



# 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



Bureau of Planning and Sustainability  
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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

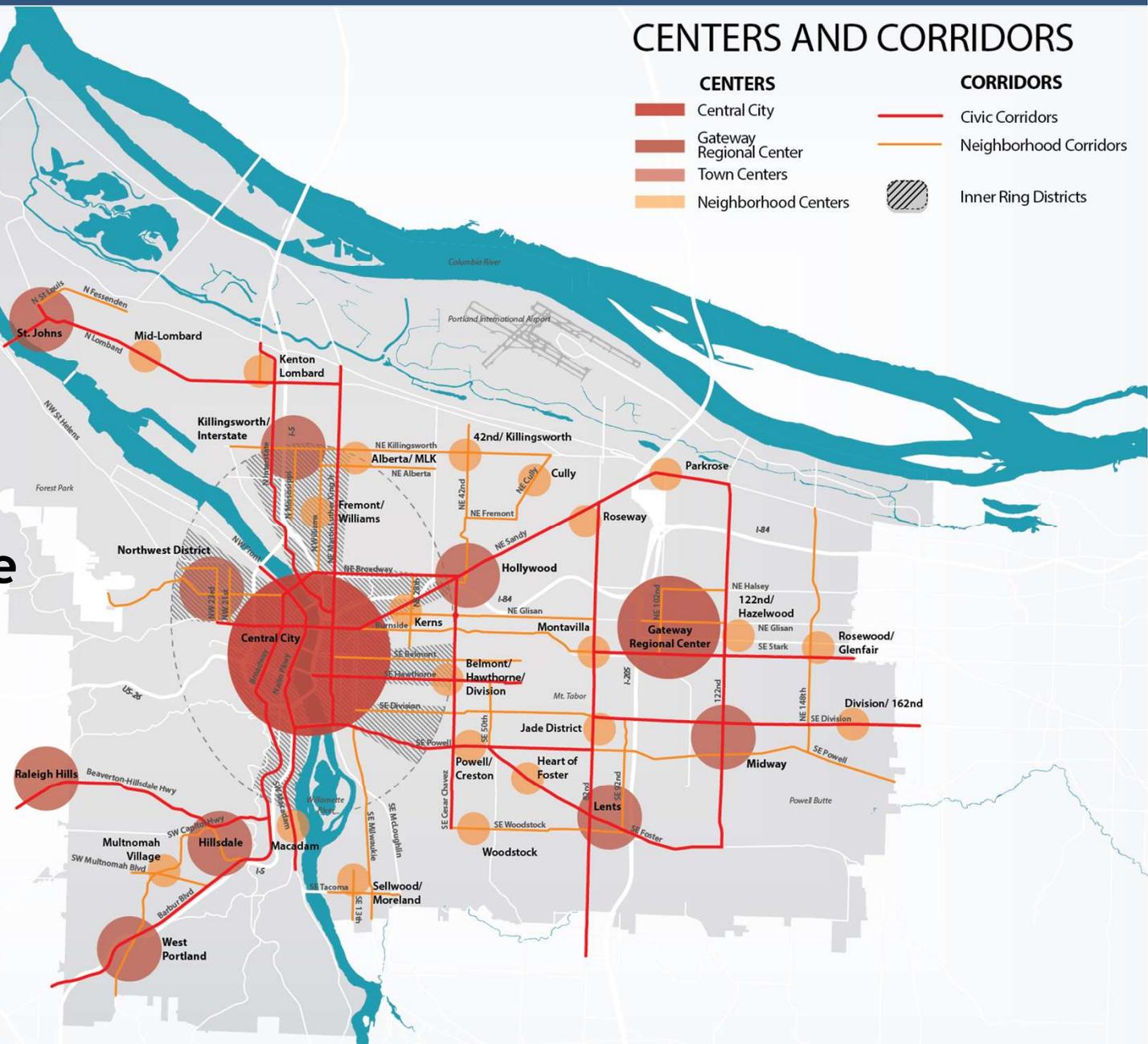


# CENTERS AND CORRIDORS

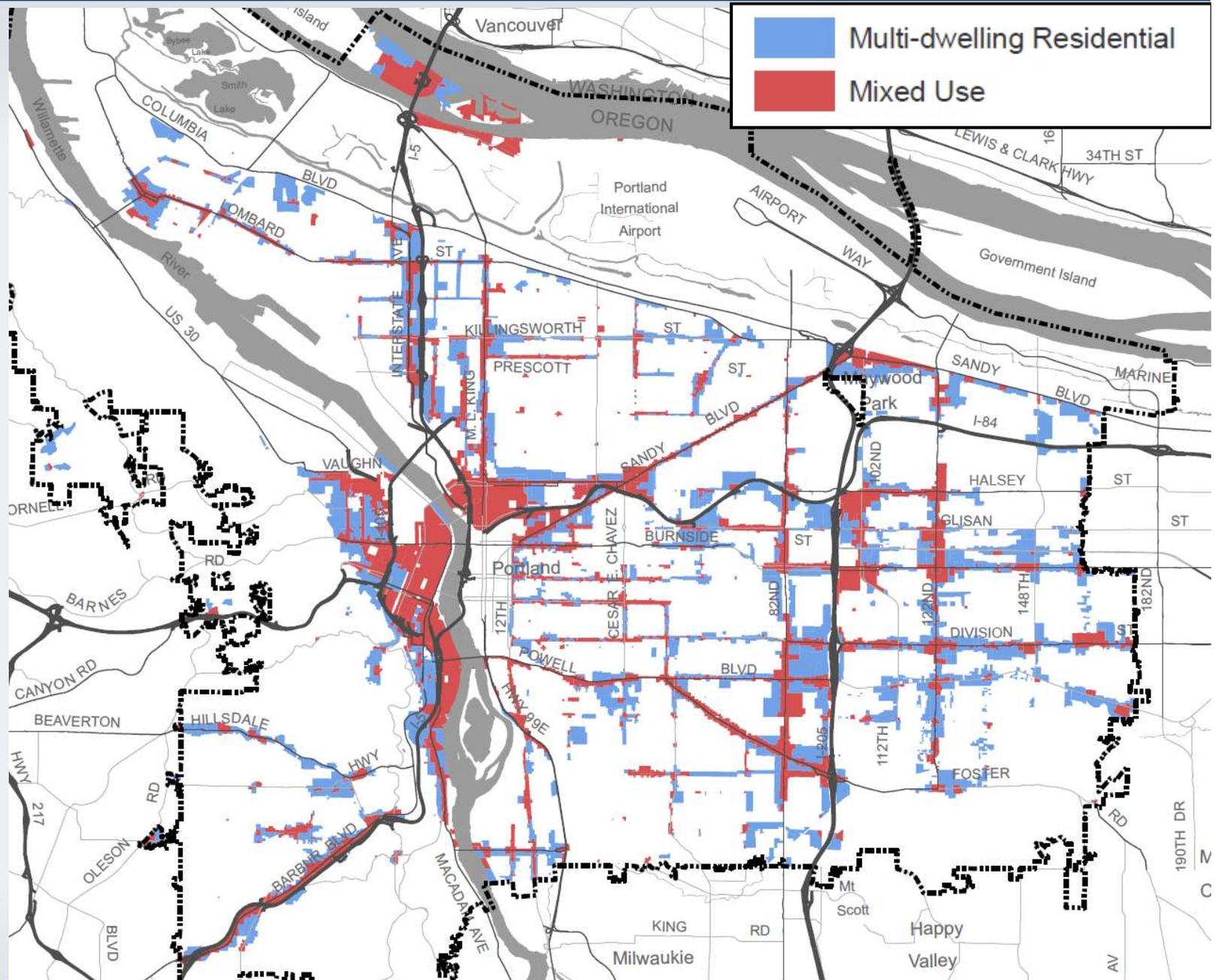
- | CENTERS  | CORRIDORS  |
|--|--|
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #8B0000; border: 1px solid black; margin-right: 5px;"></span> Central City            | <span style="display: inline-block; width: 15px; border-bottom: 2px solid red; margin-right: 5px;"></span> Civic Corridors   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #A52A2A; border: 1px solid black; margin-right: 5px;"></span> Gateway Regional Center | <span style="display: inline-block; width: 15px; border-bottom: 2px solid orange; margin-right: 5px;"></span> Neighborhood Corridors   |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #C08080; border: 1px solid black; margin-right: 5px;"></span> Town Centers            | <span style="display: inline-block; width: 15px; height: 15px; border: 1px solid black; background: repeating-linear-gradient(45deg, transparent, transparent 2px, black 2px, black 4px); margin-right: 5px;"></span> Inner Ring Districts |
| <span style="display: inline-block; width: 15px; height: 10px; background-color: #FFA500; border: 1px solid black; margin-right: 5px;"></span> Neighborhood Centers    |  |

## Comprehensive Plan

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



# Zoning

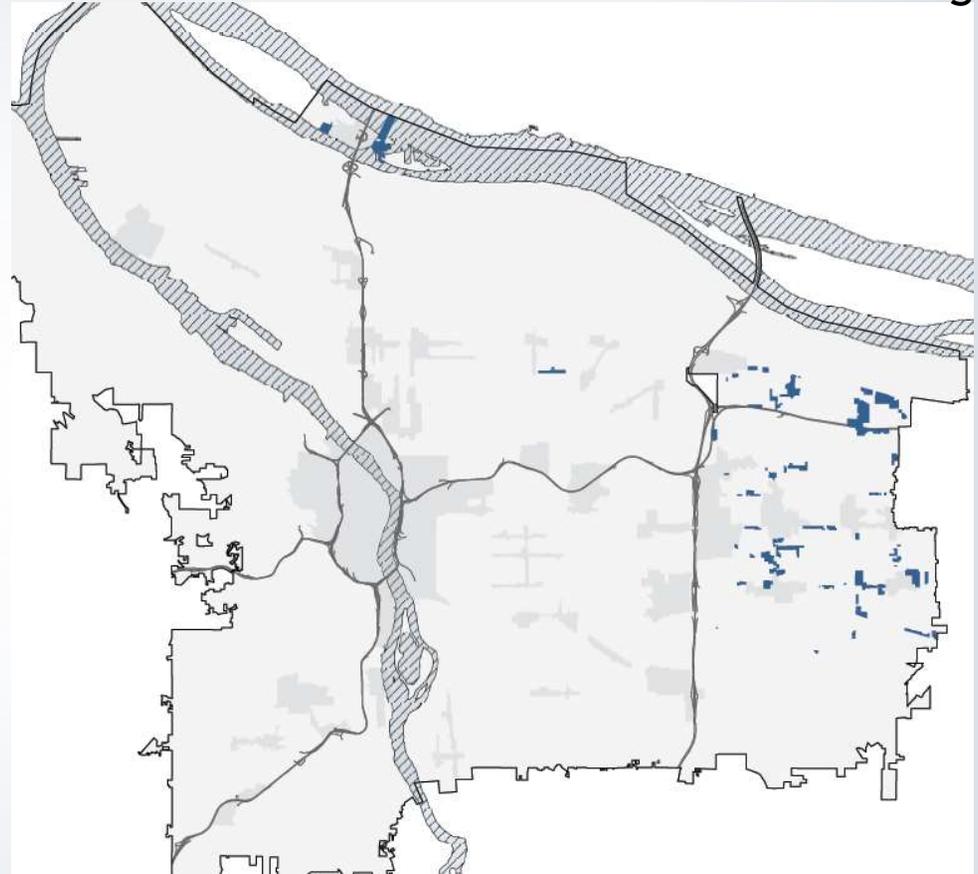
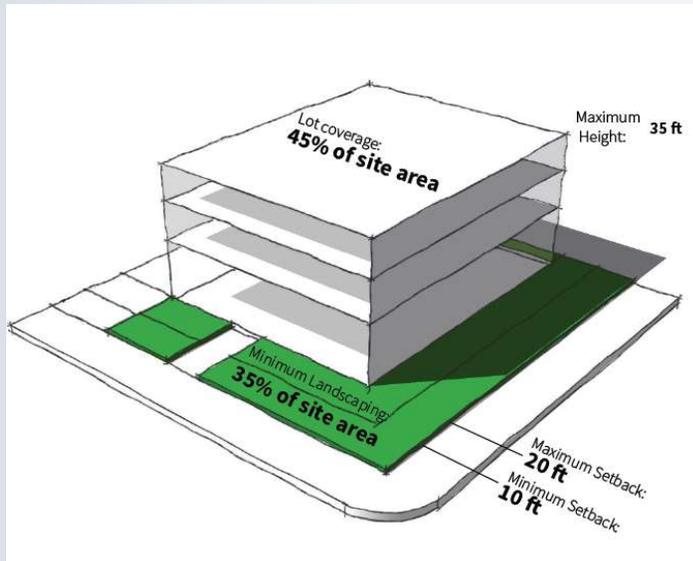


