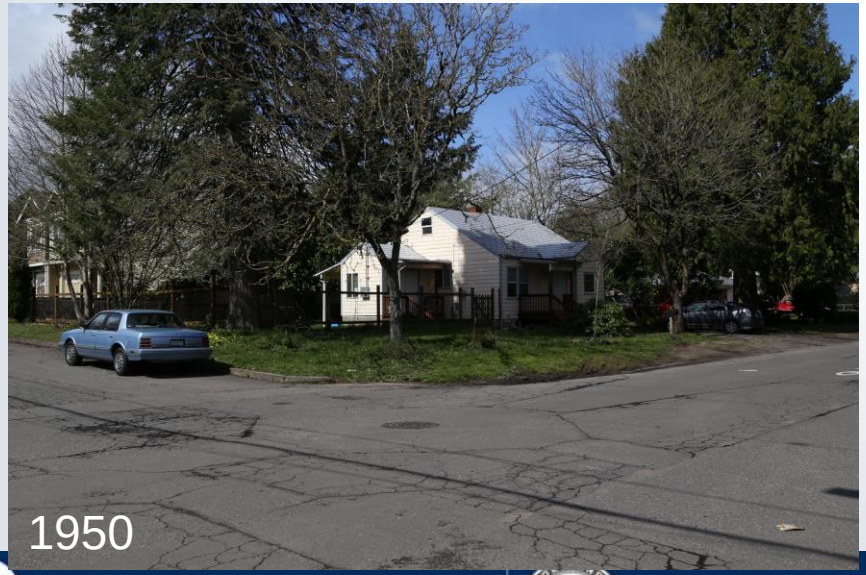


Some Development and Design Issues

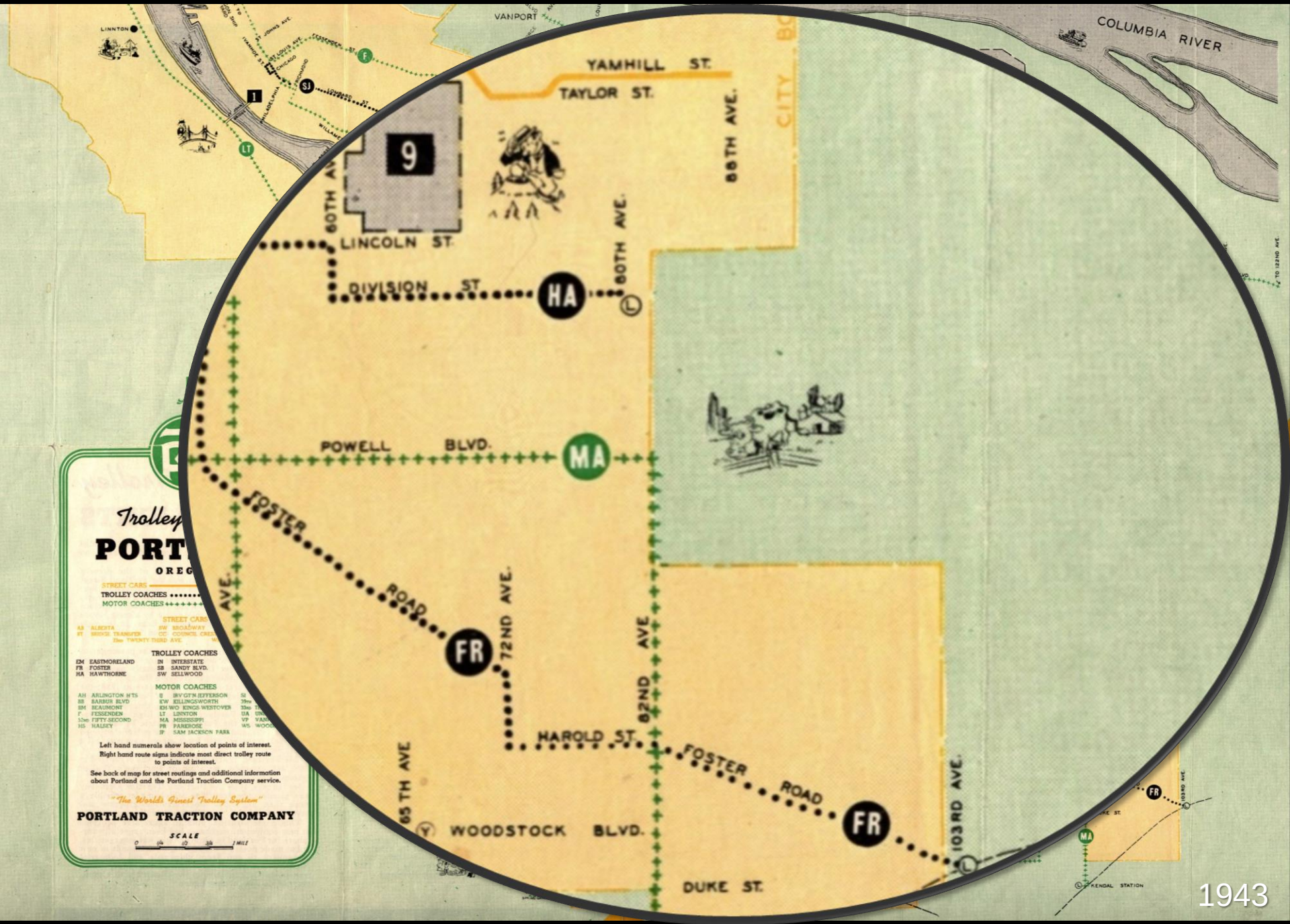
Jade District

Some Development and Design Issues

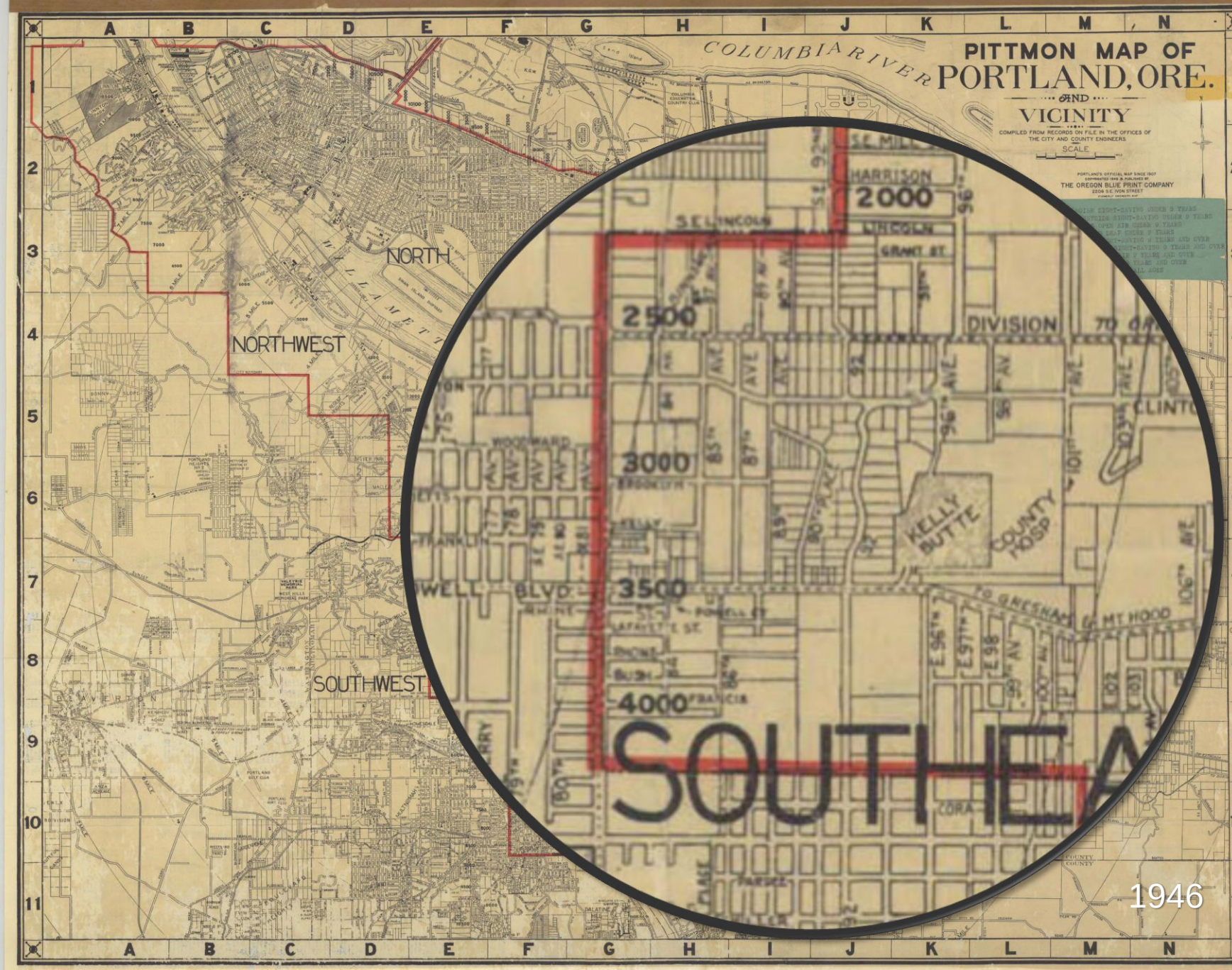
Jade District

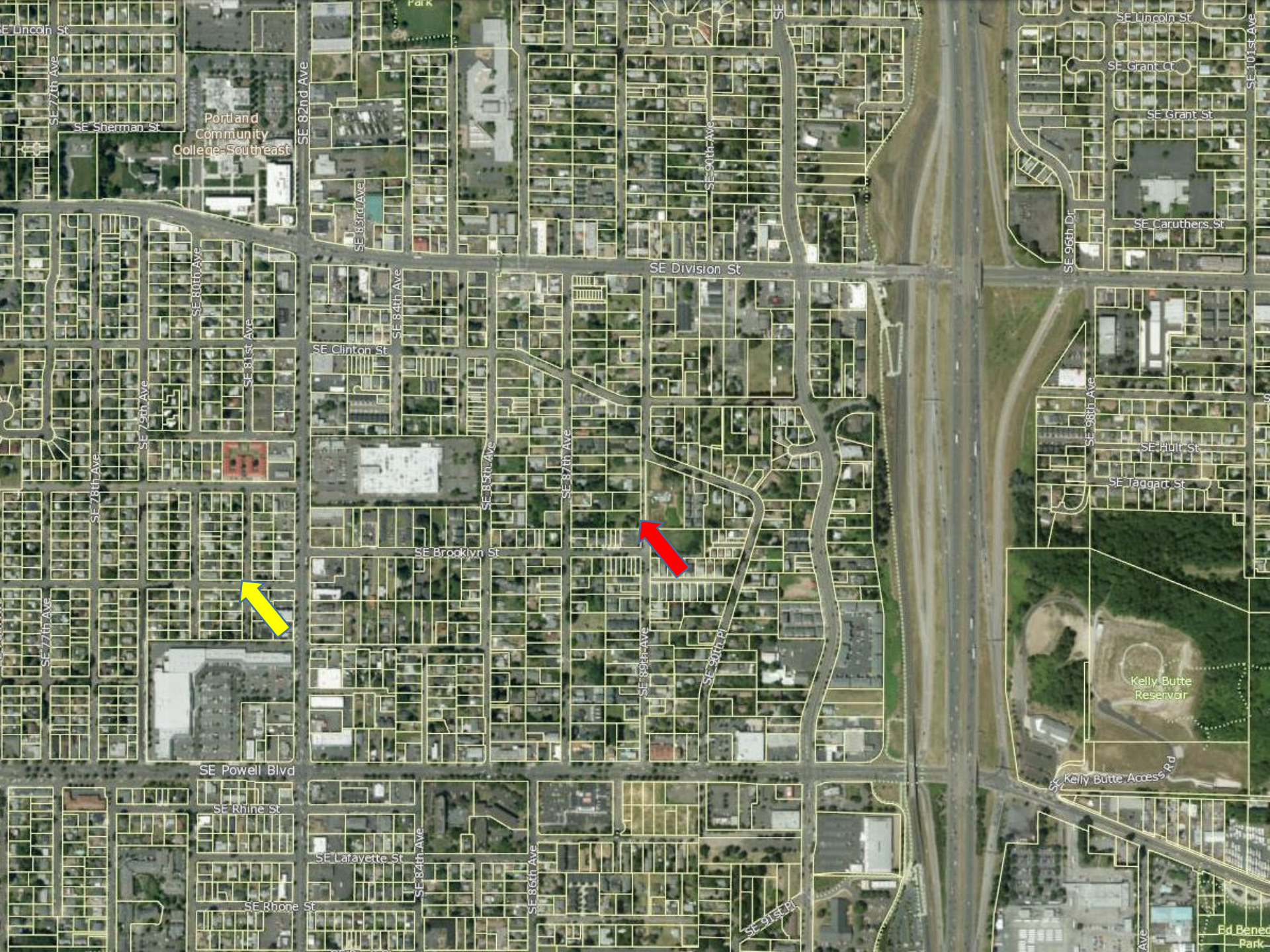


PORTLAND OREGON
COPYRIGHT 1912
R. B. SOLOMON
1912


COLUMBIA RIVER
VANPORT
LINNTON
YAMHILL ST.
TAYLOR ST.
65TH AVE.
60TH AVE.
LINCOLN ST.
DIVISION ST.
HA
POWELL BLVD.
MA
FOSTER ROAD
FR
72ND AVE.
82ND AVE
HAROLD ST.
65TH AVE
WOODSTOCK BLVD.
DUKE ST.
103RD AVE.
9
Trolley
PORT
OREG
STREET CARS
TROLLEY COACHES
MOTOR COACHES
TROLLEY COACHES
EM EASTMORELAND
FR FOSTER
HA HAWTHORNE
IN INTERSTATE
SB SANDY BLVD.
SW SELLWOOD
MOTOR COACHES
AH ARLINGTON HTS
BB BARBUR BLVD
BM BEAUMONT
F FESSENDEN
HS HALSEY
IE IRVG'TN JEFFERSON
KW KILLINGSWORTH
KH WO KINGS WESTOVER
LT LINNTON
MA MISSISSIPPI
PR PAREROSE
JF SAM JACKSON PARK
Left hand numerals show location of points of interest.
Right hand route signs indicate most direct trolley route to points of interest.
See back of map for street routings and additional information about Portland and the Portland Traction Company service.
"The World's Finest Trolley System"
PORTLAND TRACTION COMPANY
SCALE
1 MILE
KENDAL STATION

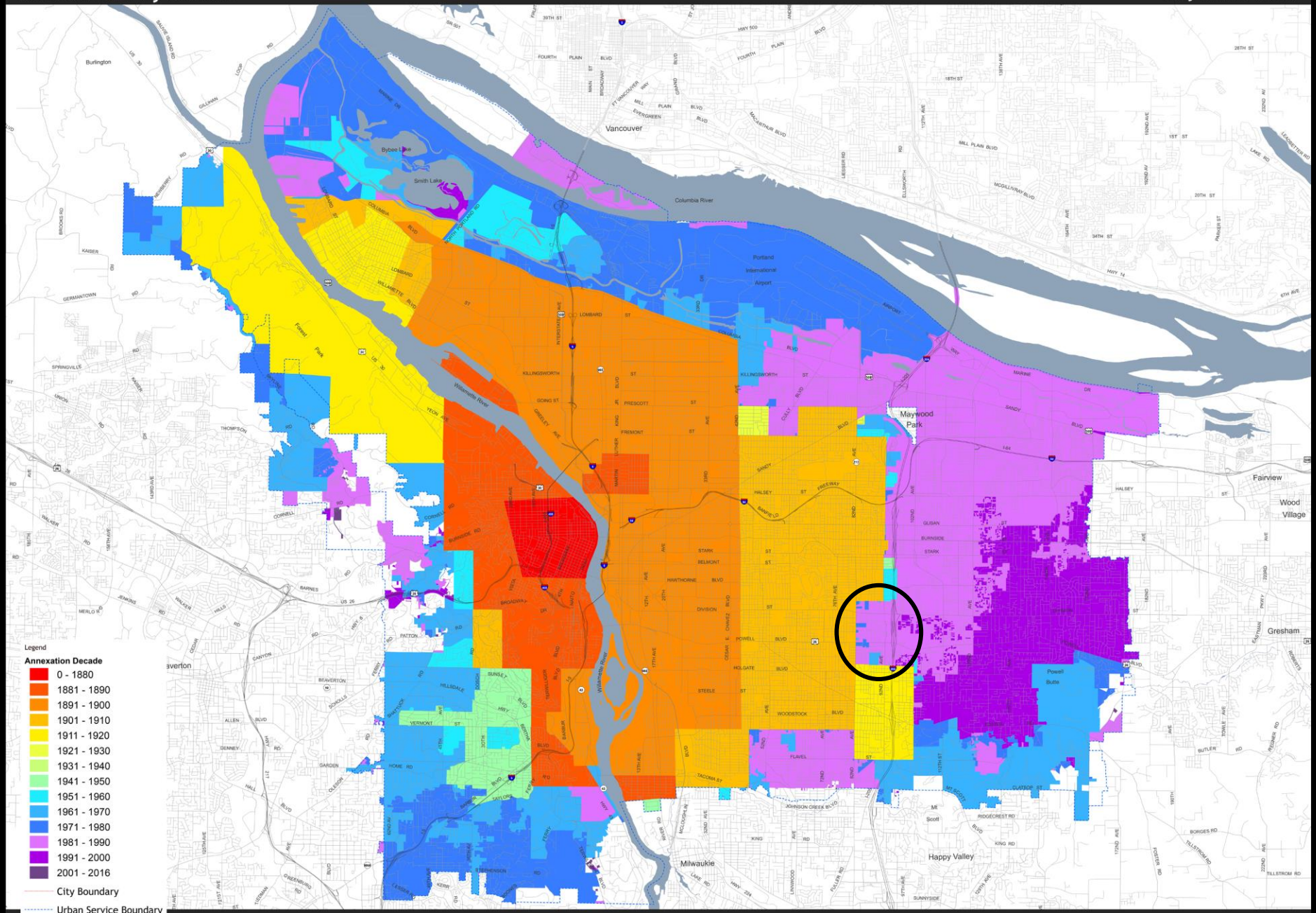
1943


PITTMON MAP OF
PORTLAND, ORE.
AND
VICINITY
COMPILED FROM RECORDS ON FILE IN THE OFFICES OF THE CITY AND COUNTY ENGINEERS
SCALE
THE OREGON BLUE PRINT COMPANY
COLUMBIA RIVER
NORTH
NORTHWEST
SOUTHWEST
HARRISON
2000
LINCOLN
GRANT ST.
2500
DIVISION
3000
KELLY BUTTE
COUNTY HOSP
3500
4000
SOUTHEA
1946


SE Lincoln St
SE 77th Ave
SE Sherman St
Portland Community College-Southeast
SE 82nd Ave
SE 83rd Ave
SE 90th Ave
SE Lincoln St
SE Grant Ct
SE 101st Ave
SE Grant St
SE Caruthers St
SE 96th Dr
SE Division St
SE 80th Ave
SE 84th Ave
SE Clinton St
SE 81st Ave
SE 79th Ave
SE 78th Ave
SE 85th Ave
SE 87th Ave
SE 98th Ave
SE Hull St
SE Taggart St
SE Brooklyn St
SE 77th Ave
SE 88th Ave
SE 90th Pl
Kelly Butte Reservoir
SE Powell Blvd
SE Kelly Butte Access Rd
SE Rhine St
SE Lafayette St
SE 84th Ave
SE 86th Ave
SE Rhone St
SE 91st Pl
Ed Benedict Park

Annexations by Decade

City of Portland



January 1, 2017

City of Portland, Oregon // Bureau of Planning & Sustainability // Geographic Information System

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for error, omissions or positional accuracy.

Metro Annexation Search Tool: http://www.oregonmetro.gov/index.cfm/go/by.web/id=35819

NORTH

0 3,000 6,000 9,000 Feet

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.

City of Portland, Oregon
Ted Wheeler, Mayor • Susan Anderson, Director

Better Housing by Design – Jade District

- Rural character for many years relative to downtown Portland.
- Original platting based on Multnomah County regulations.
- Annexed into City of Portland in 1980s.
- Rezoned for multi-family housing in the 1990s.

I-205 Multi Use Path
SE Powell Blvd
portland airport transportation
2003
SE 92nd Ave
Parkland Apartments
1925
2008
SE 92nd Ave
SE 92nd Ave
1926
Google
Map
2D
Imagery ©2017 Google, Map data ©2017 Google
Terms
Send feedback
50 ft

2012

2015

2005

2004

1981

2015

Building age

Legend

General Zoning Designations

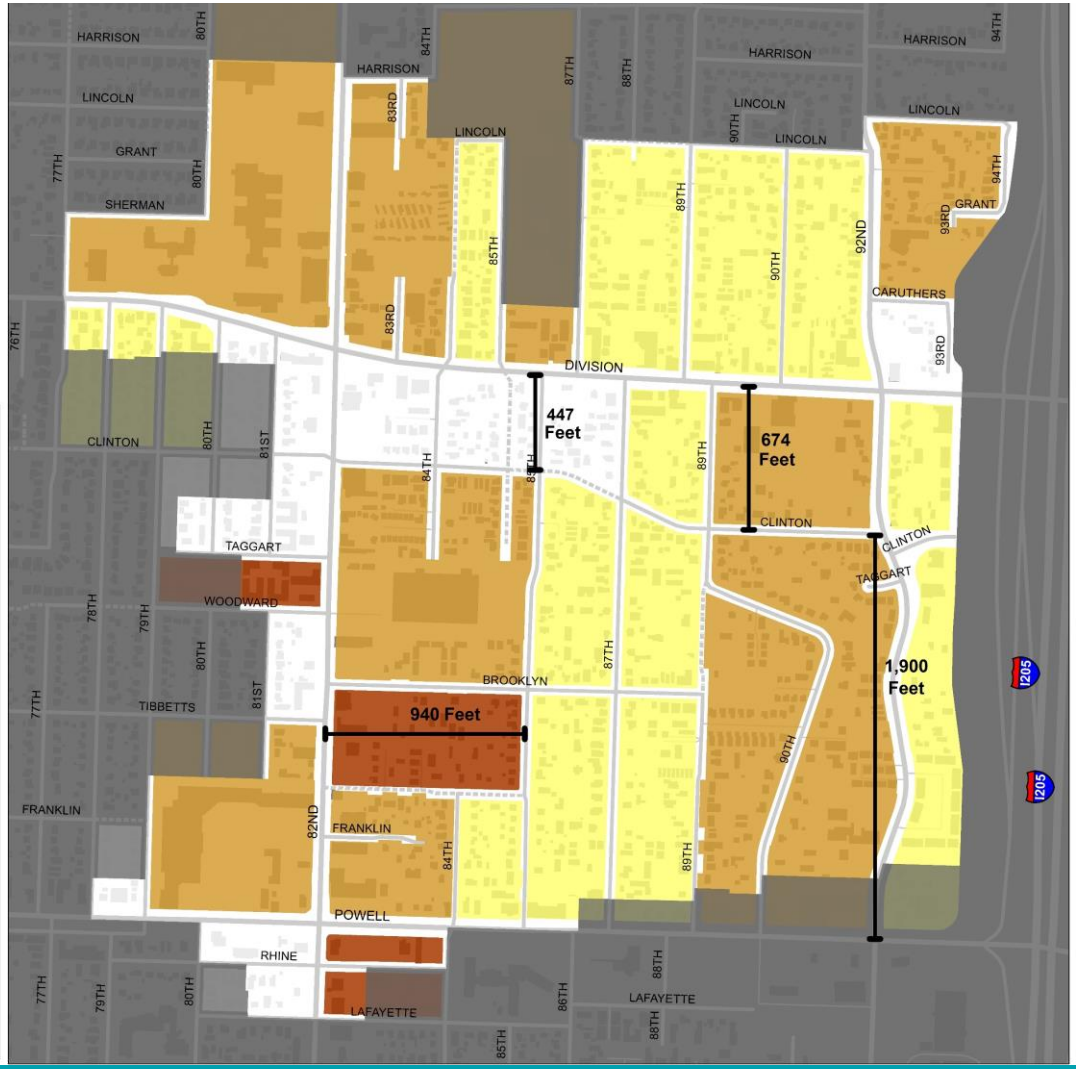
- Commercial Zone
- Residential Zone
- Other Zoning Designation