# Current Multi-Dwelling Zones

## R3 Zone

529 acres

10% of total MDR zoning



**Maximum Density:**

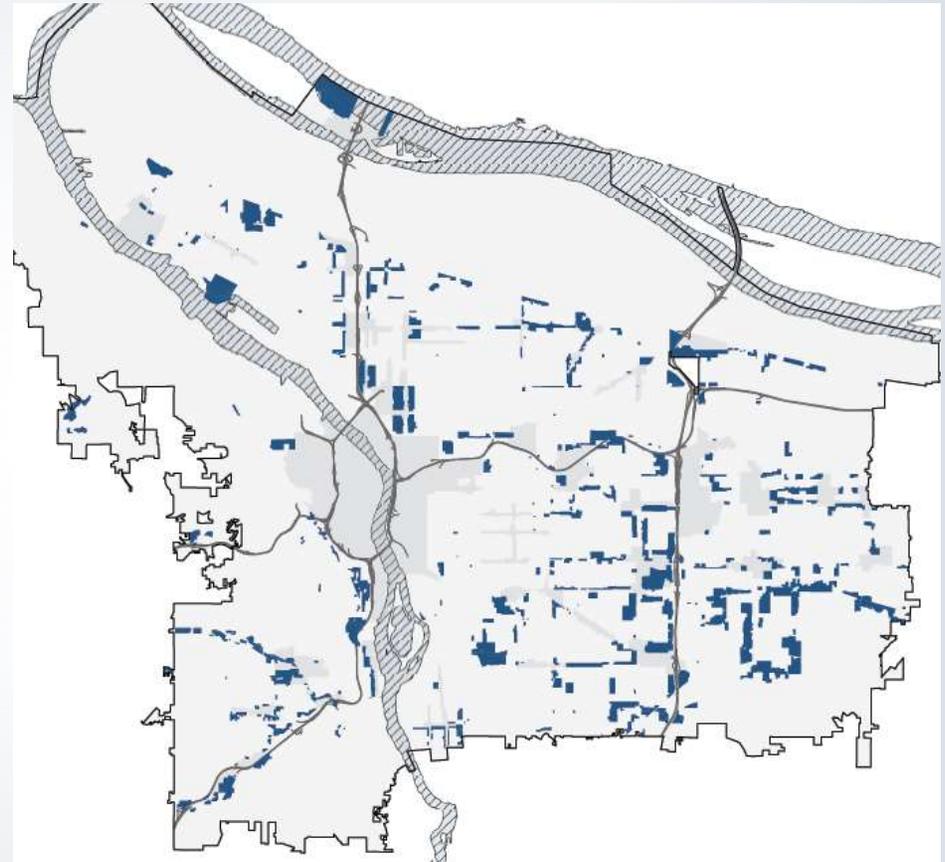
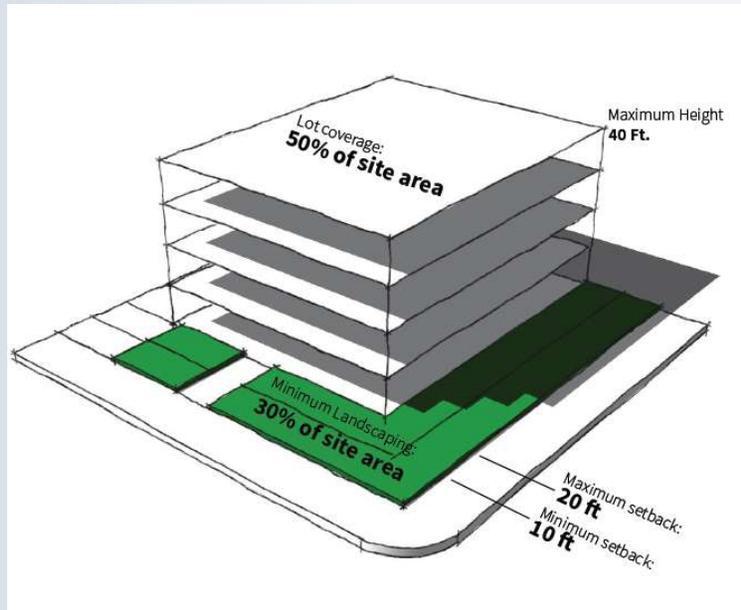
**1 unit per 3,000 square feet of site area  
(3 units on 10,000 square foot site)**



# Current Multi-Dwelling Zones

## R2 Zone

2,788 acres  
52% of total MDR zoning



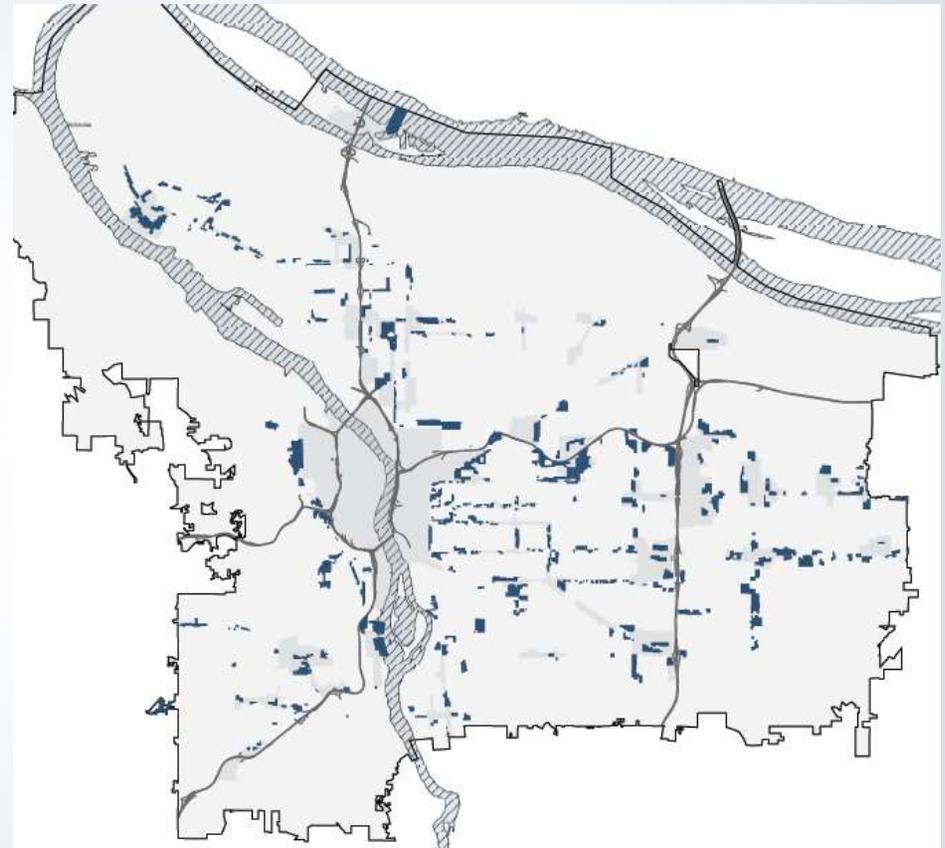
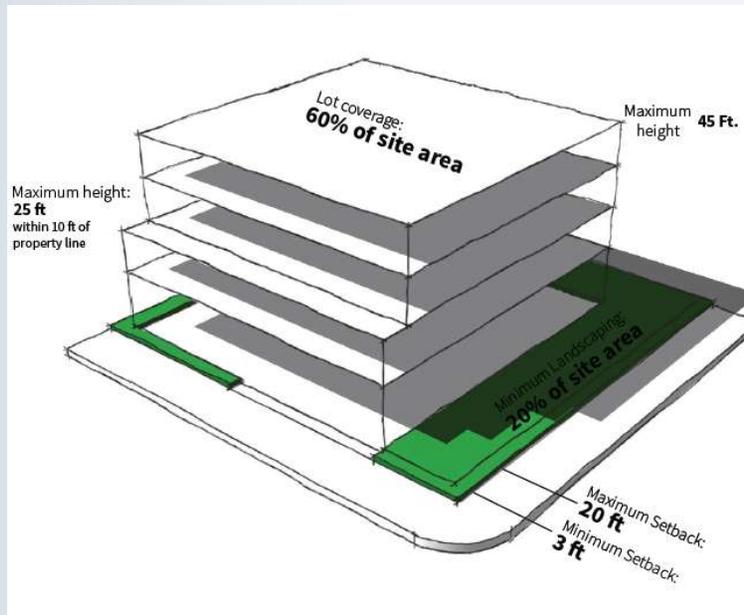
**Maximum Density:** 1 unit per 2,000 square feet of site area  
(5 units on 10,000 square foot site)



# Current Multi-Dwelling Zones

## R1 Zone

1,541 acres  
29% of total MDR zoning



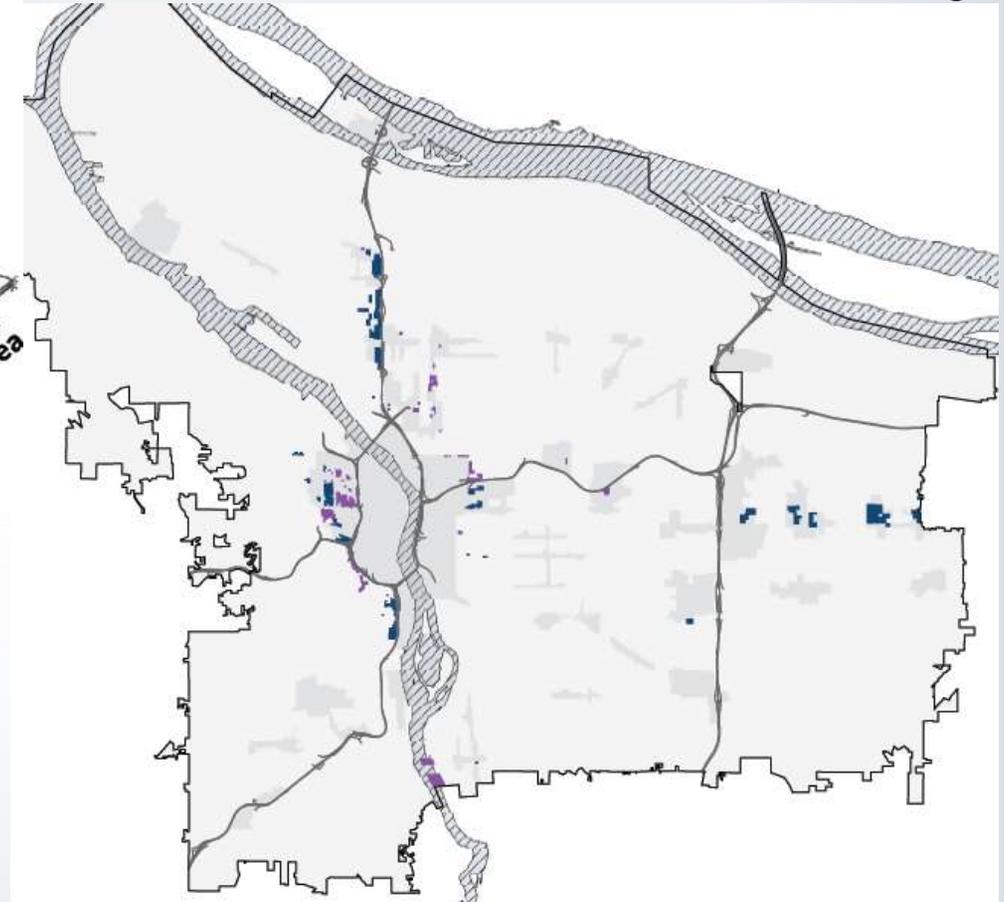
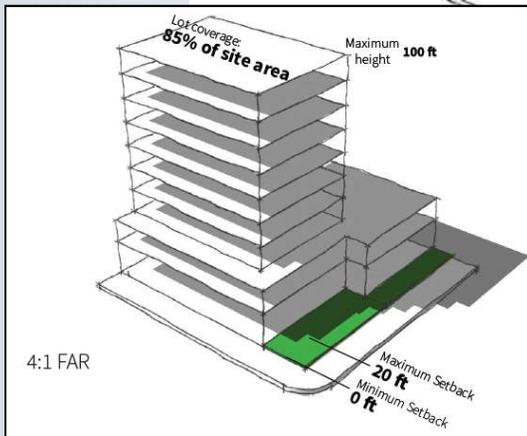
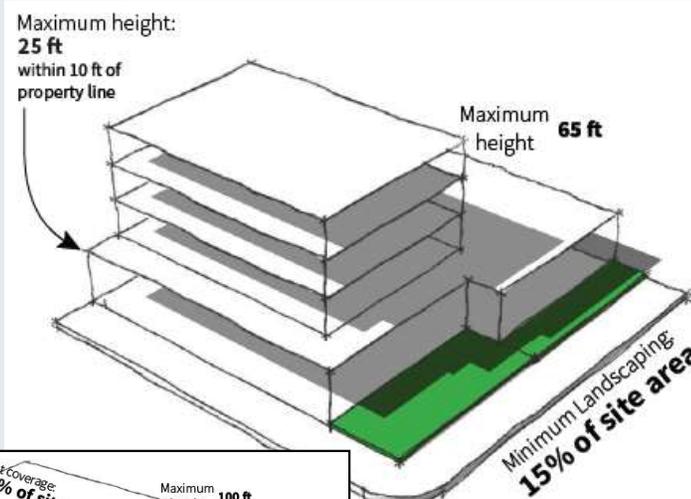
**Maximum Density:** 1 unit per 1,000 square feet of site area  
(10 units on 10,000 square foot site)



# Current Multi-Dwelling Zones

## RH Zone

416 acres  
8% of total MDR zoning



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

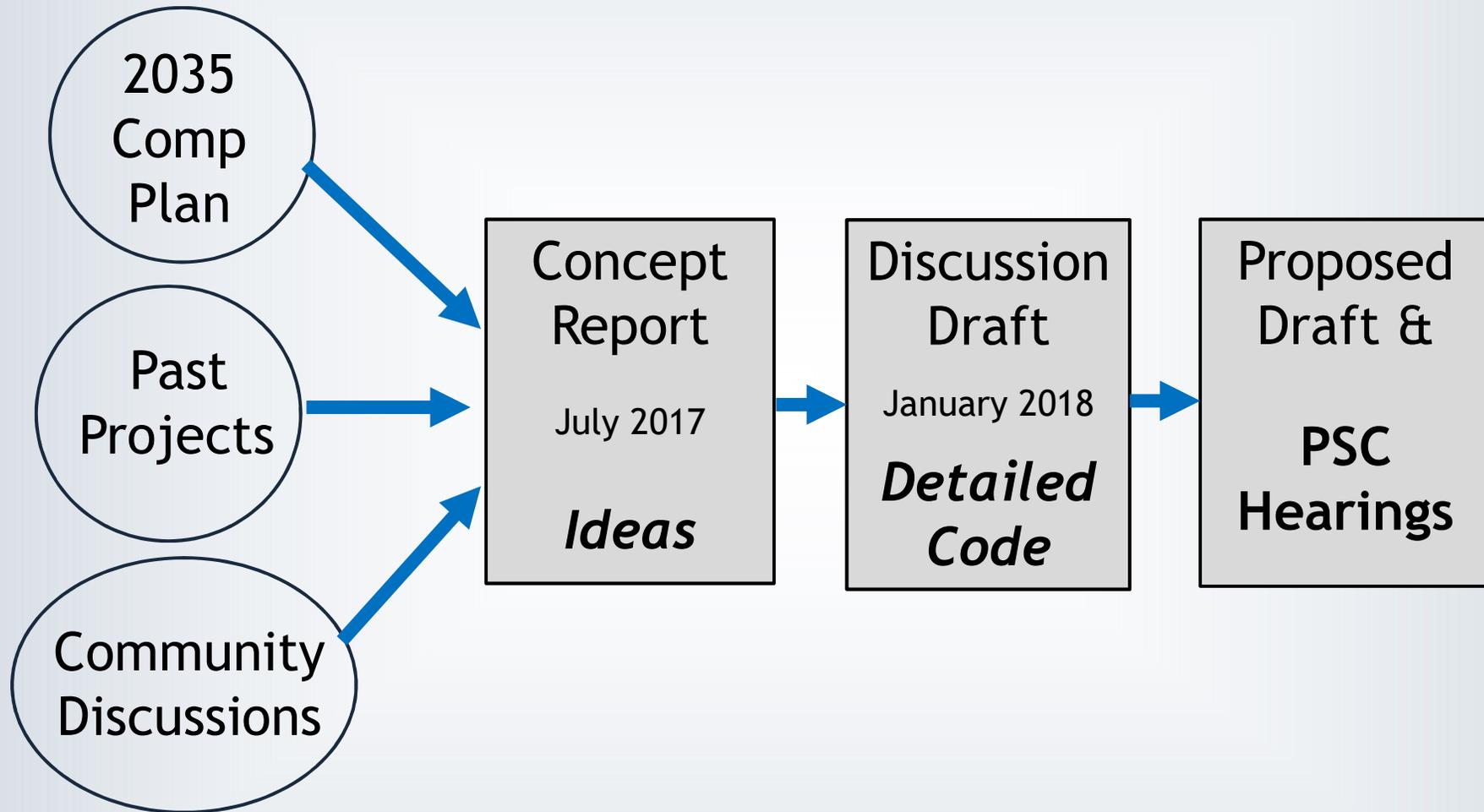


# What's the problem we're trying to solve?

- 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

**Better Housing by Design**  
 AN UPDATE TO PORTLAND'S MULTI-DWELLING ZONING CODE

**Proposed Draft**  
 May 2018

**Volume 1:  
 Staff Report**

Submit testimony to the Portland Planning and Sustainability Commission by June 12, 2018. See inside cover for more information.