Building Age	Residential	Commercial
Built before 1950		
1951 to 1970		
1971 to 1990		
1991 to 2010		
Built after 2010		

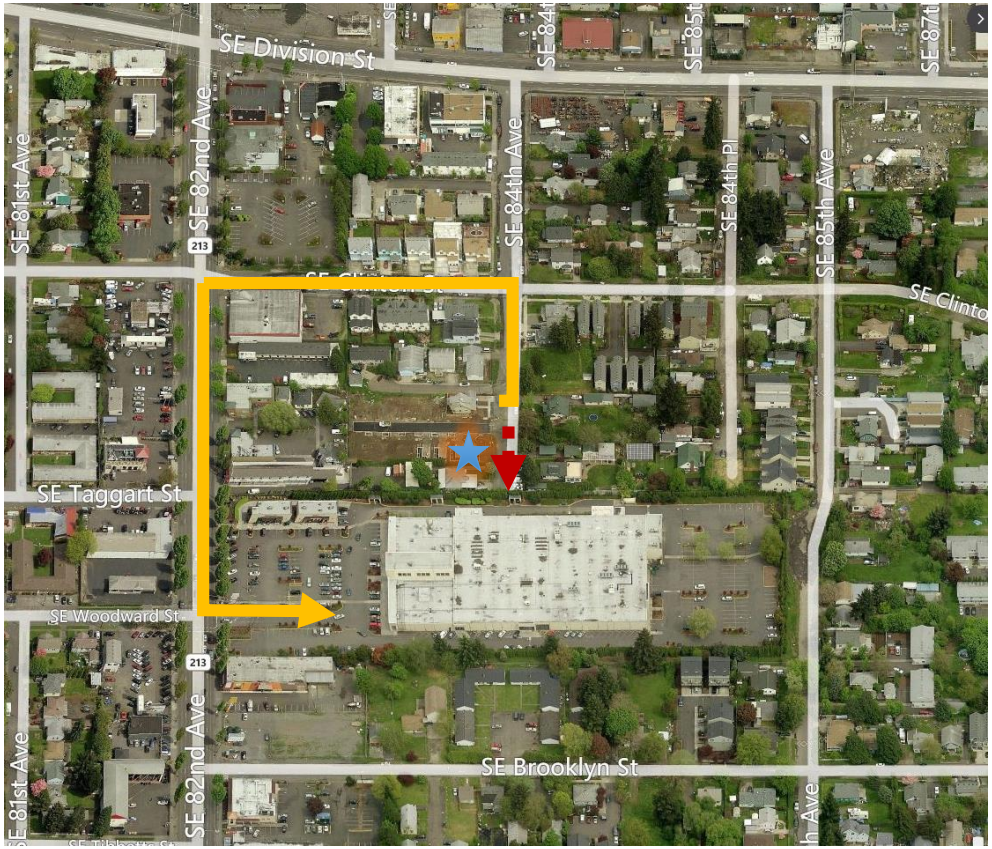
Jade District blocks

Blocks that exceed street spacing standards:

- North/South
- East/West
- Both



The problem with large blocks?

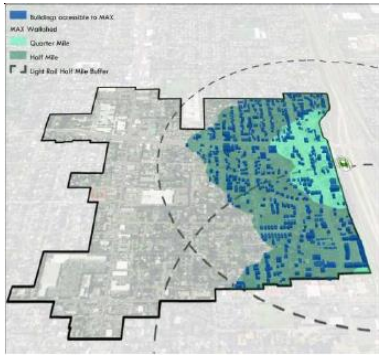


- longer travel distance
- fewer route options

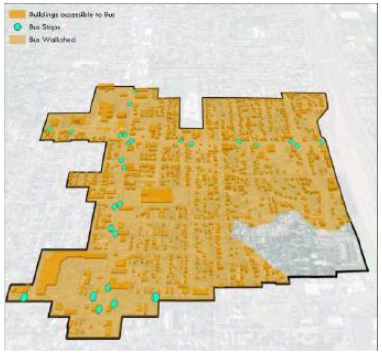
Unimproved rights of way

Map of unpaved streets in the Jade District

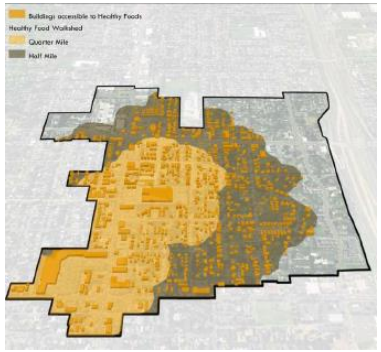
Jade District walksheds



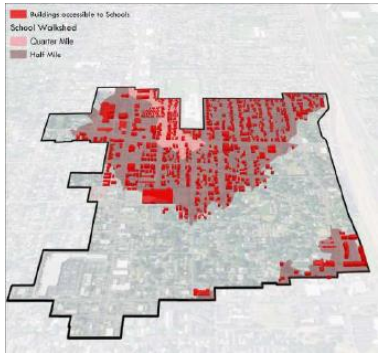
High Capacity Transit - MAX Stops



Trimet Bus Stops



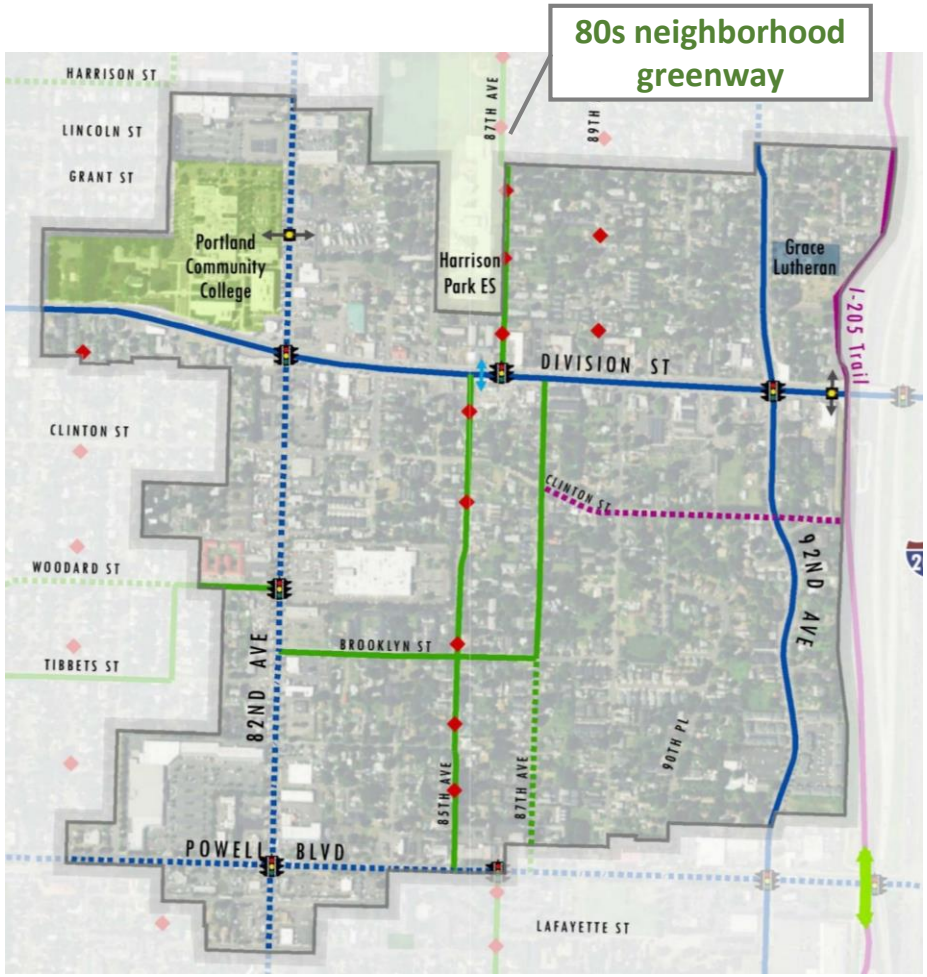
Healthy Food Stores



Elementary Schools

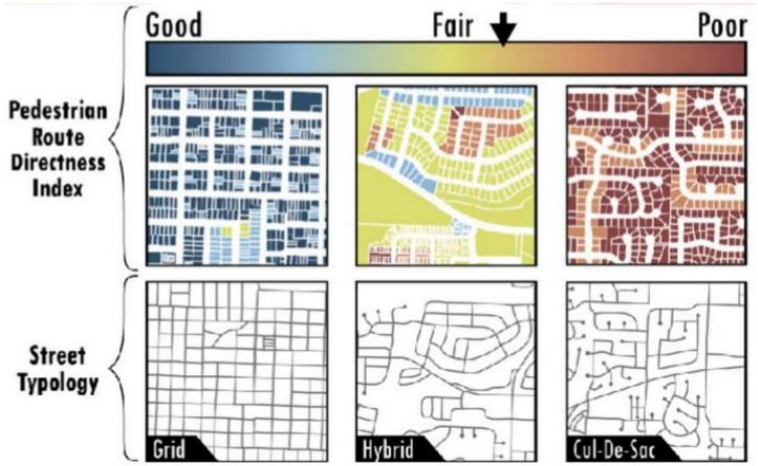
67% of local streets with sidewalk

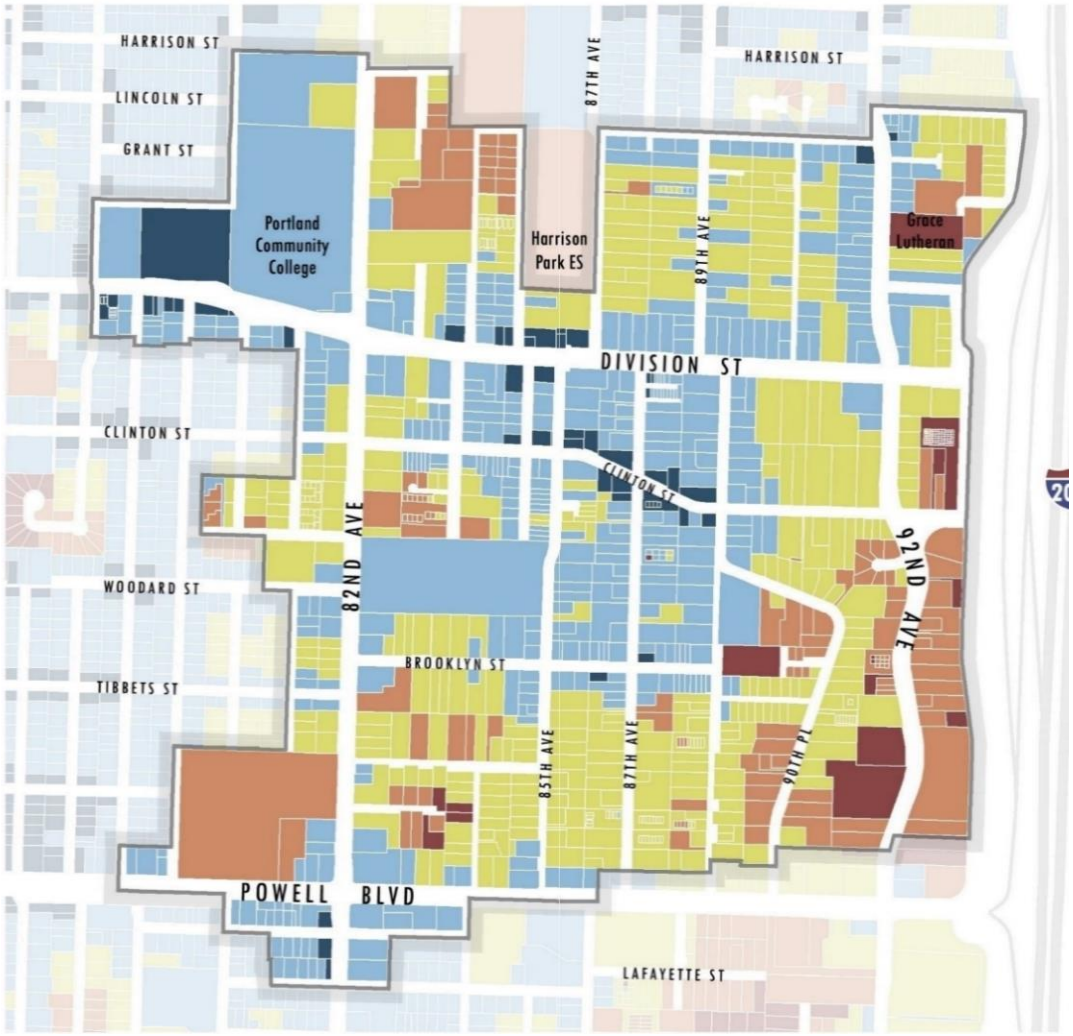
Bike network and transit network



Pedestrian connectivity

- Good
- Fair
- Poor



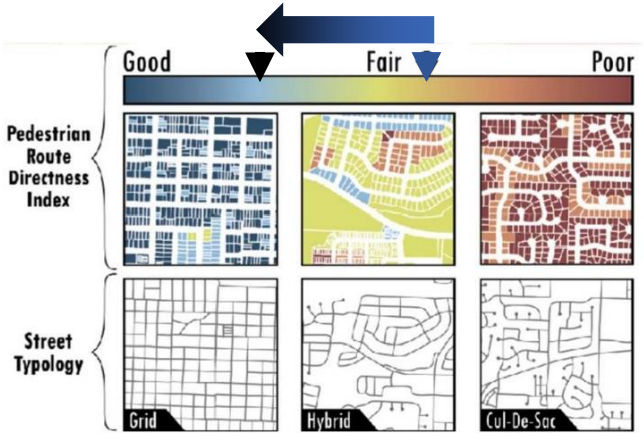


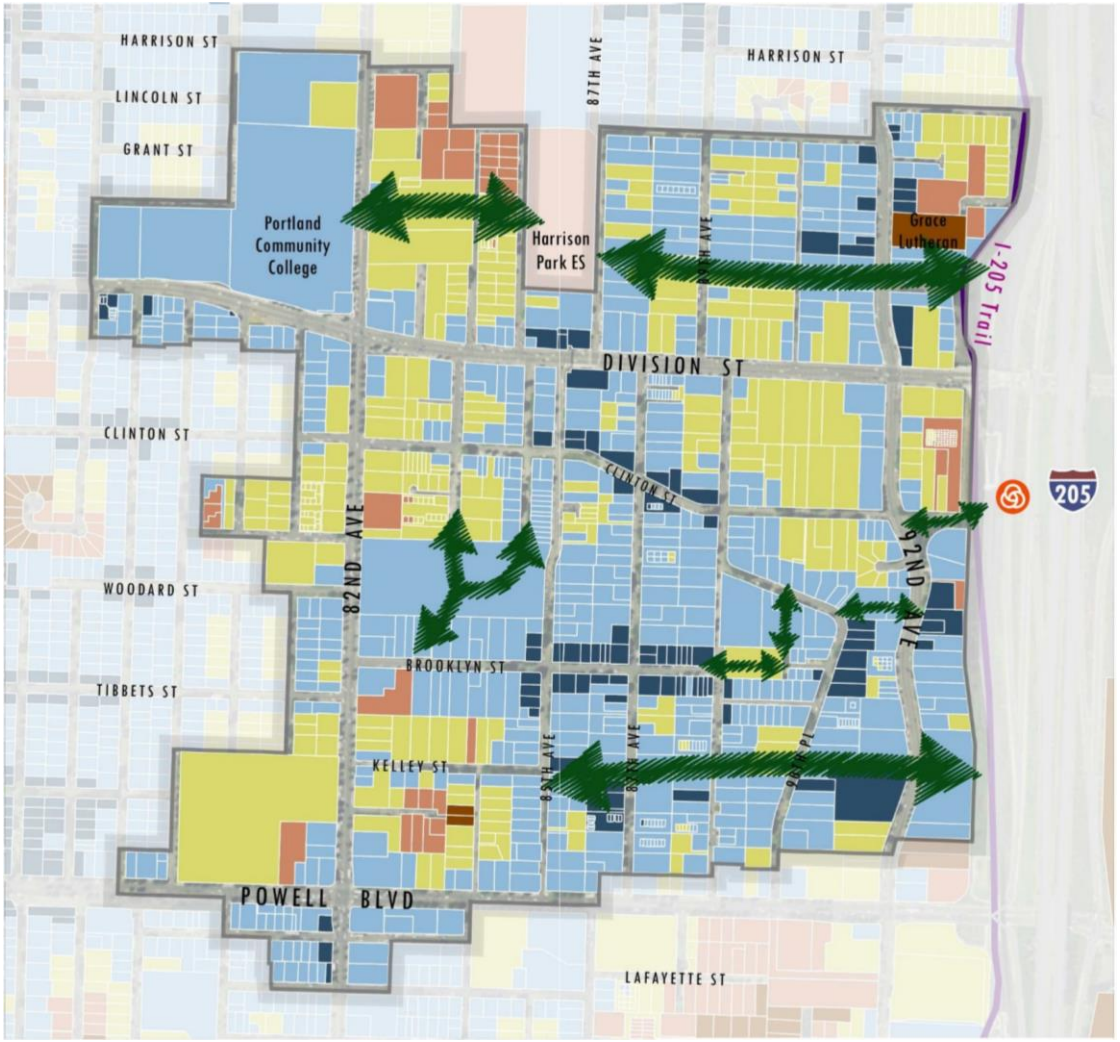
New connections

Identified areas with greater deficiencies that would benefit from new connections

New connections

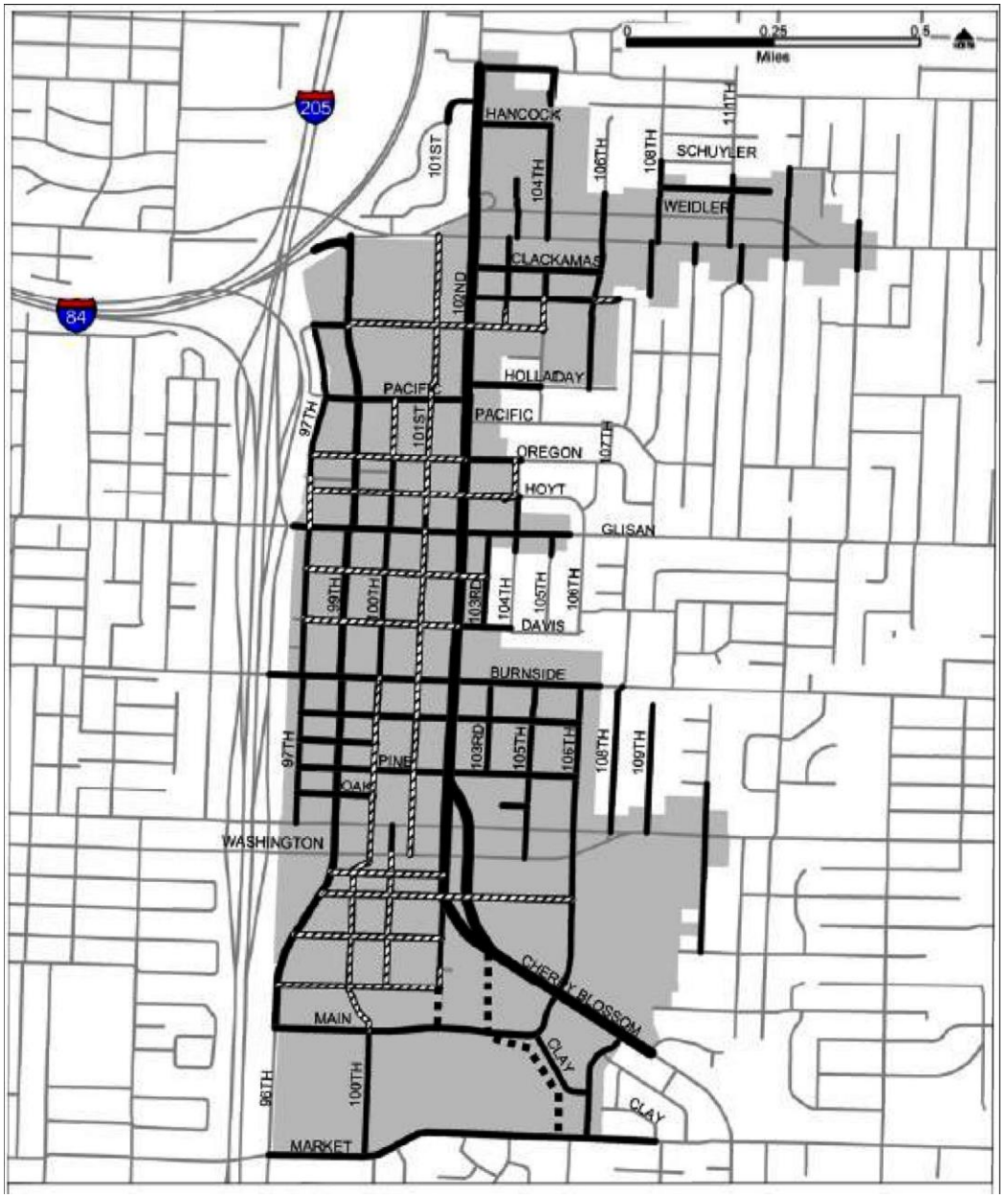
New connections would improve access to neighborhood destinations the Jade District