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feet neighborhood  
 etc.

The proposal would  
 integrate new  
 patterns,  
 that contribute to  
 back in the more-  
 porative.

Wings,  
 2 setbacks,  
 [ements] when residential units are raised 2 feet

Condensed front setbacks can help promote  
 established neighborhood patterns, even with  
 high-density developments.

Units allow for the diversity of housing on urban  
 corridors, including small apartment buildings,  
 storage sheds) to be located in






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**Better Housing by Design**  
 AN UPDATE TO PORTLAND'S MULTI-DWELLING ZONING CODE

**Proposed Draft**  
 May 2018

**Volume 2:  
 Zoning Code  
 Amendments**

Submit testimony to the Portland Planning and Sustainability Commission by June 12, 2018. See inside cover for more information.





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Language to be added is underlined  
 Language to be deleted is shown in strikethrough

**Common Area.** On sites that are more than 20,000 square feet in total site area, percent of total site area must be provided as common area. At least 50 percent of the required common area must be outdoor area, such as outdoor courtyard or deck. Up to 50 percent of the required common area may be indoor area, such as an indoor recreation facility or indoor community room.

**Outdoor Area.** Required outdoor area may be provided as individual private patios or balconies, deck common areas, outdoor areas, and common areas. There shall also be a combination of individual and common areas.

**Private Outdoor Area.** Where a separate outdoor area is provided as individual private patios or balconies, each common area must be directly accessible to the unit. Areas used for pedestrian circulation do not count towards meeting this standard or in one dwelling unit, it may extend 100 percent into the required common area. If it extends up to 5 feet into a required common area, but not into a setback. Covered outdoor areas are subject to Paragraph

Where outdoor, shared common area is provided, it must be designed so that a 6-foot x 6-foot square will fit entirely within the common area. If a 6-foot x 6-foot square will fit entirely within the common area, it must be directly accessible to the unit. Areas used for pedestrian circulation do not count towards meeting this standard or in one dwelling unit, it may extend 100 percent into the required common area. If it extends up to 5 feet into a required common area, but not into a setback. Covered outdoor areas are subject to Paragraph

Where outdoor, shared common area is provided, it must be designed so that a 6-foot x 6-foot square will fit entirely within it.

**Indoor Common Area.** If provided, it must be an indoor common area. Indoor common areas shall be used for recreation, community rooms, indoor common areas, and vehicle or bicycle facilities. Common areas shall be used for recreation, community rooms, indoor common areas, and vehicle or bicycle facilities. Common areas shall be used for recreation, community rooms, indoor common areas, and vehicle or bicycle facilities.

Where a combination of individual and common areas is provided, the common area must meet 86.2 a above, providing an amount equivalent to 8,244 square feet of outdoor area for each unit.

Common areas must be surfaced with lawn, pavers, decking, or other suitable materials. Common areas must be used for active or passive recreational purposes. Common areas must be landscaped with trees, shrubs, planter boxes, and other amenities such as play areas, and other amenities.

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**Vol. 1: Staff Report**  
*Summary & analysis*

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

**Volume 3 - Additional Zoning Code Amendments**

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

# Major Topics

**Diverse Housing Options  
and Affordability**



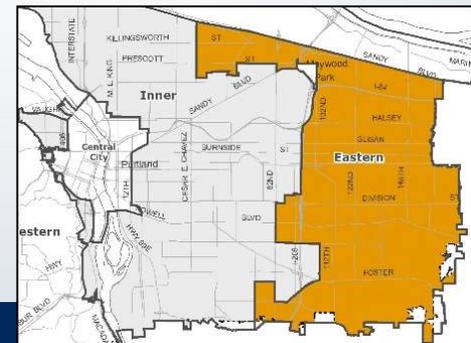
**Outdoor Spaces  
and Green Elements**



**Building Design and Scale**

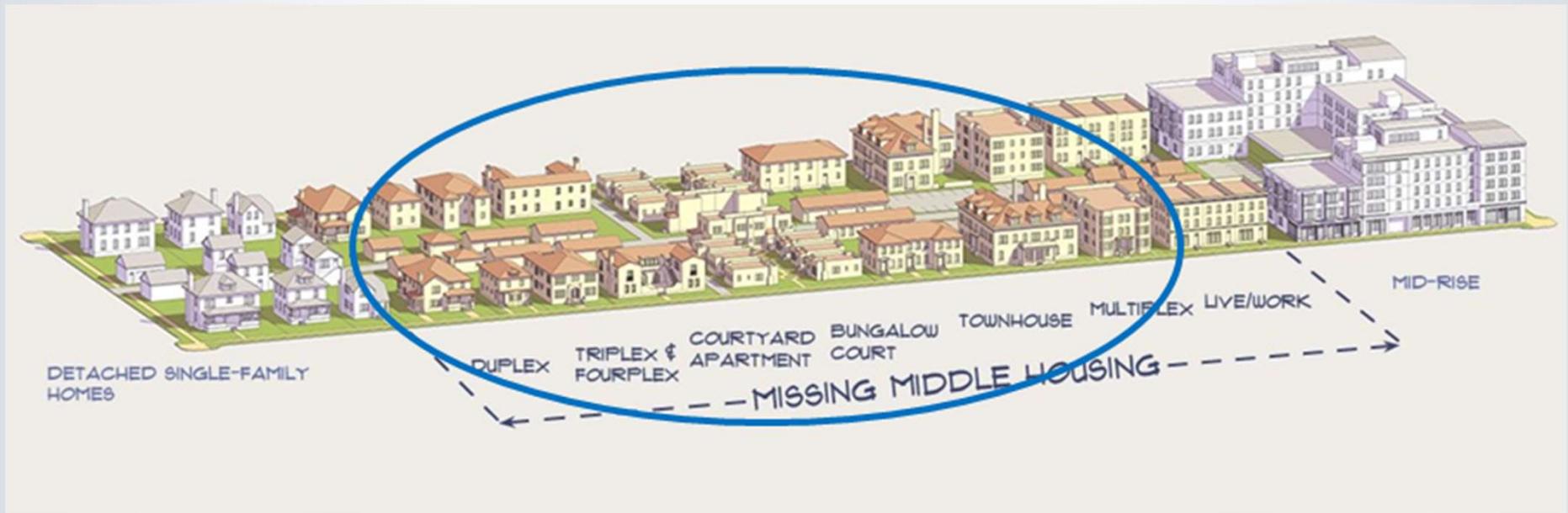


**East Portland Standards and  
Street Connections**



# 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



# 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



# Scale Based Zoning - Background



Duplex



Fourplex



Courtyard Apartments (12 units)



Duplex - small lot



Apartments (9 units)



Courtyard Apartments (39 units)

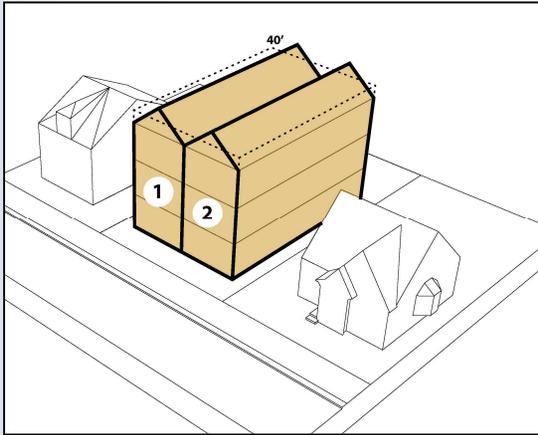
**Historic examples of multi-dwelling housing**  
- Wide variety of housing with a 2-3 story scale

Allowed in RH zone 

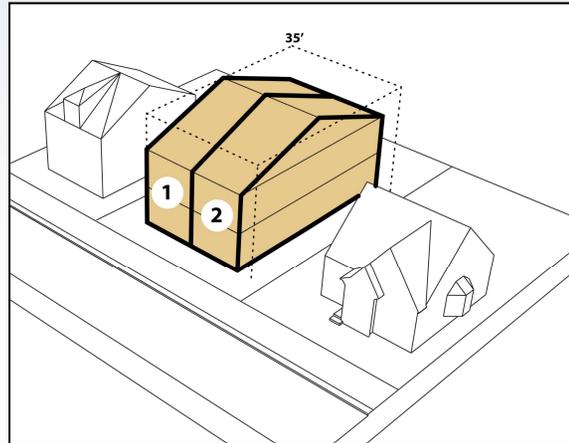


# Diverse Housing Options and Affordability

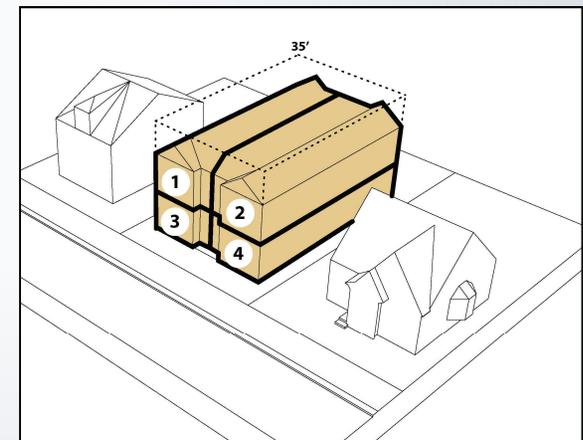
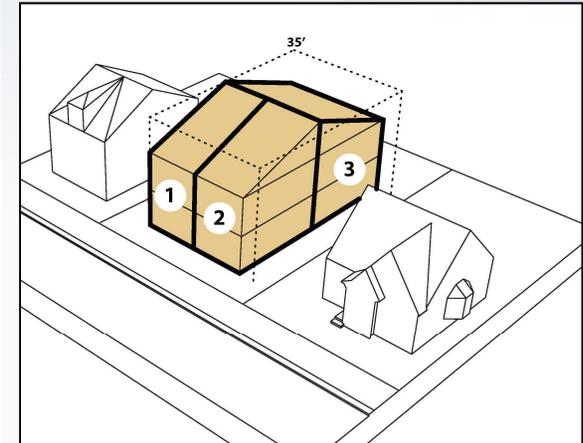
## 1. Regulate by building scale instead of unit density



**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



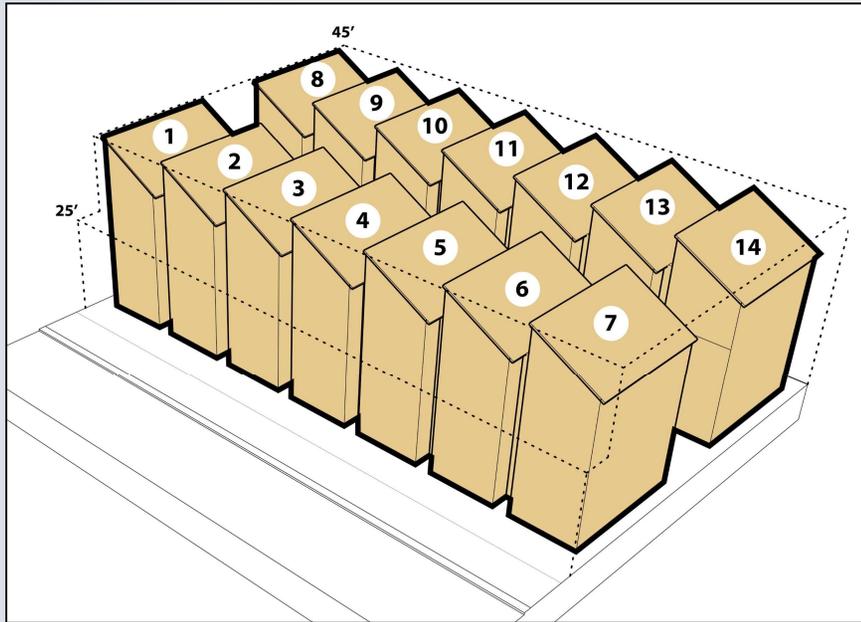
18 units on 18,000 SF site

**RM2 zone (current R1) - common along transit corridors**



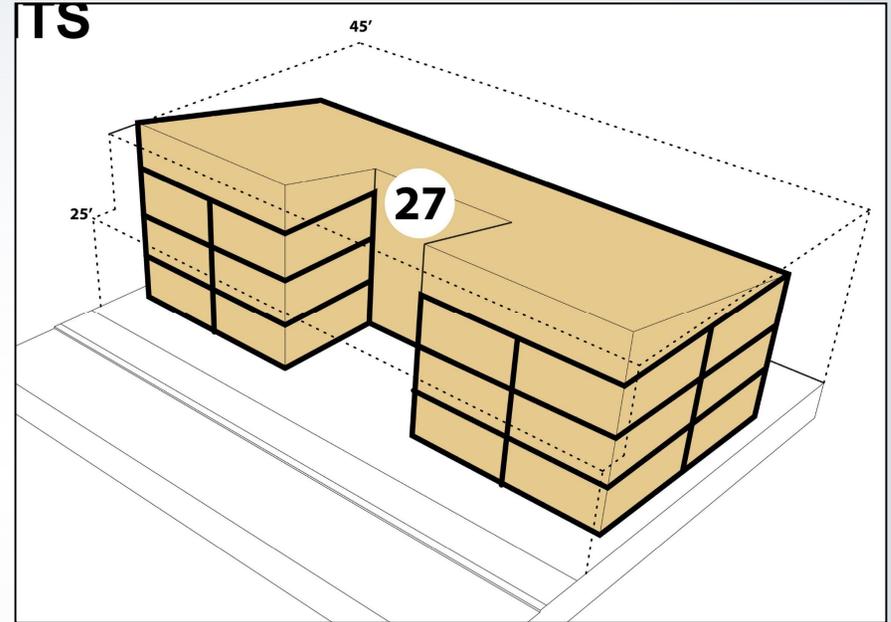
# Diverse Housing Options and Affordability