Gateway Master Street Plan

November 2004

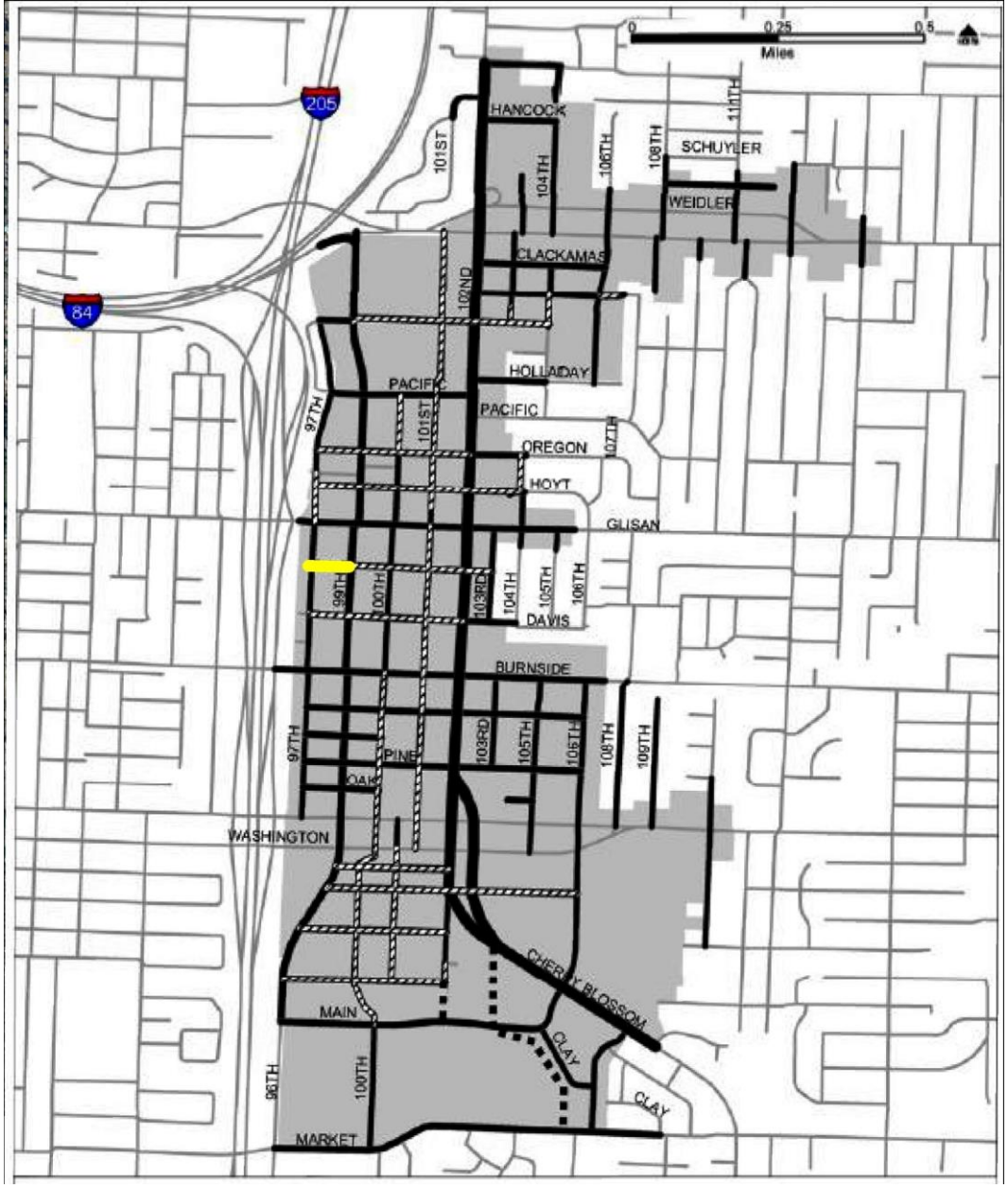


Portland Master Street Plan - Map 11.11.3
Gateway Distict

- Existing Streets
- Proposed New Streets
- Pedestrian Connection
- Gateway Regional Center

Gateway
Master Street Plan

Today



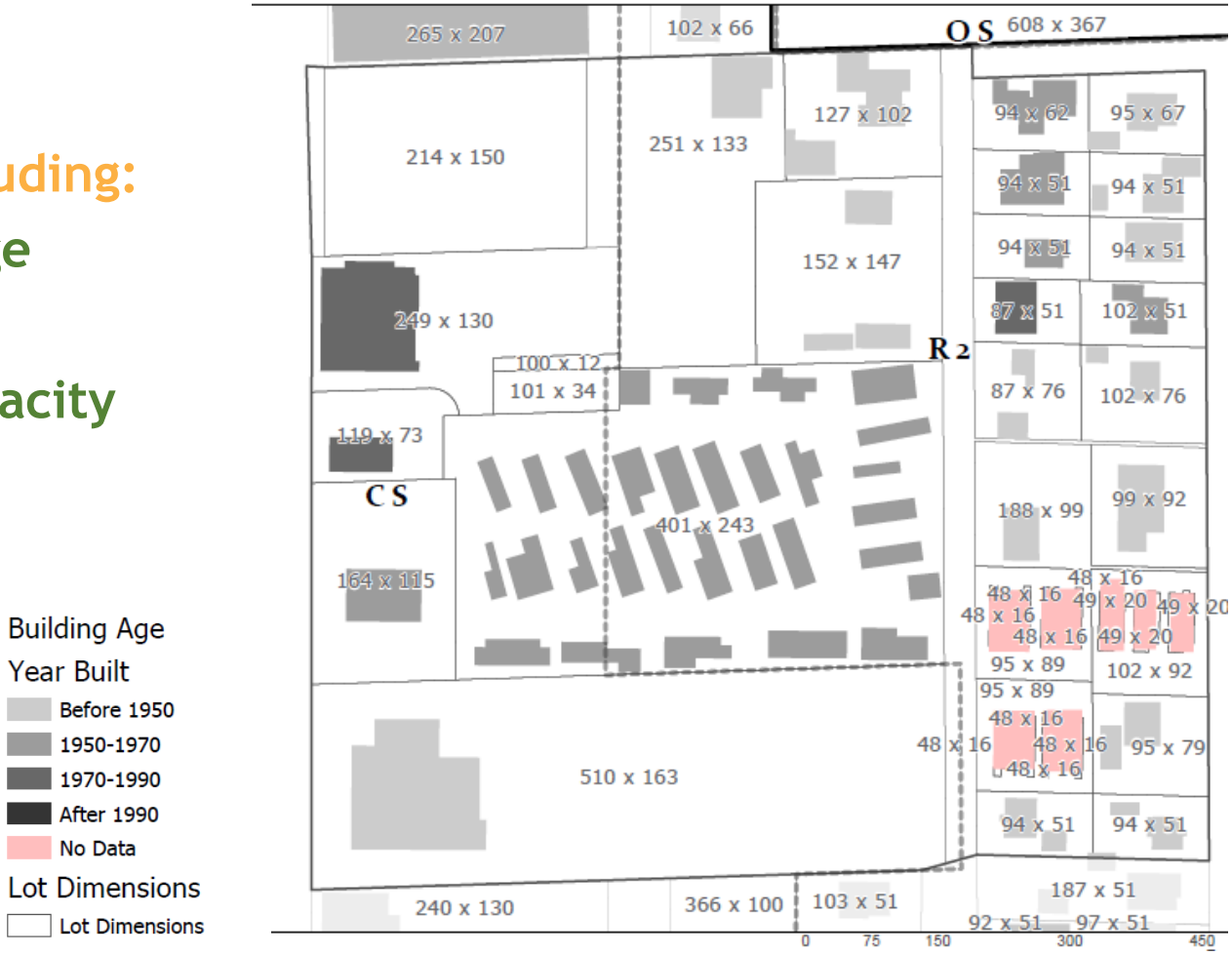
Portland Master Street Plan - Map 11.11.3
Gateway Distict

- Existing Streets
- Proposed New Streets
- Pedestrian Connection
- Gateway Regional Center

Feasibility of new connections

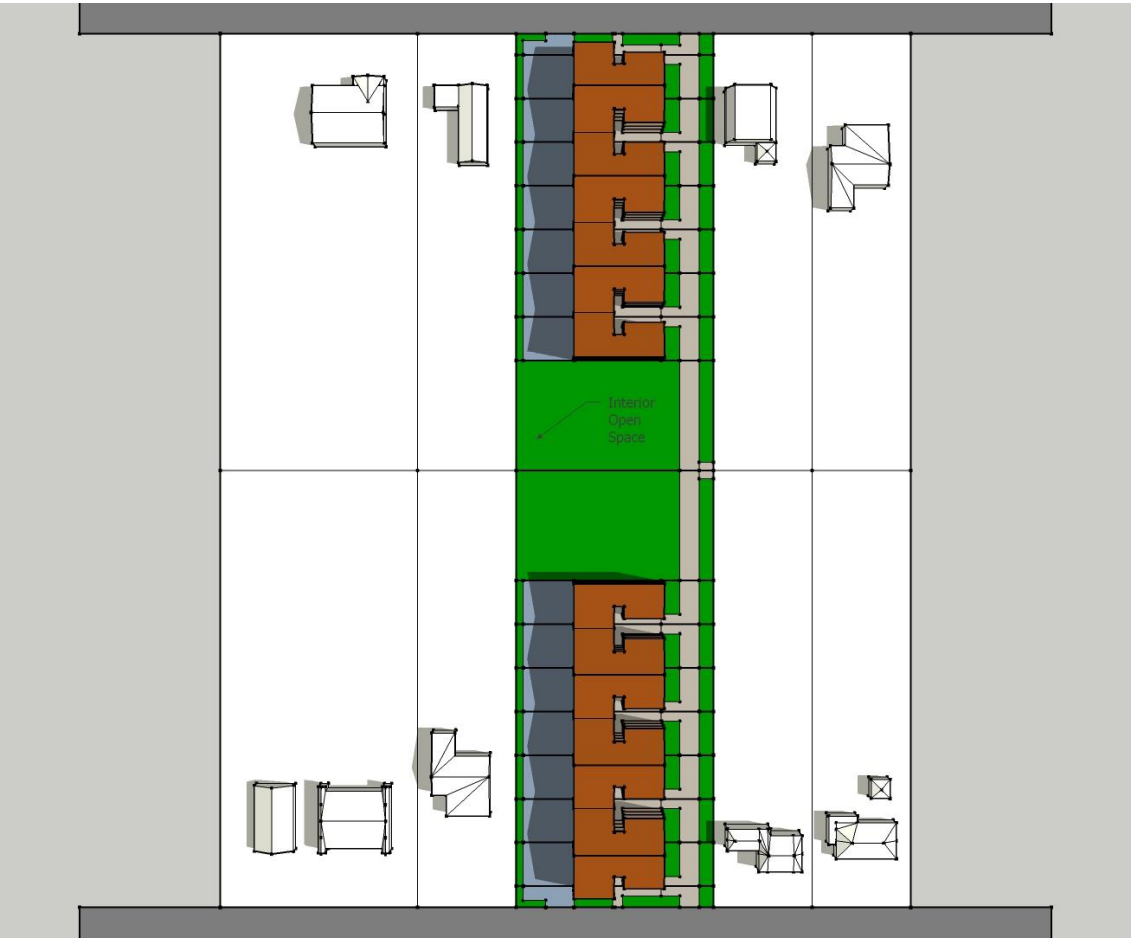
Range of factors, including:

- building location/age
- lot size/dimensions
- additional zone capacity
- property ownership



Level of improvement

Where should a pathway be required instead of a full street connection?



Security and safety

What elements are most important for path design?