## 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%)**



# 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)

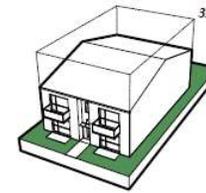
Maximum Height: 65 feet  
 Max. Building Coverage: 85%

**New Zone: RM4**  
 Current Zone: RH (4:1 FAR)

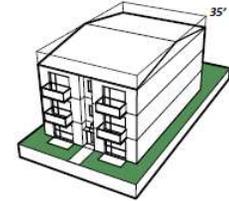
Maximum Height: 75 - 100 feet  
 Max. Building Coverage: 85%

Base FAR

Bonus FAR



1 to 1



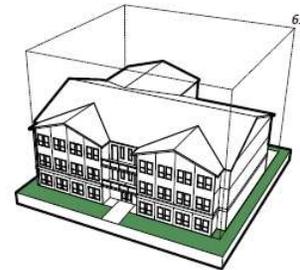
1.5 to 1



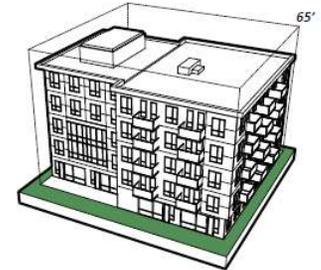
1.5 to 1



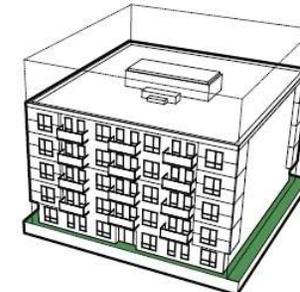
2.25 to 1



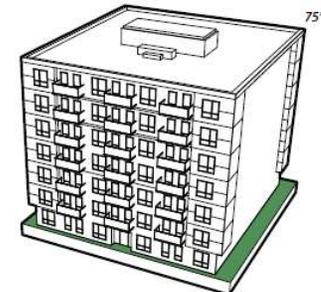
2 to 1



3 to 1



4 to 1



6 to 1



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



# 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"> <li>Allowed by right</li> <li>Varies by zone</li> </ul>	<ul style="list-style-type: none"> <li><b>Inclusionary housing:</b> full 50% bonus</li> <li><b>Moderate income family housing:</b> 25% bonus <i>(new approach)</i> (at least half of units must have 3 bedrooms affordable at 100% of MFI)</li> <li><b>FAR transfers from sites preserving:</b> <ul style="list-style-type: none"> <li>Existing affordable housing <i>(new approach)</i></li> <li>Trees <i>(new approach)</i></li> <li>Historic resources</li> </ul> </li> </ul>	<ul style="list-style-type: none"> <li><b>Special bonus for deeper housing affordability</b> (At least half of units must be affordable at 60% MFI) <i>(new approach)</i></li> </ul> <p><b>Not available in historic districts</b></p>



# 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)

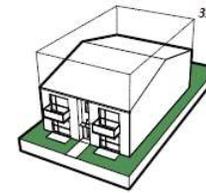
Maximum Height: 65 feet  
 Max. Building Coverage: 85%

**New Zone: RM4**  
 Current Zone: RH (4:1 FAR)

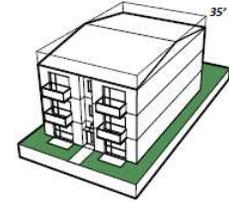
Maximum Height: 75 - 100 feet  
 Max. Building Coverage: 85%

Base FAR

Bonus FAR



1 to 1



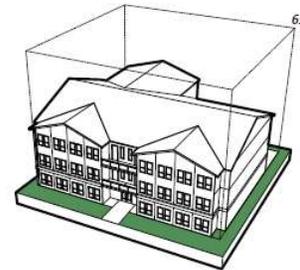
1.5 to 1



1.5 to 1



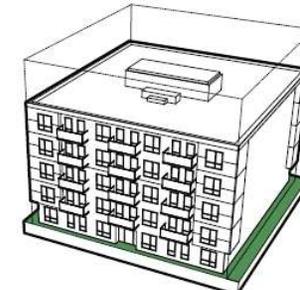
2.25 to 1



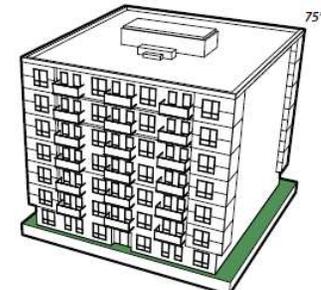
2 to 1



3 to 1



4 to 1

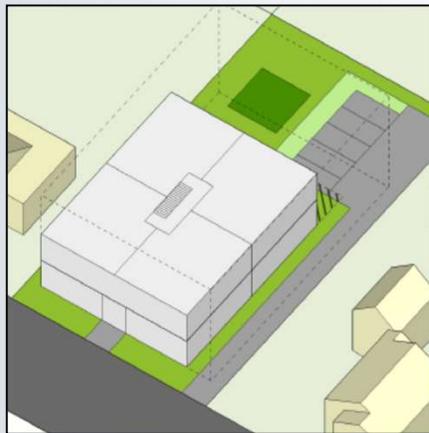


6 to 1

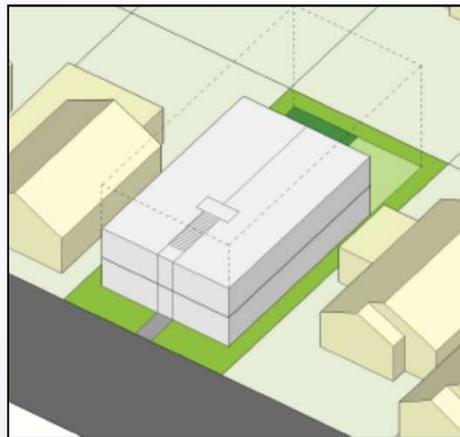


## Merging of the R3 + R2 zones into new RM1 zone

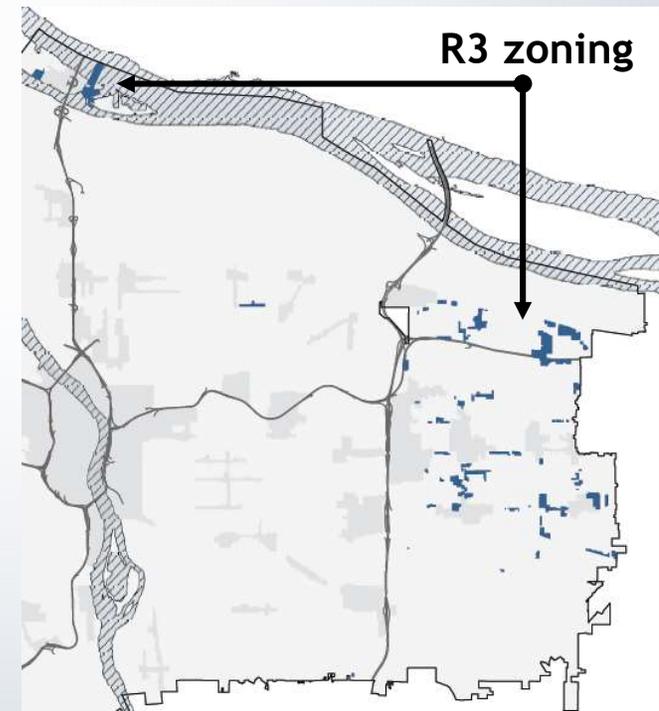
- Relatively small amount of R3 zoning - 517 acres out of total of 5,160 acres in multi-dwelling zones.
- Little new development in the R3 zone - 180 units over the past 10 years.
- Both zones allow similar scale - intended to be compatible with single-family housing.



R3



R2 ▶ RM1





# 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



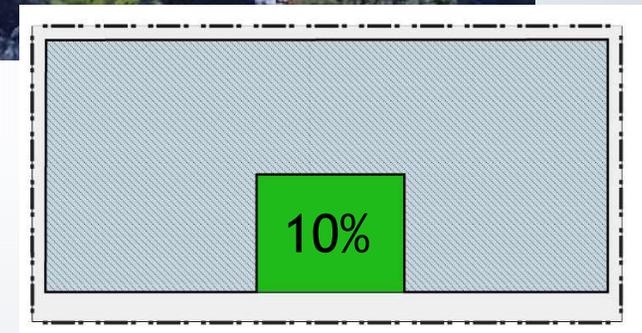
### High-Density Residential Zone (RH)

- 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:

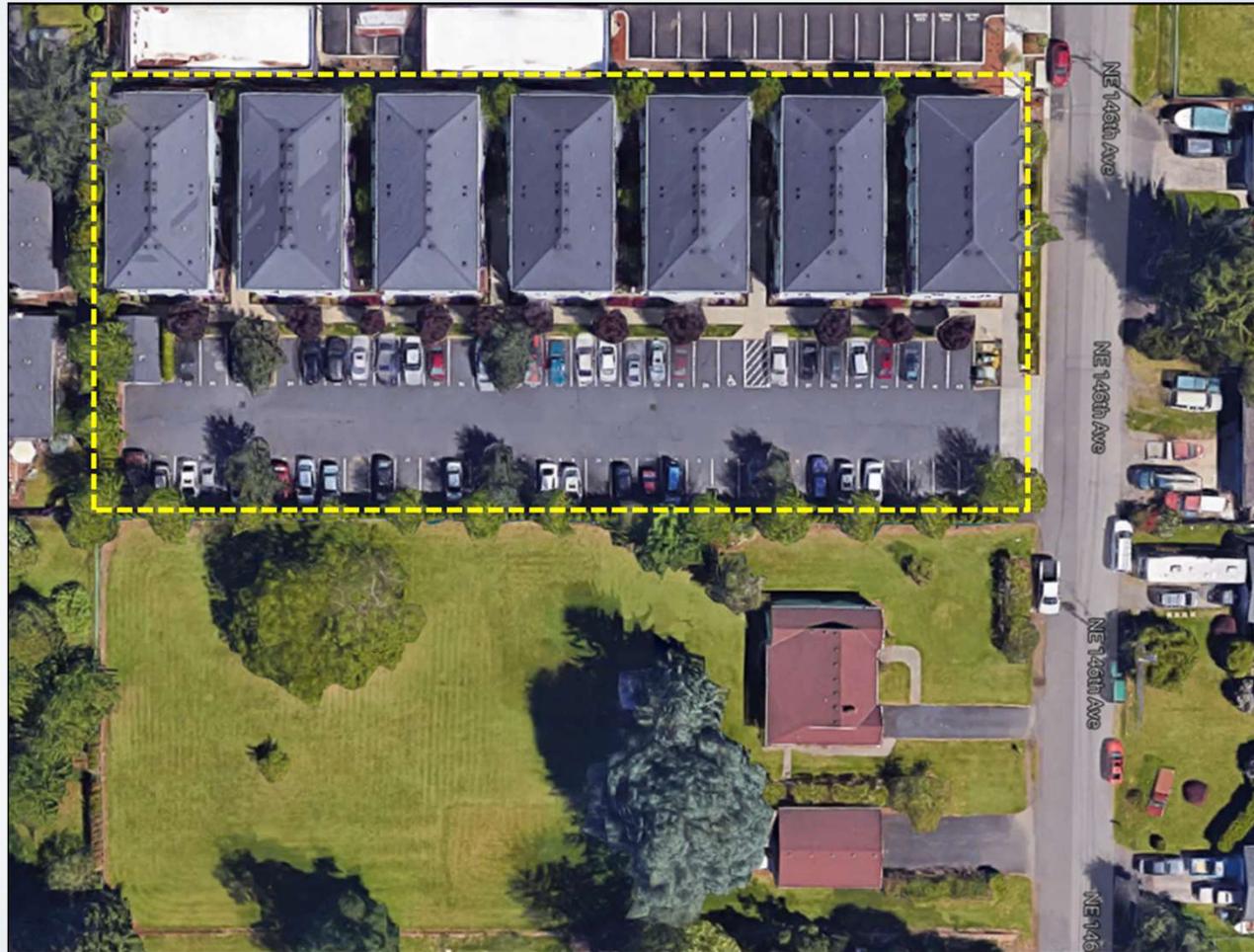
Allow urban green options (ecoroofs, raised courtyards & stormwater planters) to meet landscaping requirements.



# 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.

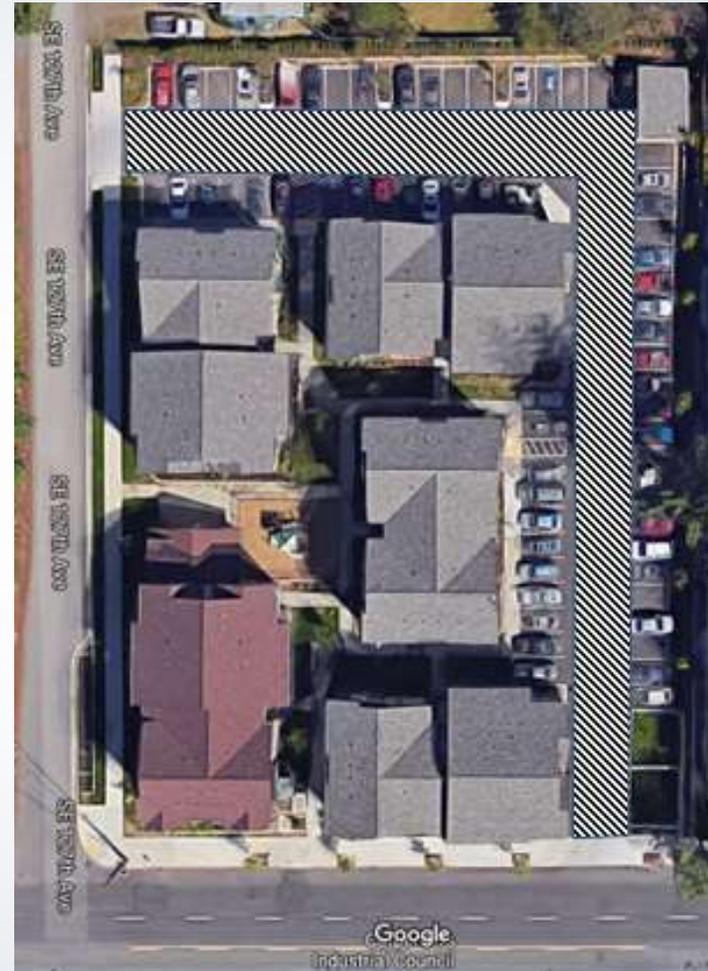


# Outdoor Spaces and Green Elements

## 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.



# Building Design and Scale

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



**10' setbacks**  
- continuity with existing residential characteristics



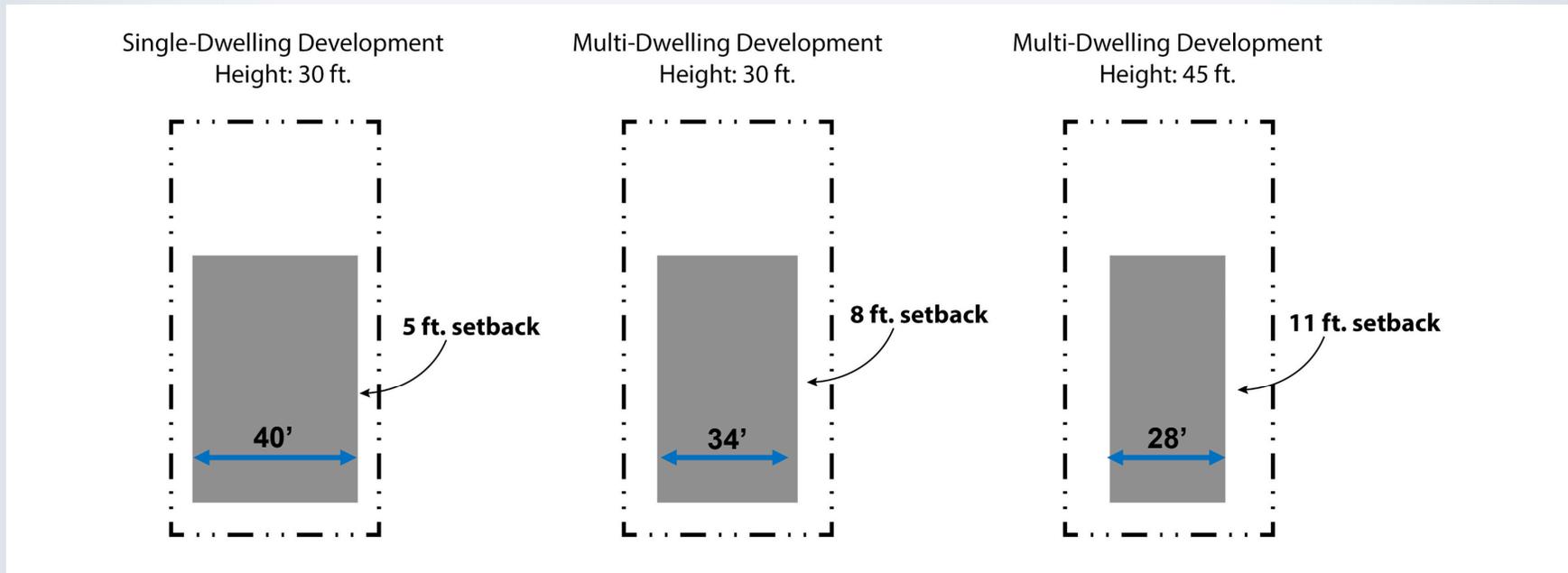
**Allowances for smaller setbacks based on:**

- 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.



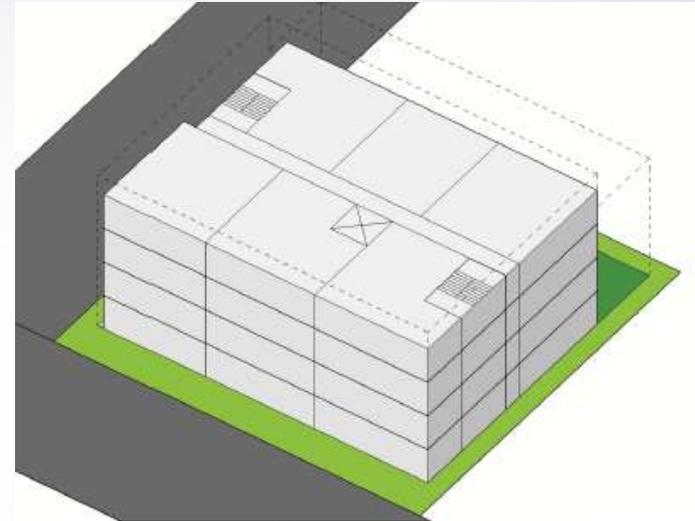
# Building Design and Scale

## 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

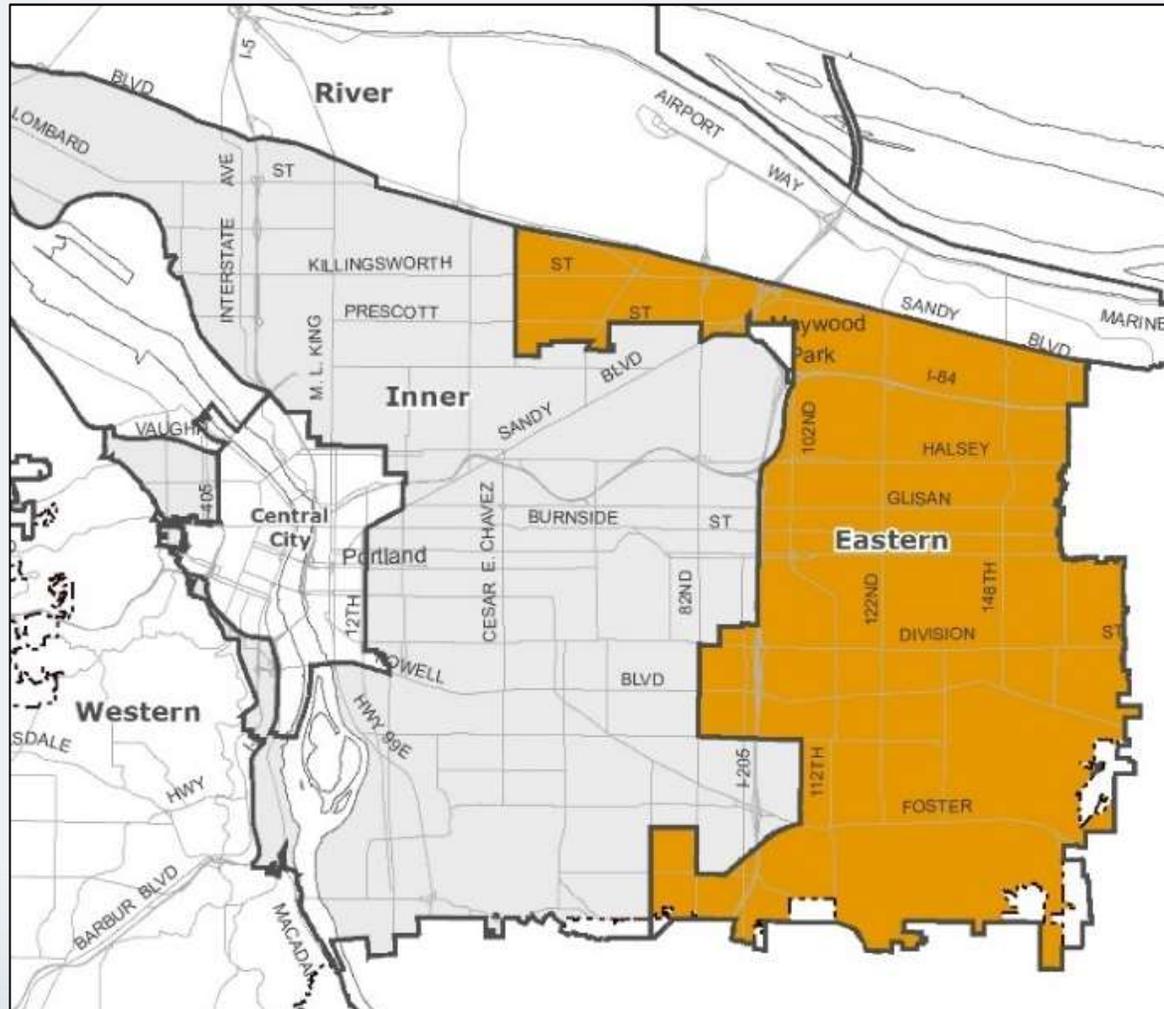
## Building Design and Scale

Questions?



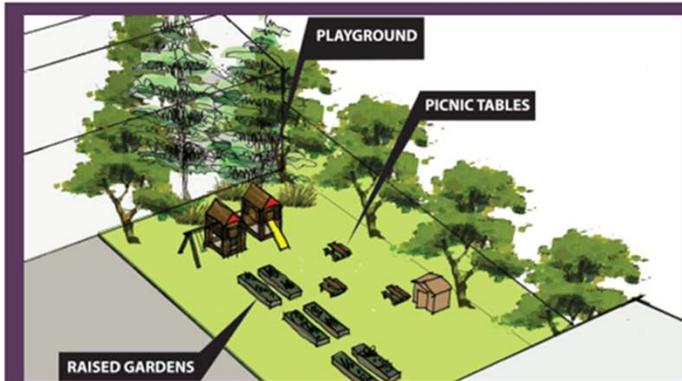
# TOPIC

## East Portland Standards and Street Connections





# East Portland Standards and Street Connections



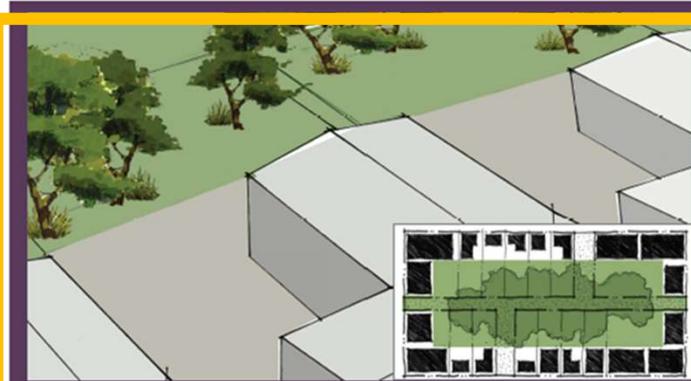
Common open space areas



Space for large trees



Landscaped front setbacks

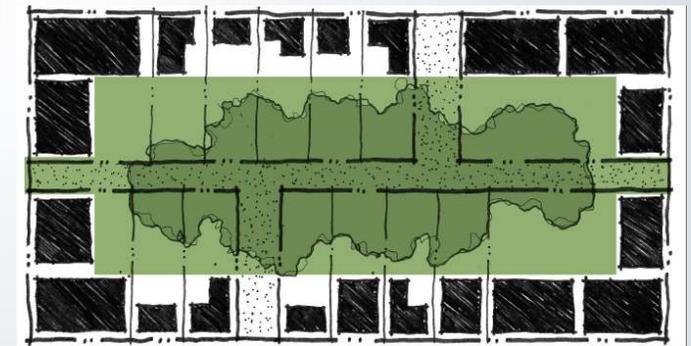
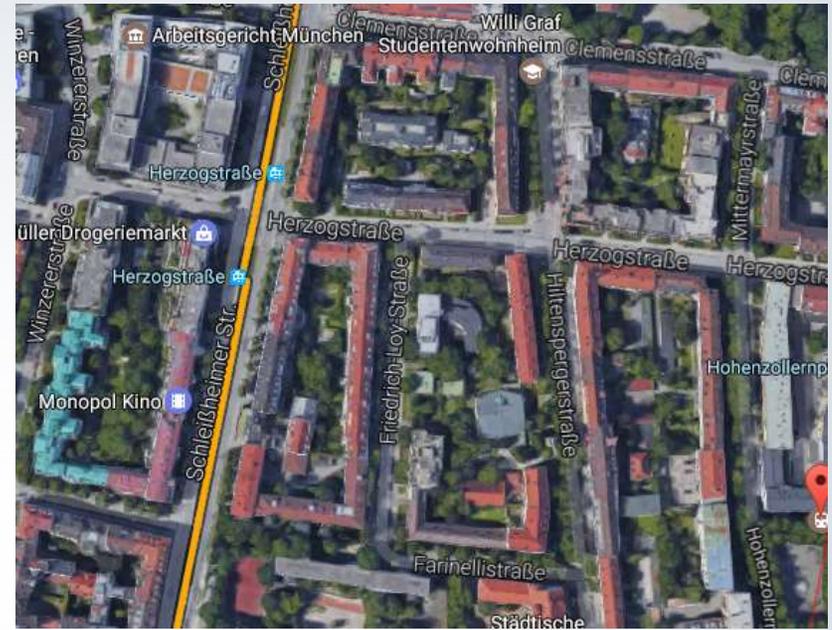