- adequate lighting
- width of pathway
- oriented homes towards pathway
- vegetation not overgrown

Neighborhood Context

Public street vs. private driveway

Would you feel comfortable using a pathway or driveway through a private site if it has a public access easement?

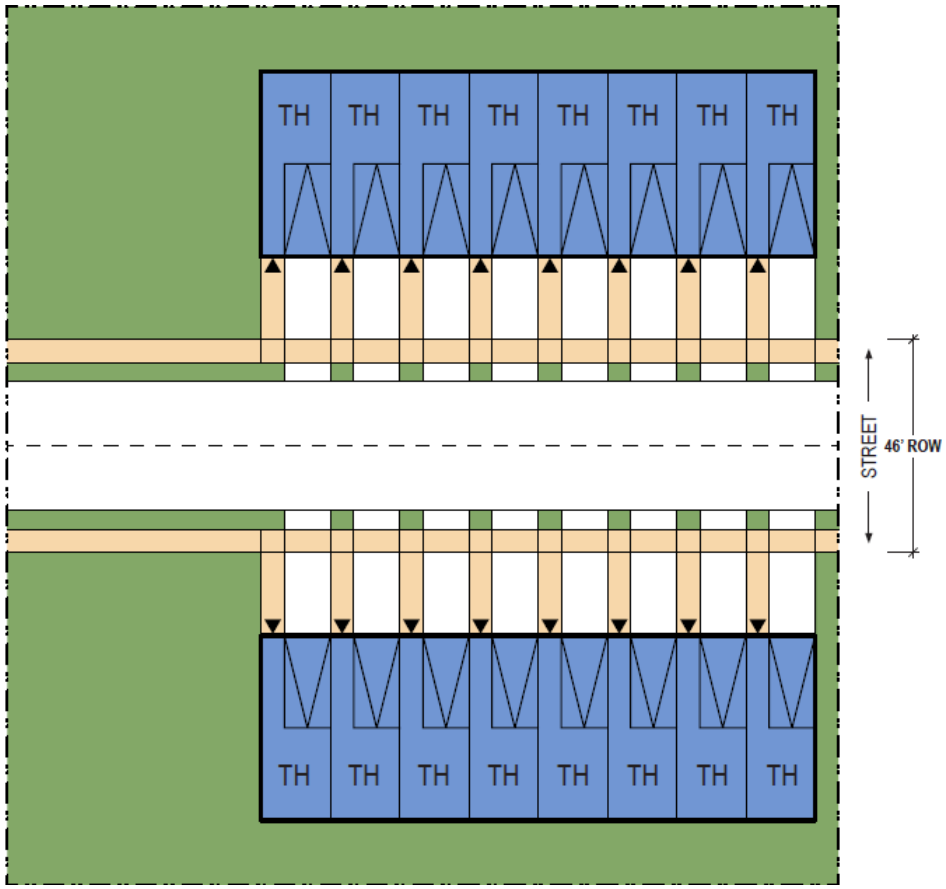
Driveway consolidation

Should properties be required or encouraged to share driveway access to reduce paved area?

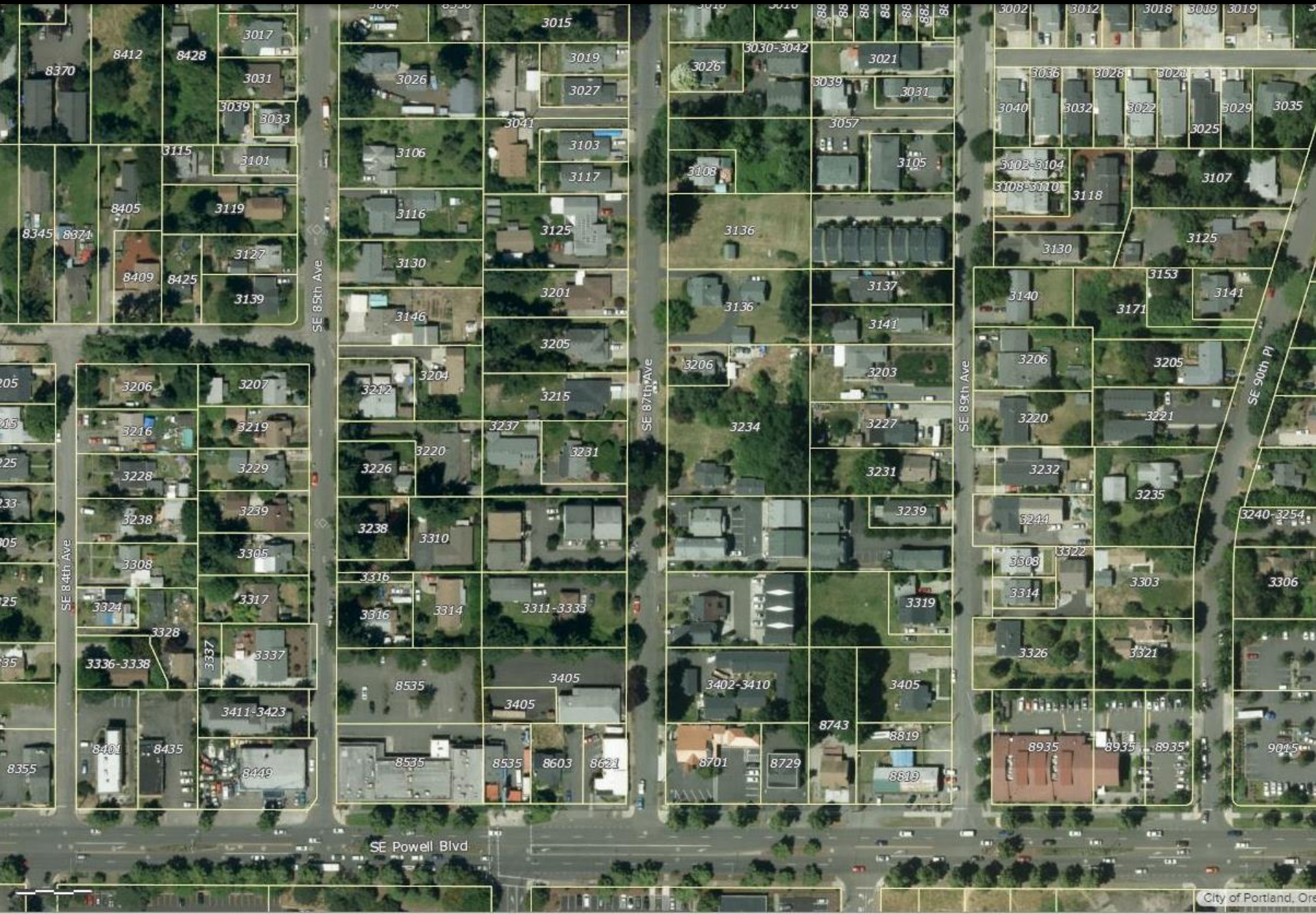
Lot consolidation

Many lots may be too narrow to accommodate a new connection.

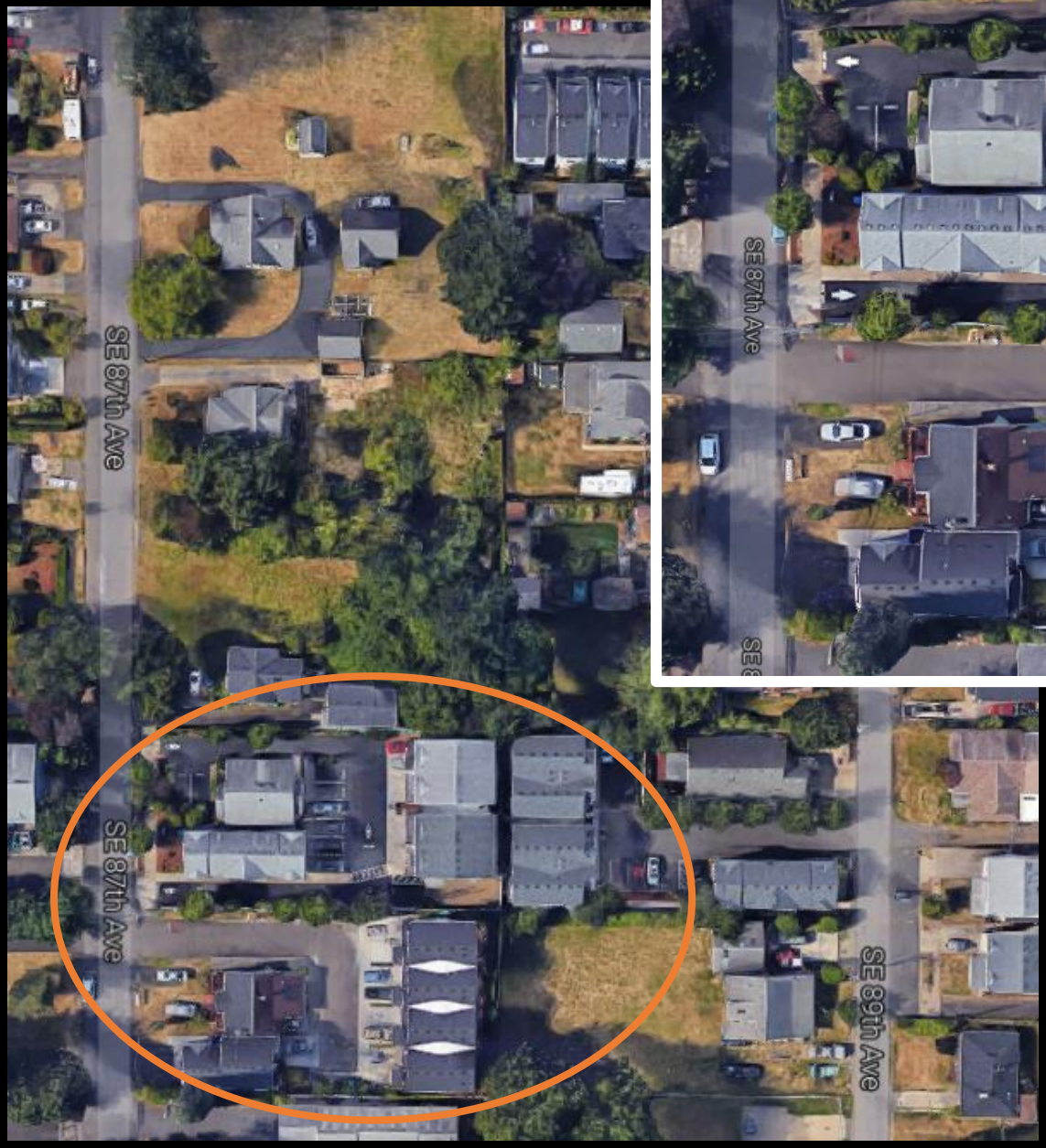
Should developers be required or encouraged to consolidate lots under certain circumstances?