Mid-block open space

## 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



# 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*

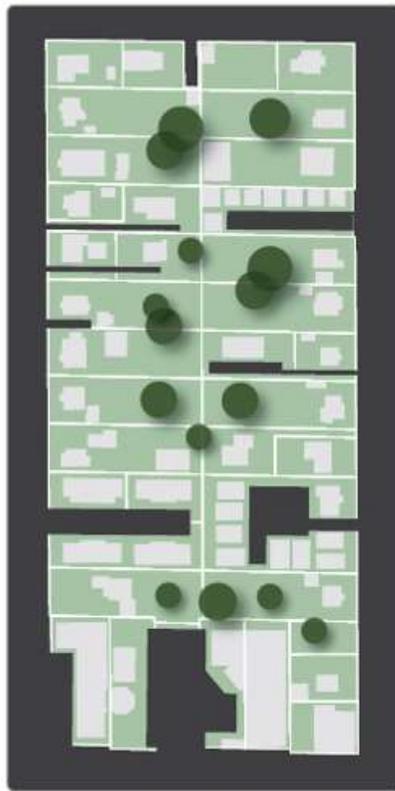
### **Proposal:**

**Require rear setbacks equivalent to 25% of site depth**

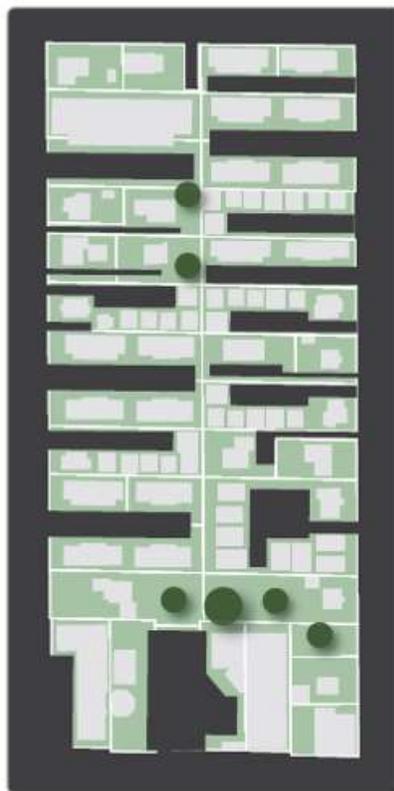


# East Portland Standards and Street Connections

## 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

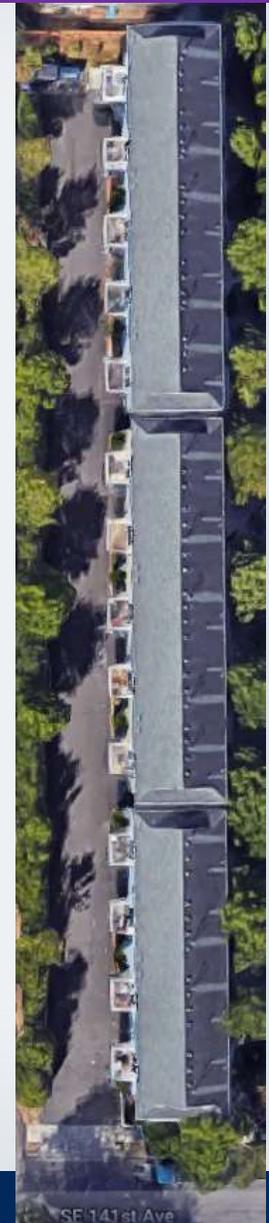


# East Portland Standards and Street Connections

## Background

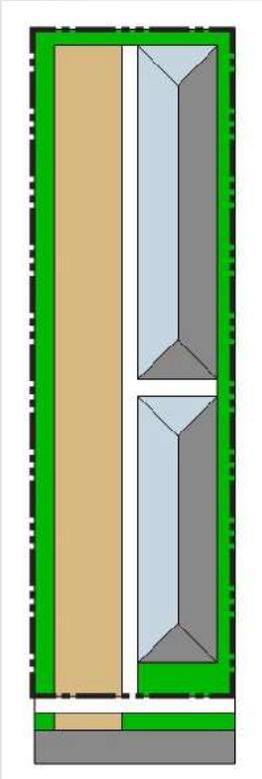
### Problems with narrow sites:

- 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

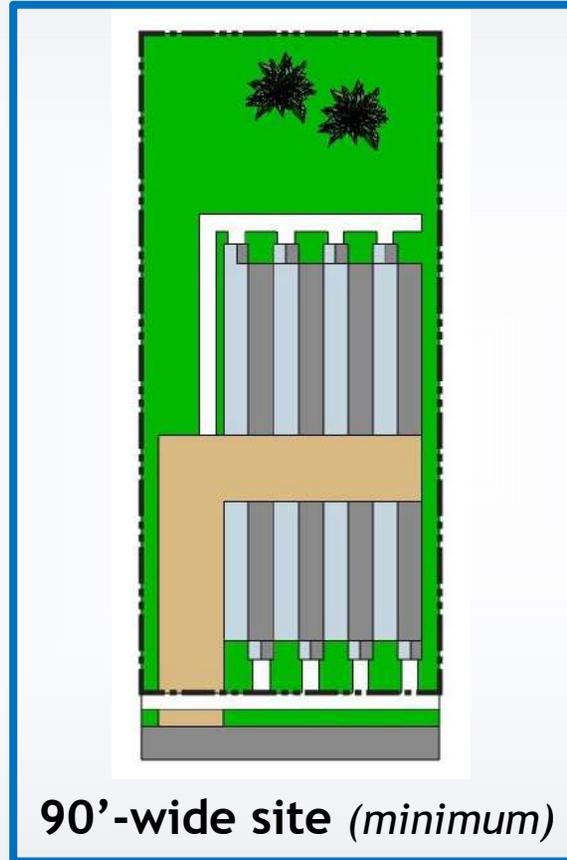


# East Portland Standards and Street Connections

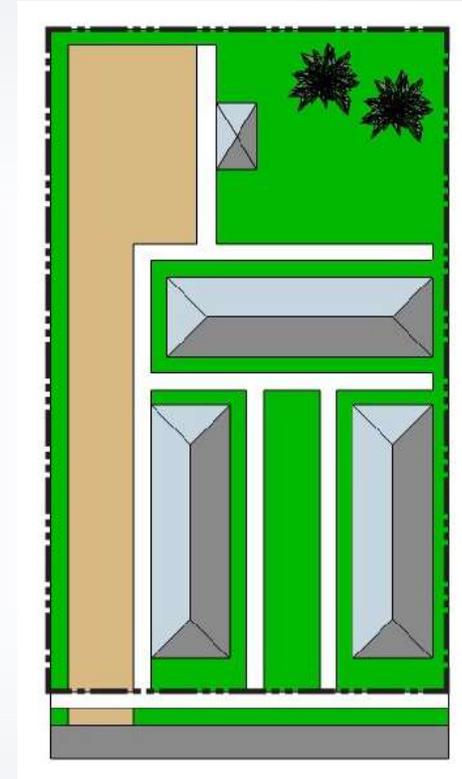
## 18. Require street frontages wide enough for quality site design and to provide space for street connections



60'-wide site



90'-wide site (*minimum*)



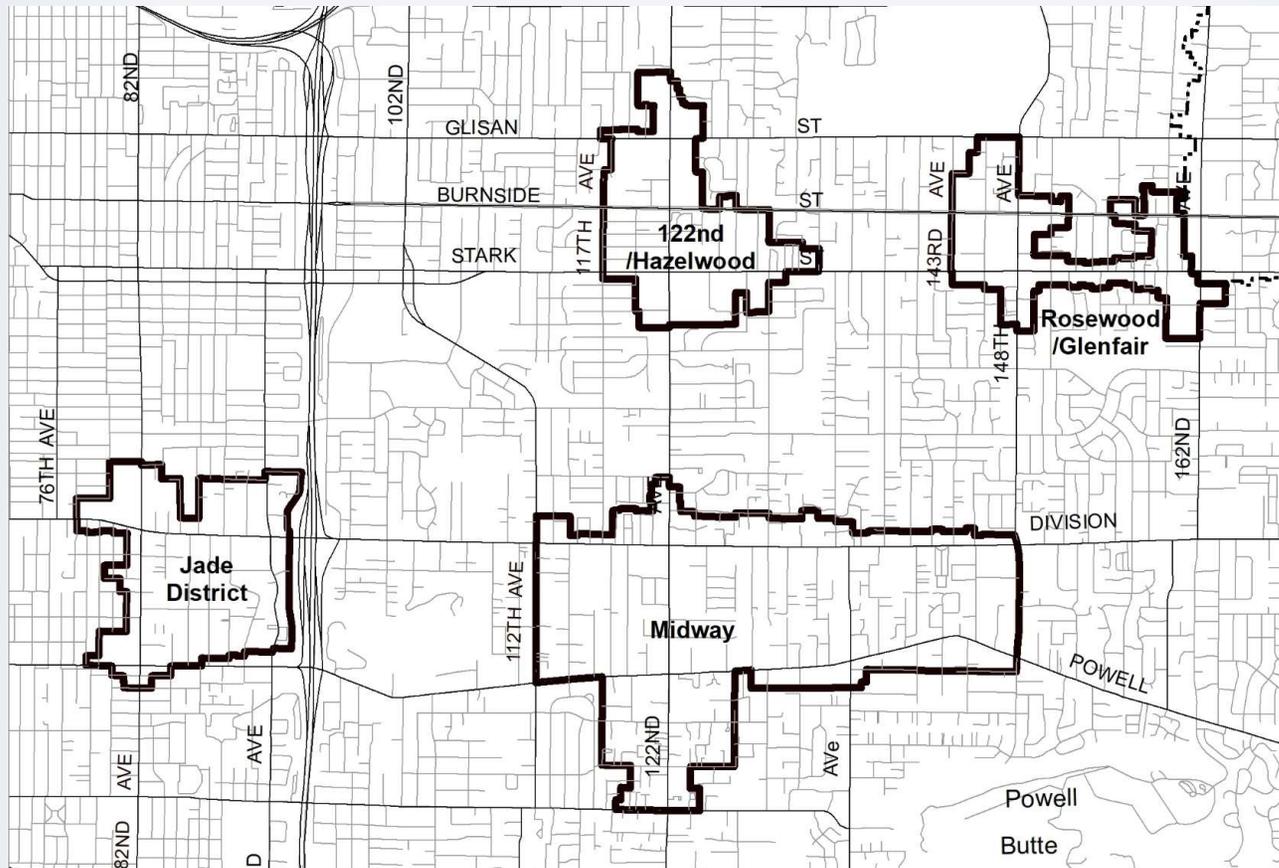
120'-wide site

**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

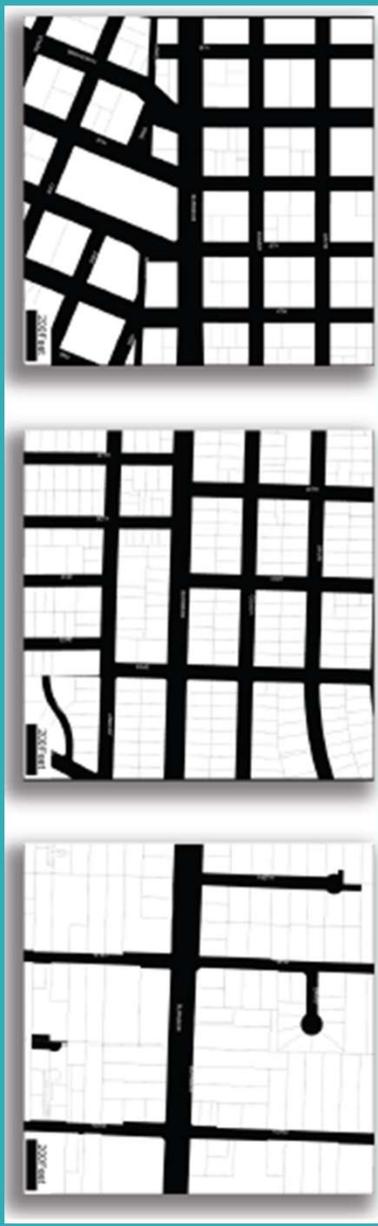
JADE  
DISTRICT

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

I-205

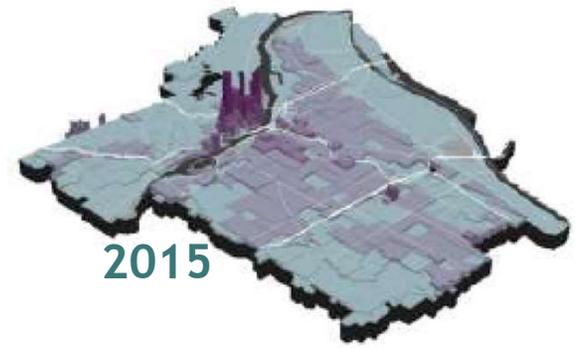
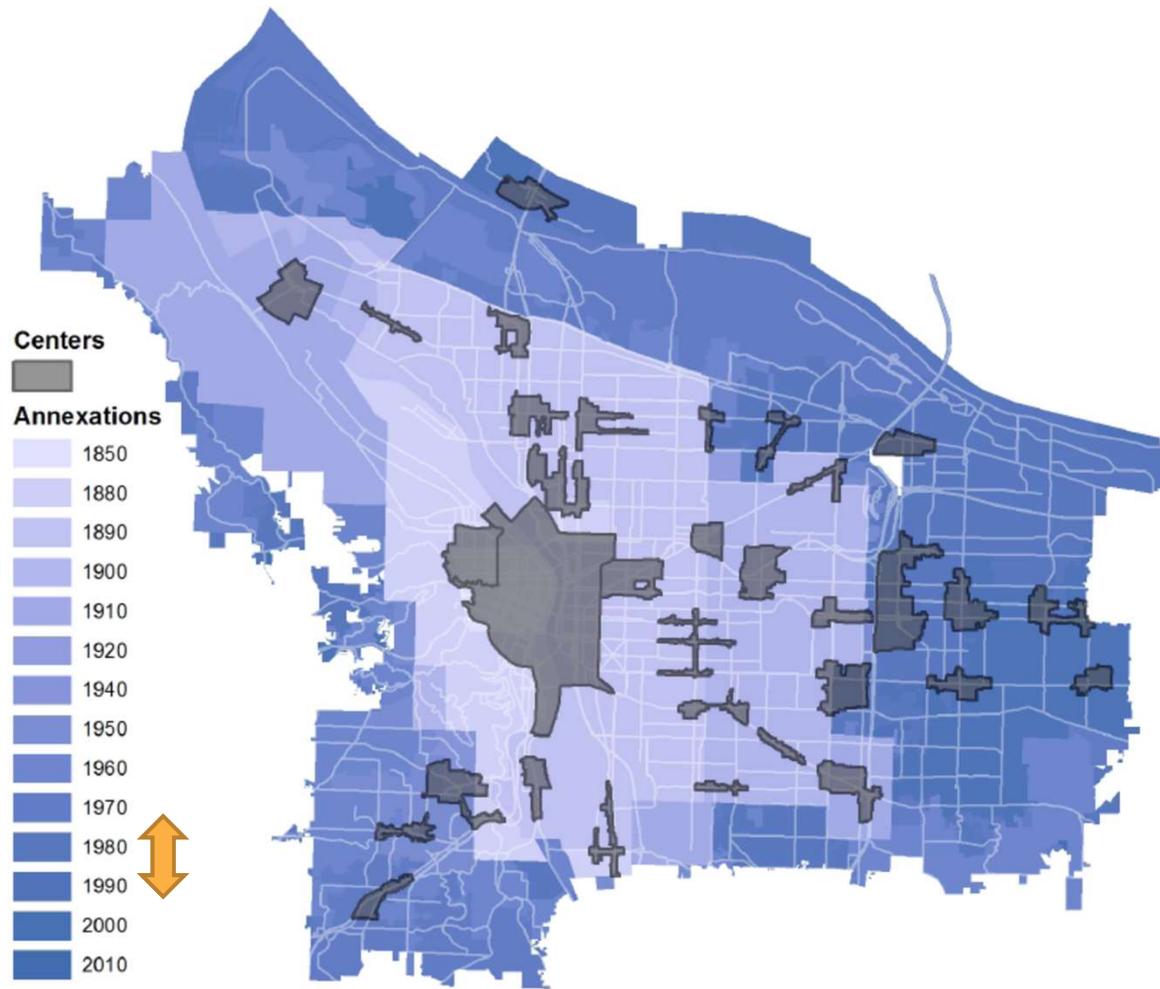
MAY, 2018

PORTLAND BUREAU OF TRANSPORTATION



# PBOT

# Portland Centers

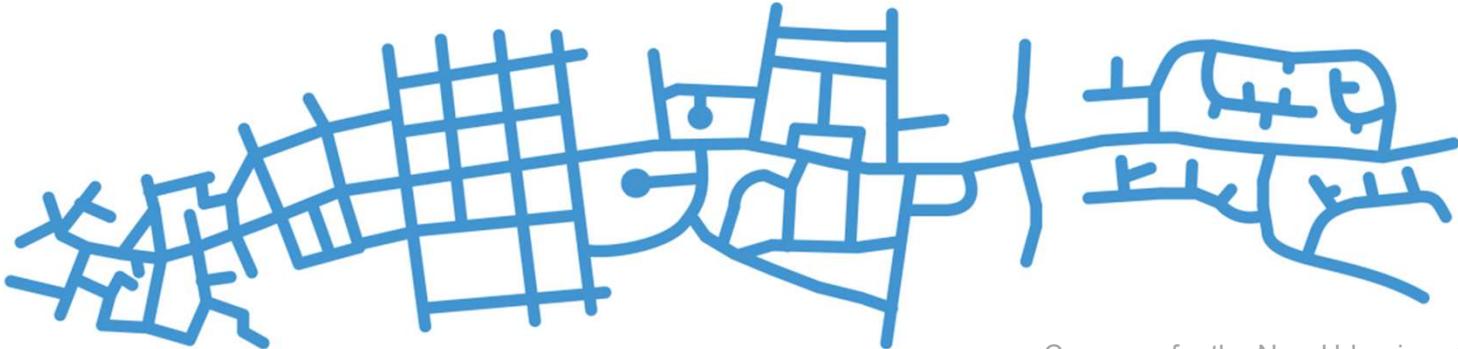


**Comp Plan  
Growth Scenario**



# 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**



Congress for the New Urbanism: Street Networks 101  
CNU.org



# Narrow lots - driveways with no public access



# Future scenarios



*Existing*



*Continuation of current trends*



*Potential connections under new standards*

# Street connections

## Full street



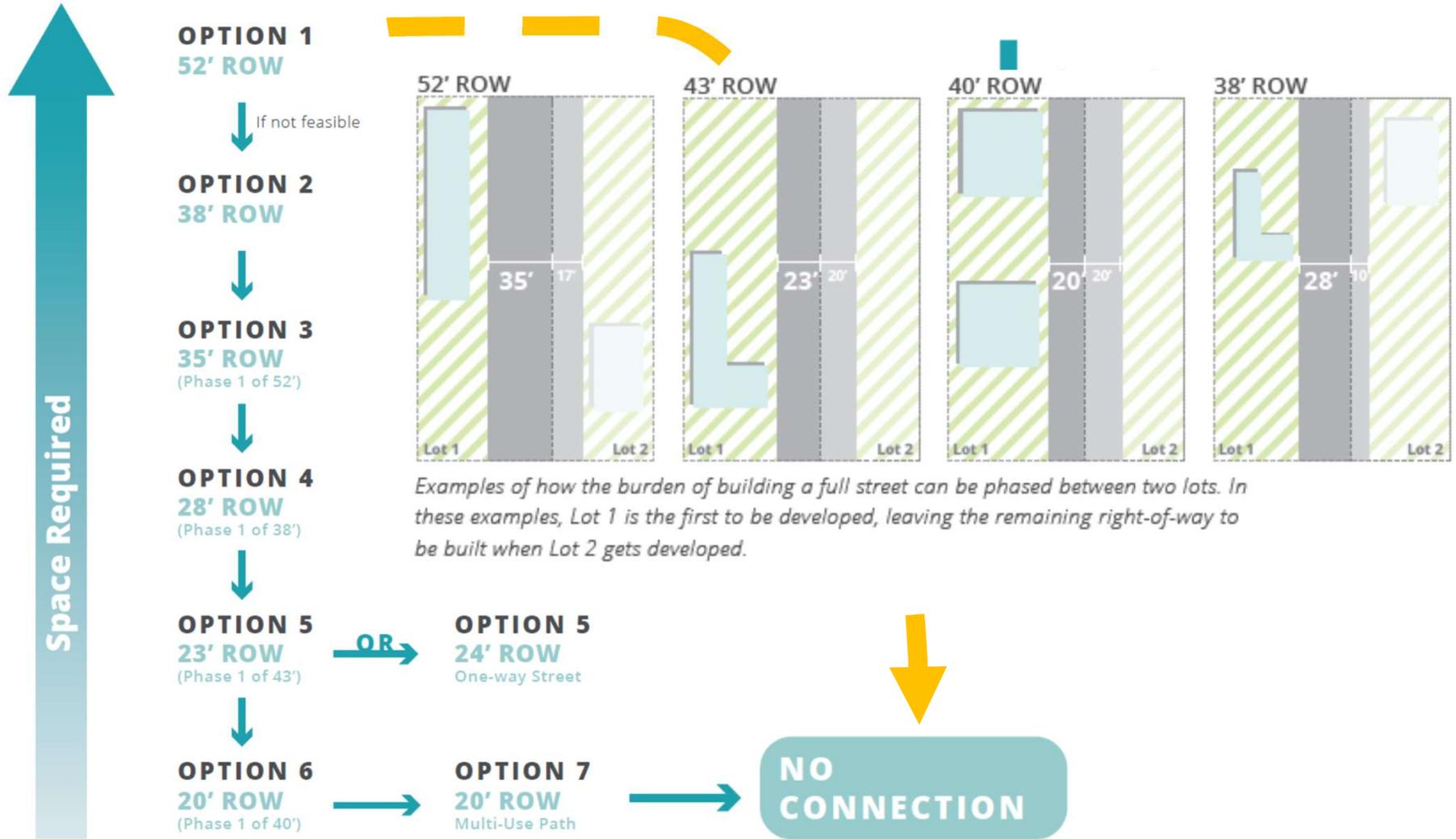
- Typical ROW: 50-60 ft
- Full Street: 50 ft min

## Partial street

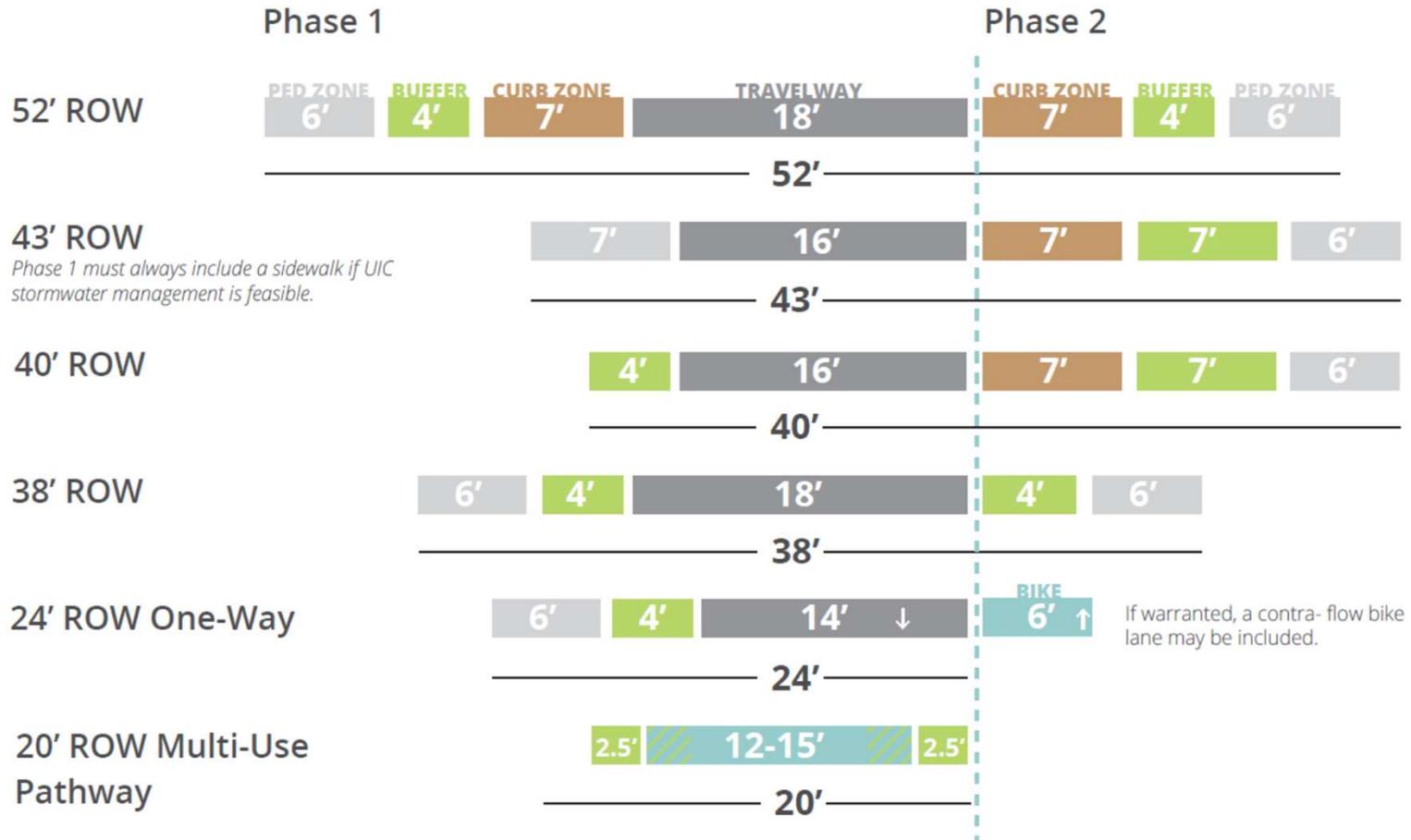


- Typical ROW: 40-50 ft
- $\frac{3}{4}$  Street: 35 ft min

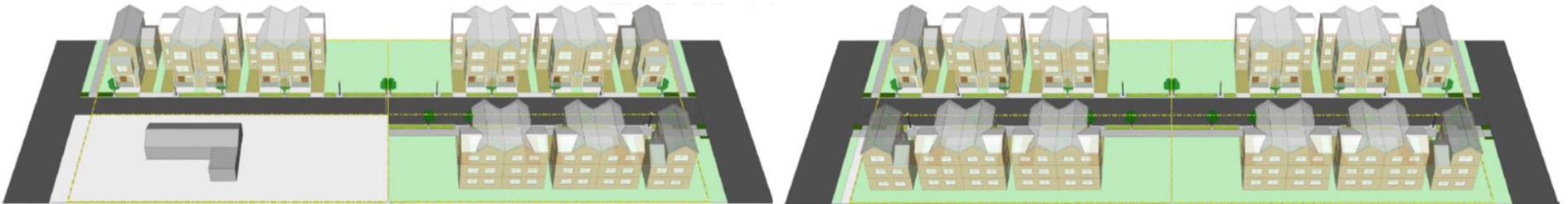
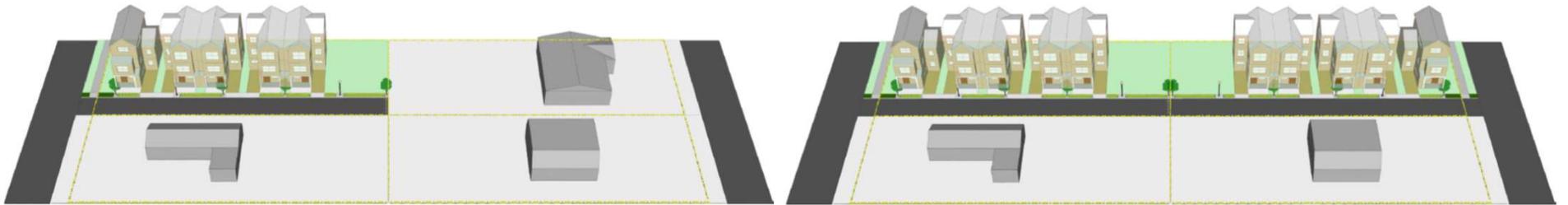
# New ROW Connection Approach



# Connection Options



# Infill street improvement



# Safe Routes to Centers

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



2) Map the destinations



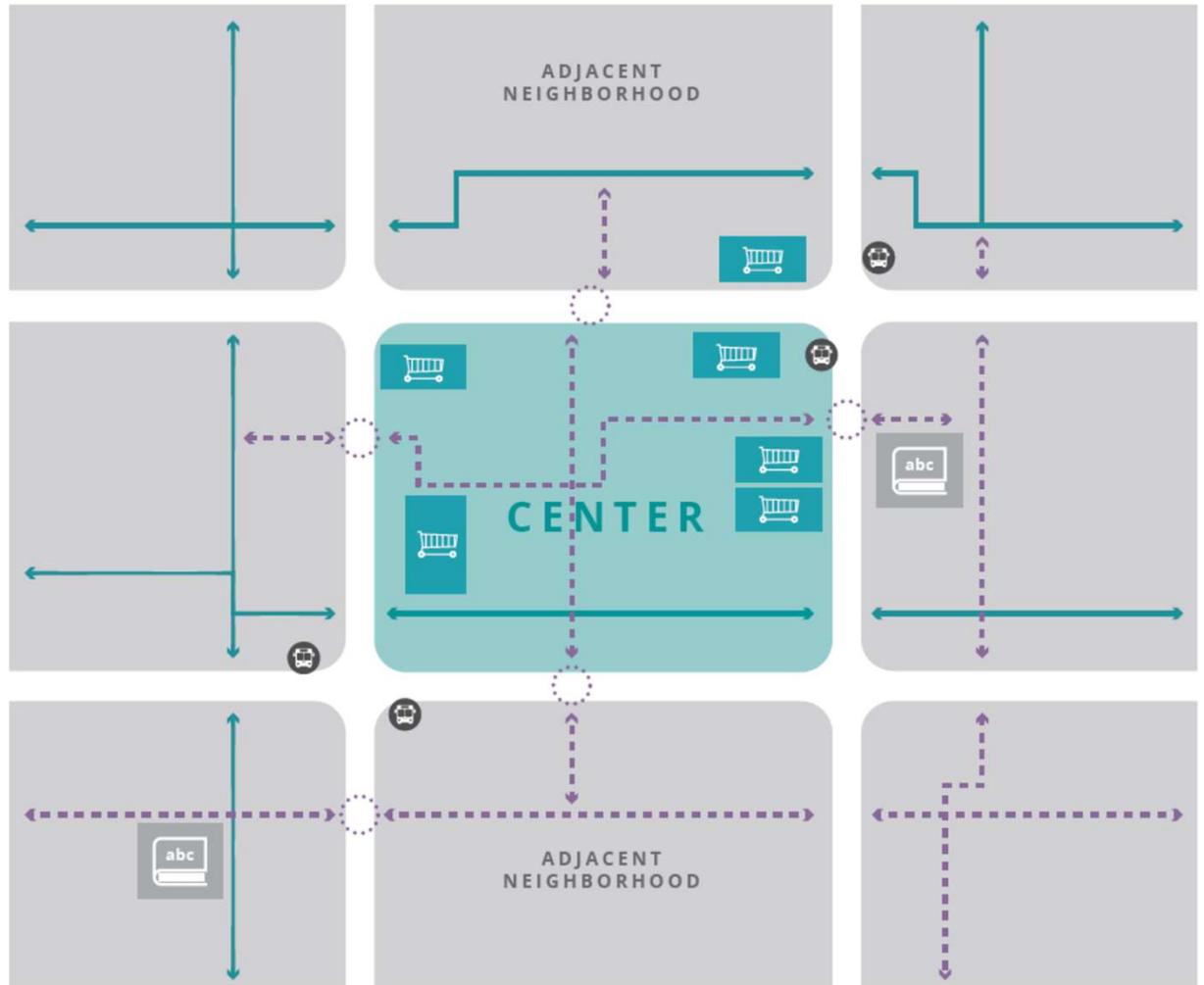
3) Map the Pedestrian and Bike networks



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)