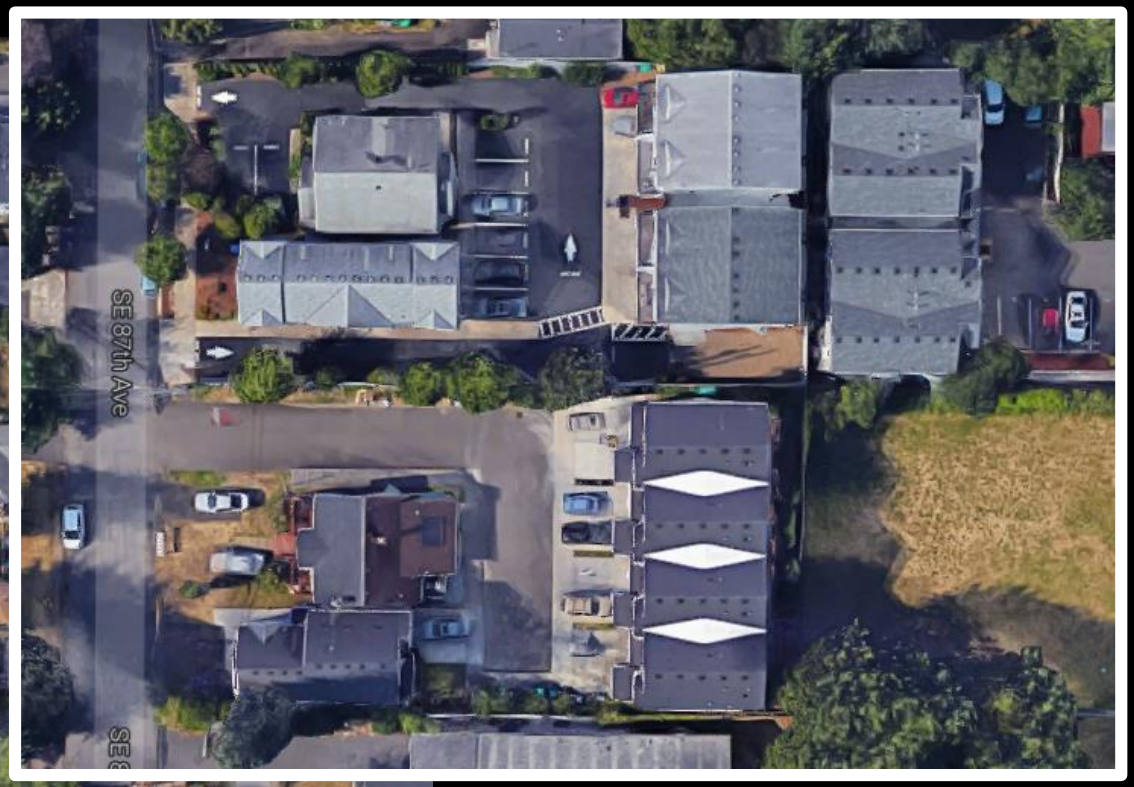


Development Approaches - Future Possibilities



Alternative Development Approaches





Past Infill Development

Alternative Development Approaches

What about the future?

Are some outcomes better than others?

Alternative Development Approaches

What about the future?

Are some outcomes better than others?

Alternative Development Approaches - Connections

Separate Driveways

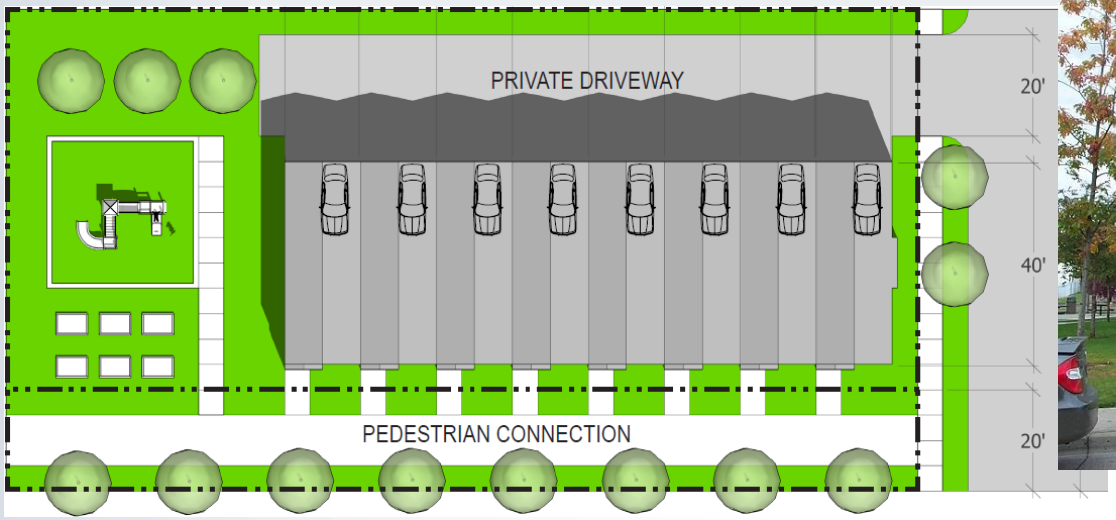
- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches - Connections

Full Street

- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches - Connections

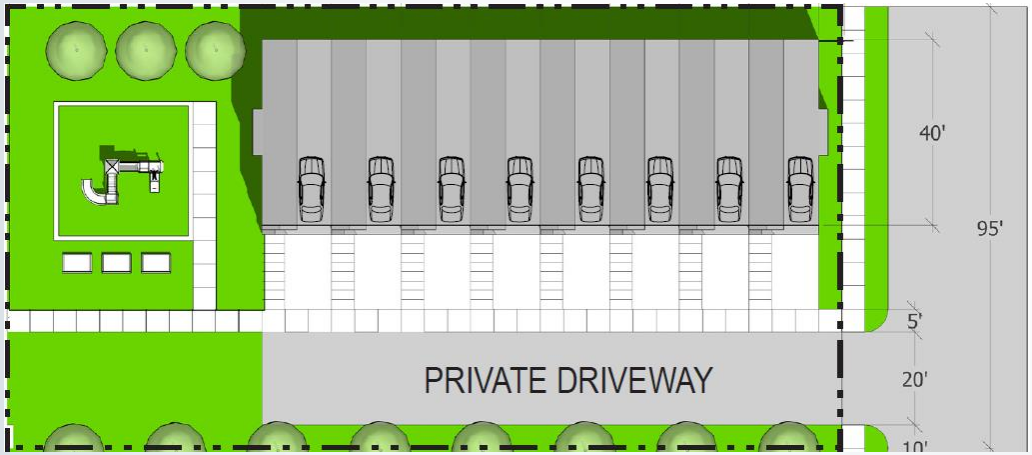


Pedestrian Connection

- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches - Connections

Public Street



Private Driveway

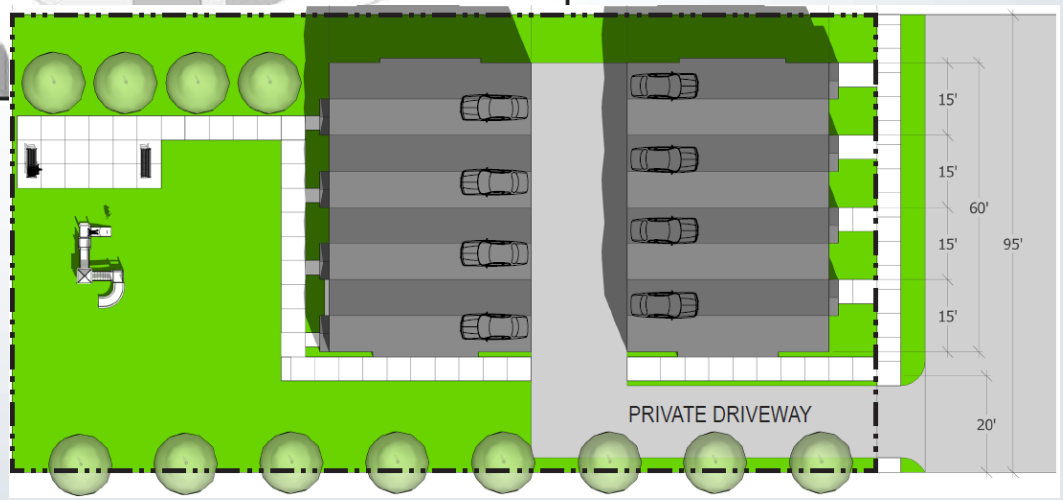
Street Connection Issue:

- Street space subtracted from density allowances.
- Should this be changed?

Alternative Development Approaches

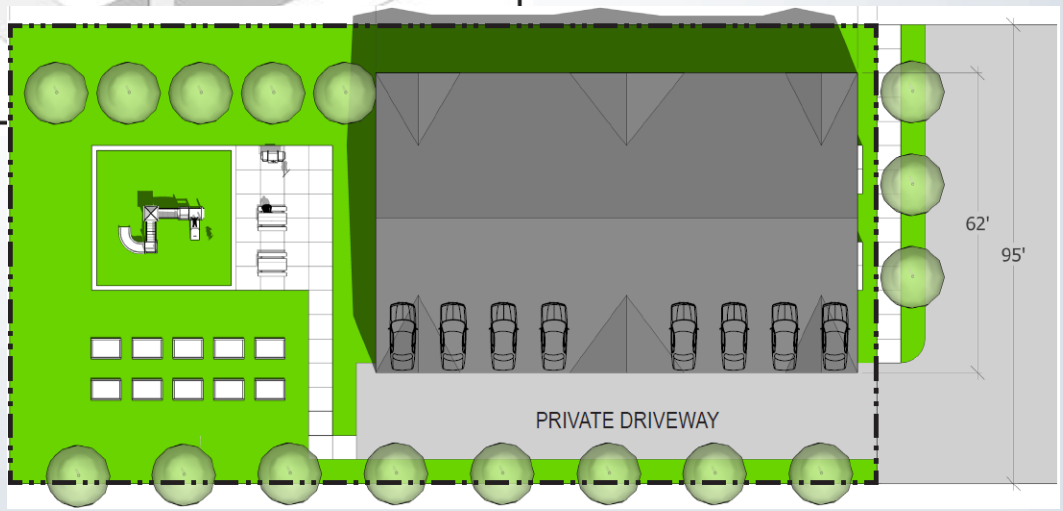
- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches



- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches



- ❑ Preferred
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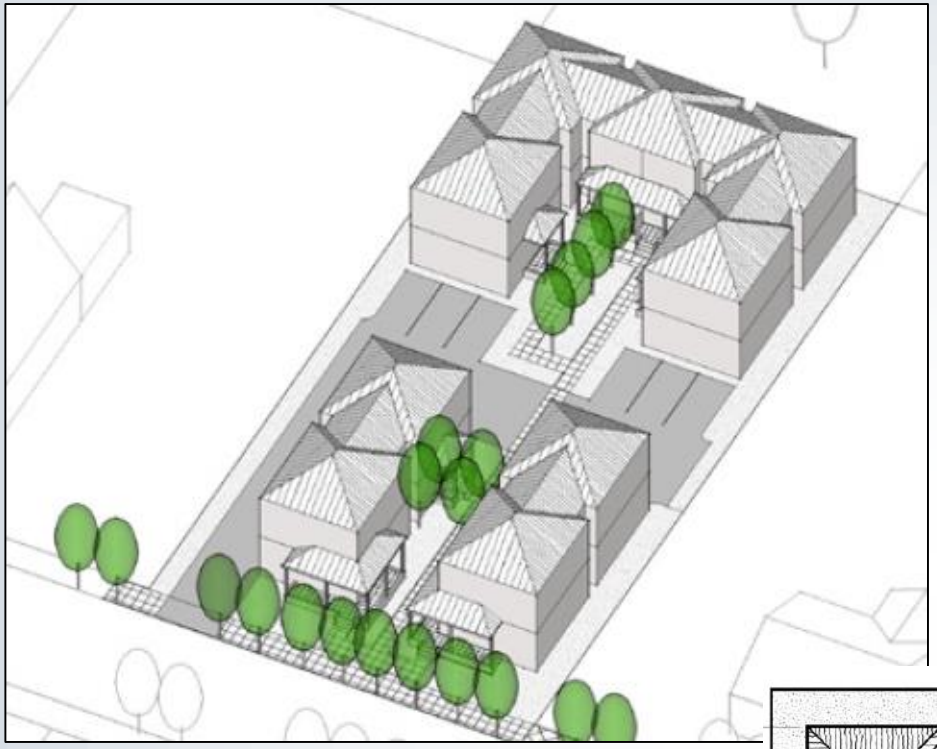
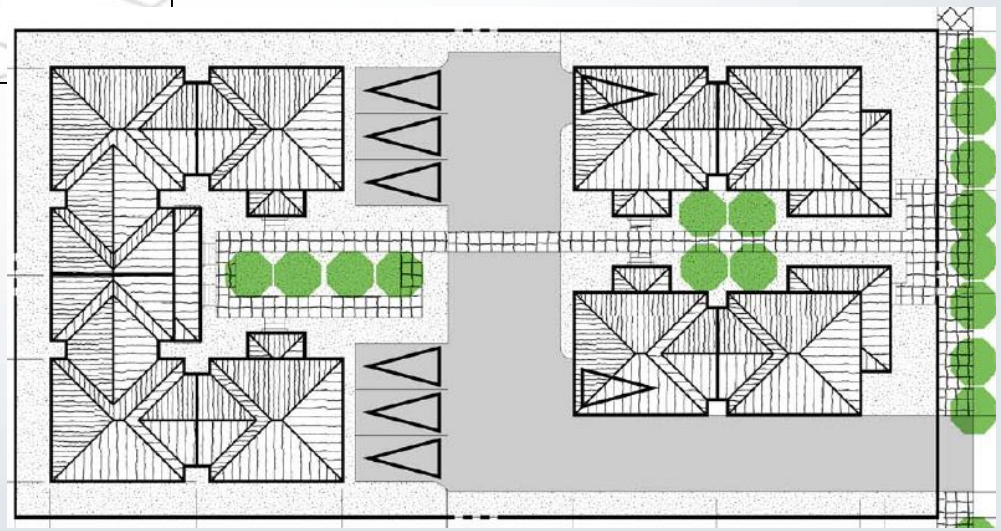
- ❑ Should Discourage

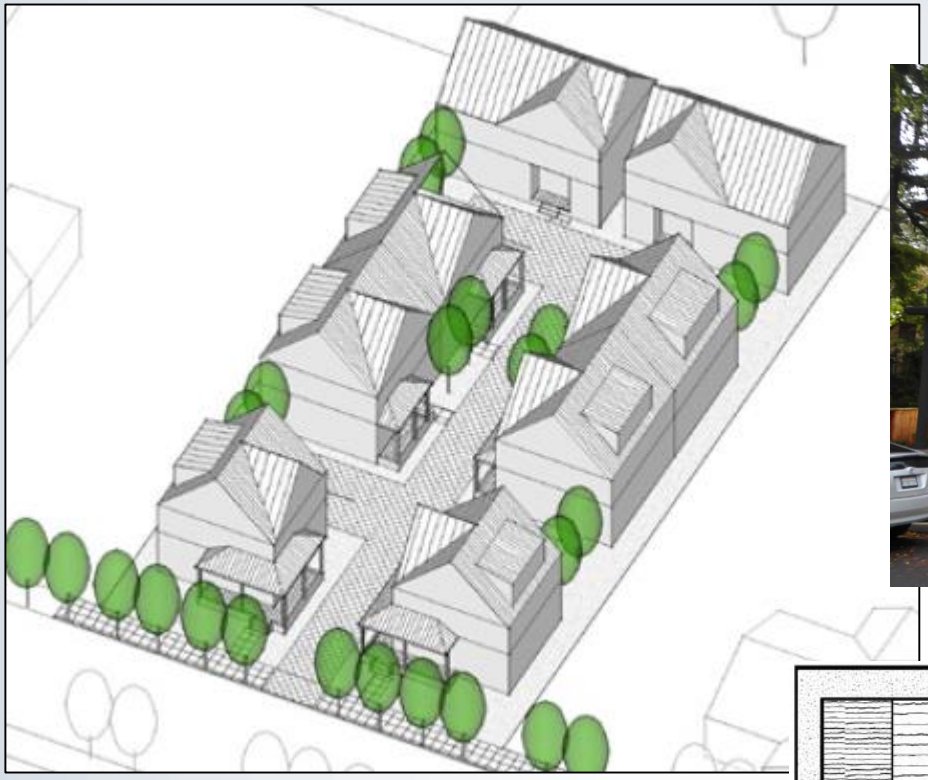
Alternative Development Approaches

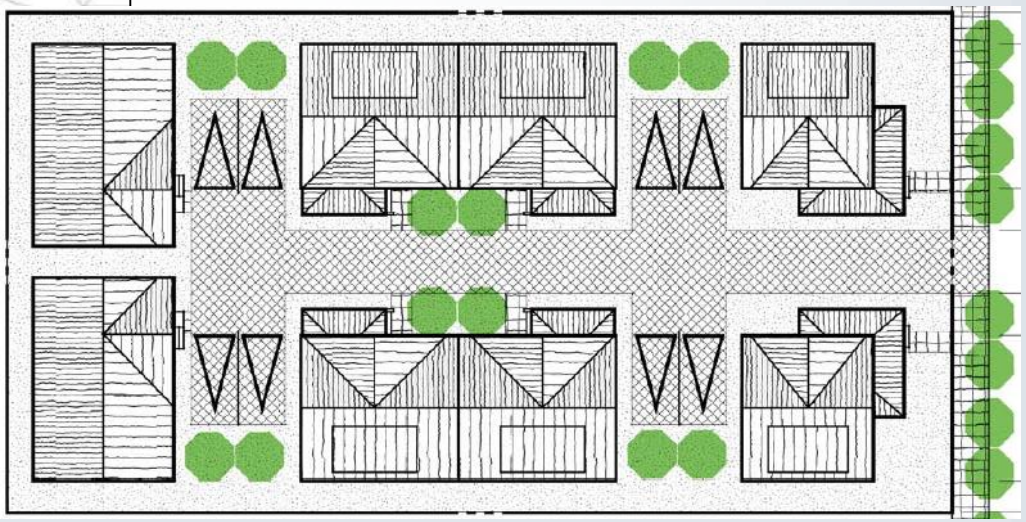




- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches

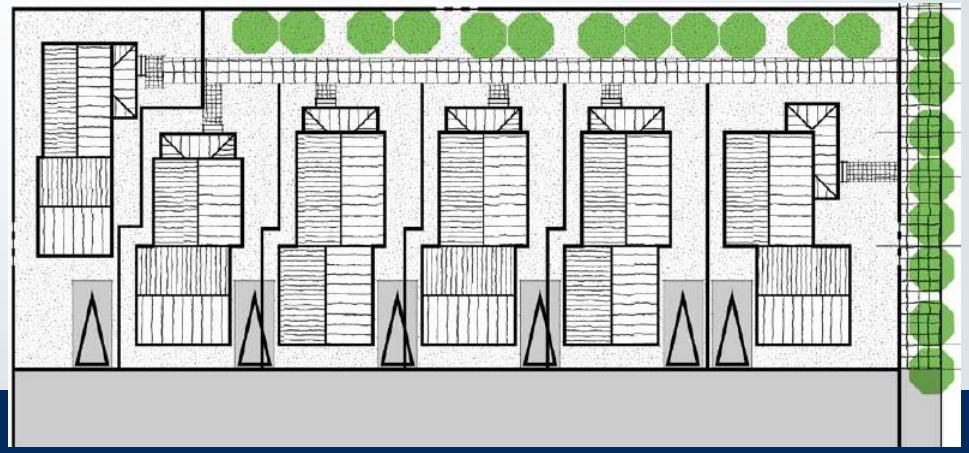




- ❑ Preferred
- ❑ OK/Acceptable
- ❑ Should Discourage

Alternative Development Approaches

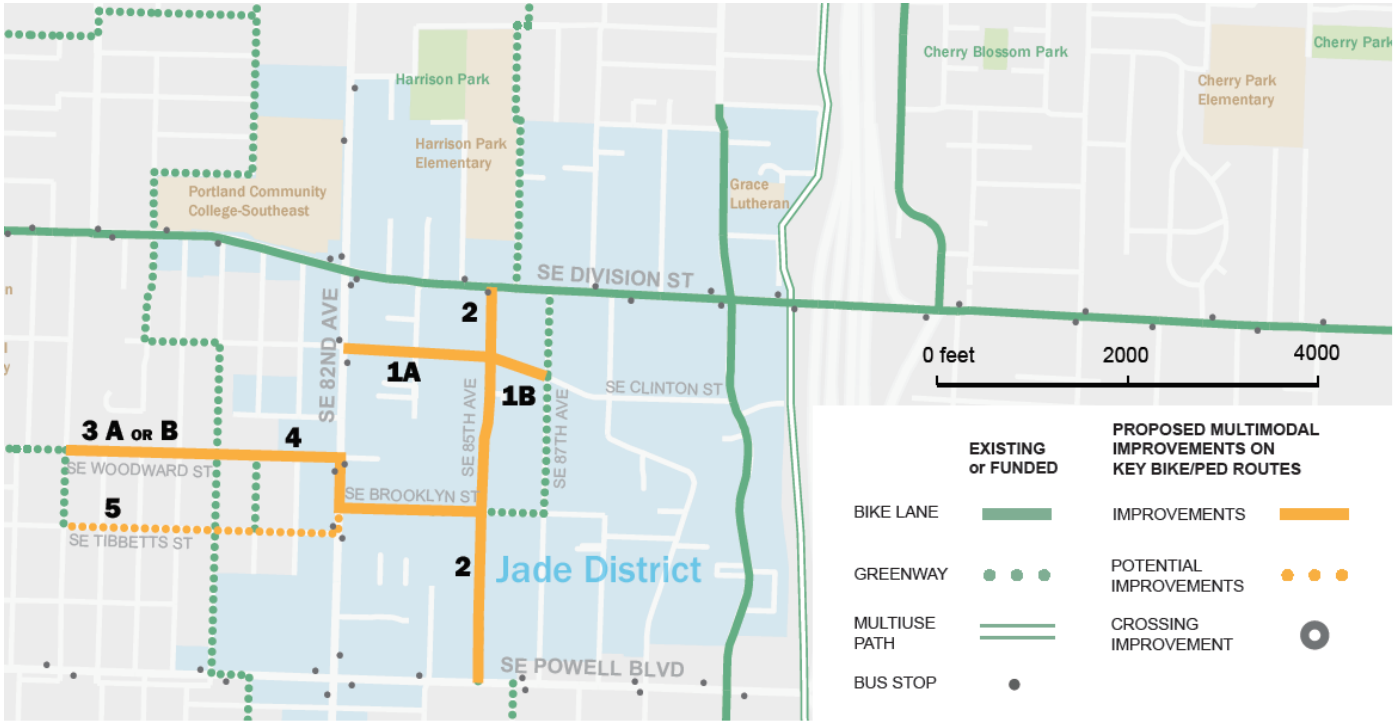
- Preferred
- OK/Acceptable
- Should Discourage



Upcoming:

Funded street projects

Jade District Connected Centers Project (2019-2021)



Next Stakeholder Working Group Meeting

April 19th (Wednesday), 6-8pm: Street Frontages and Inner Neighborhoods Focus

4815 NE 7th Avenue (Northeast Coalition of Neighborhood Office / King School)

Topics

- Front garage limitations and front entrance requirements
- Front setbacks in inner higher-density zones
- Alternative development options for Inner Neighborhoods

Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

Stakeholder Working Group Meeting
April 6, 2017

Street Connectivity & Multi-Dwelling Development Issues
Jade District

Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.