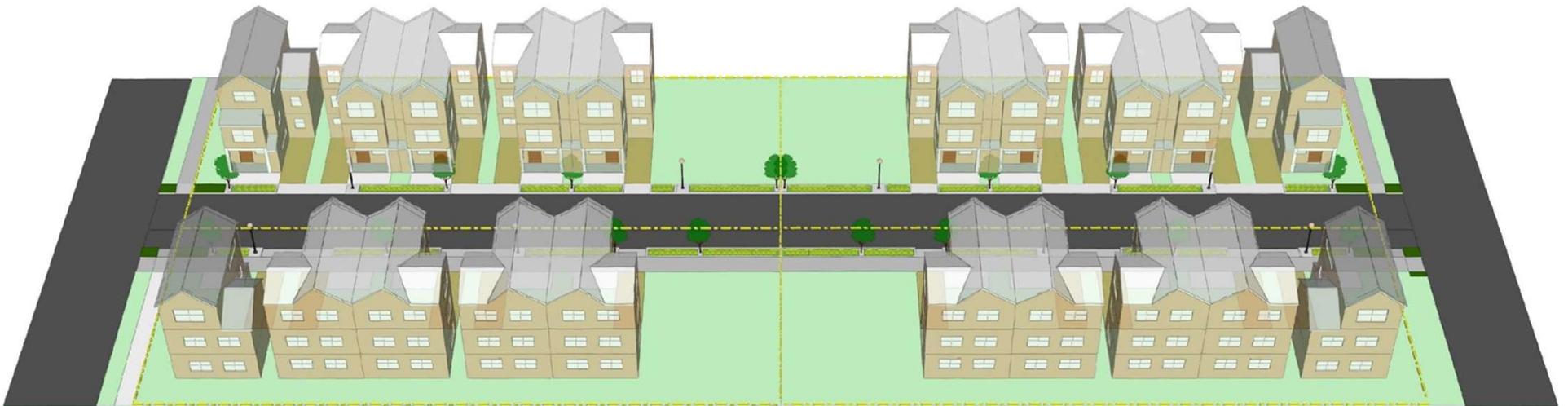
## Title 33 Changes

### *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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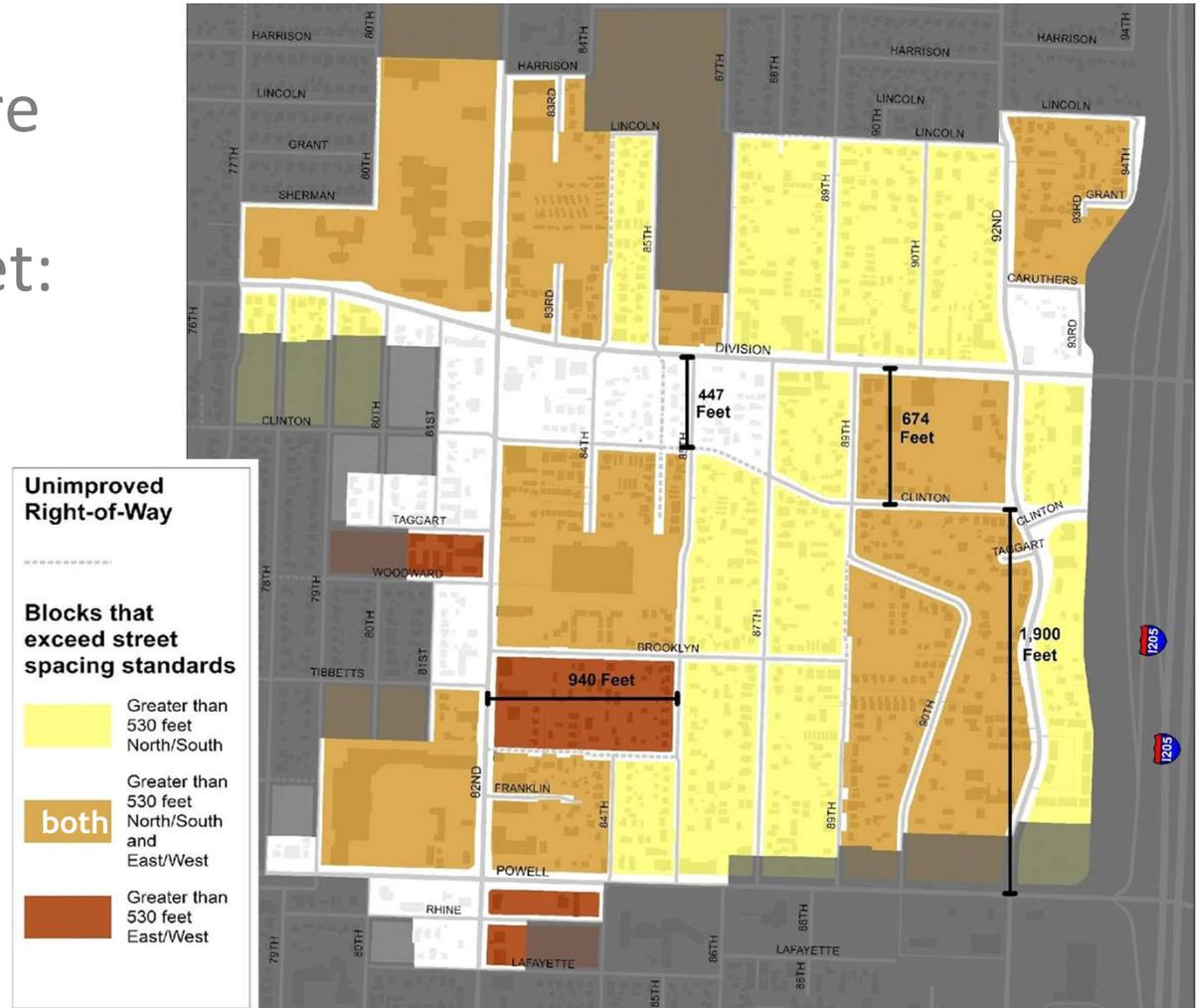


# Connectivity Requirements

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

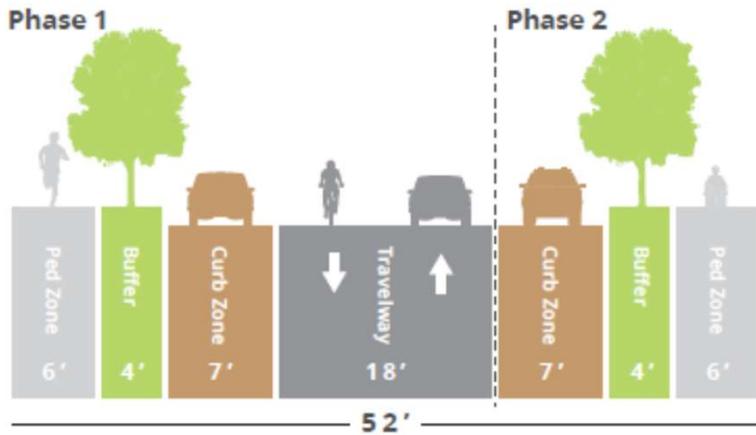
- Adopted street plans
- Street spacing standard:  
530 feet\*
- Bicycle/pedestrian spacing:  
330 feet\*

*\*except where prevented by barriers  
Title 17.88*

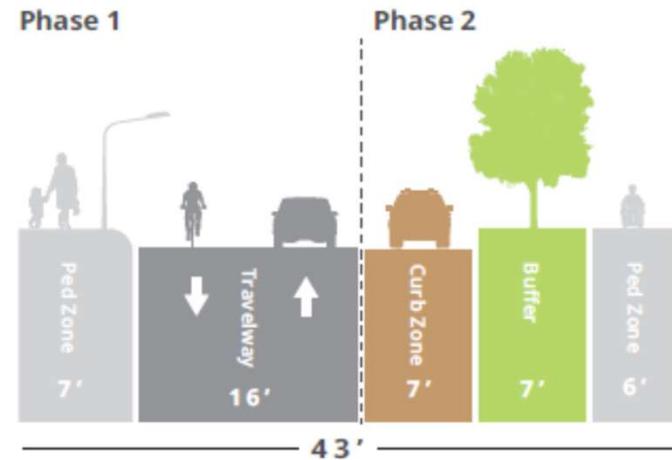


# Street Connection - sections

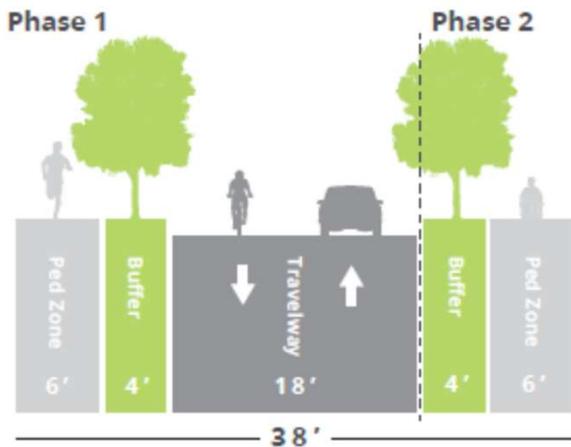
Option 1: 52' Right-of-way



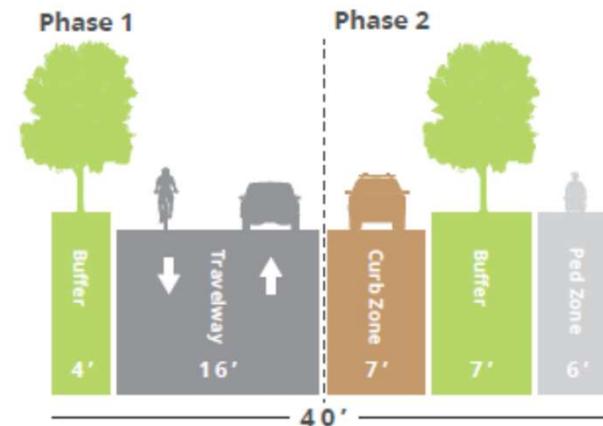
Option 3: 43' Right-of-way



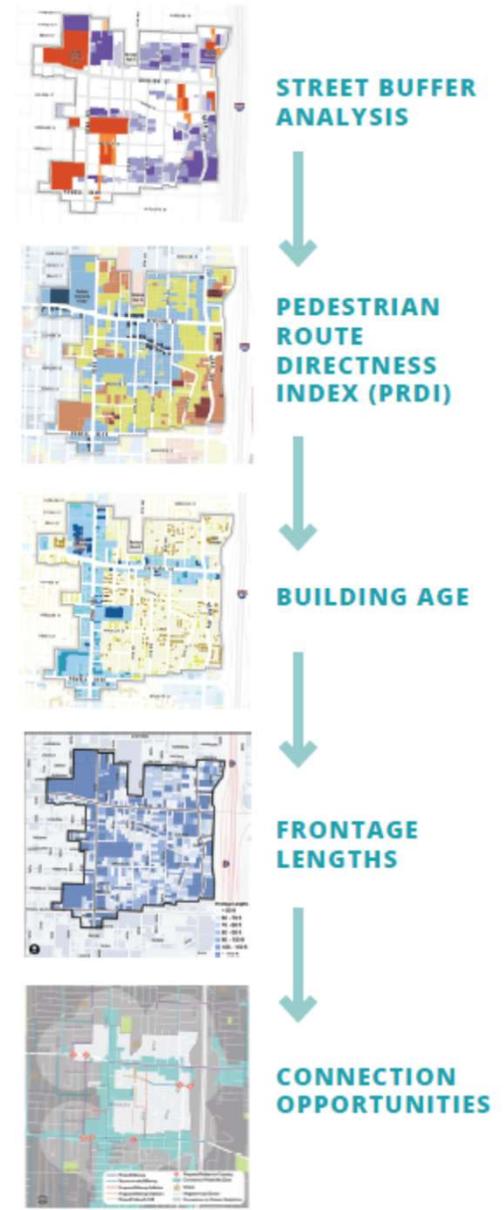
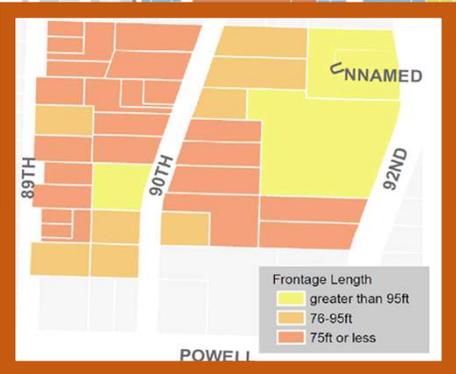
Option 2: 38' Right-of-way



Option 4: 40' Right-of-way



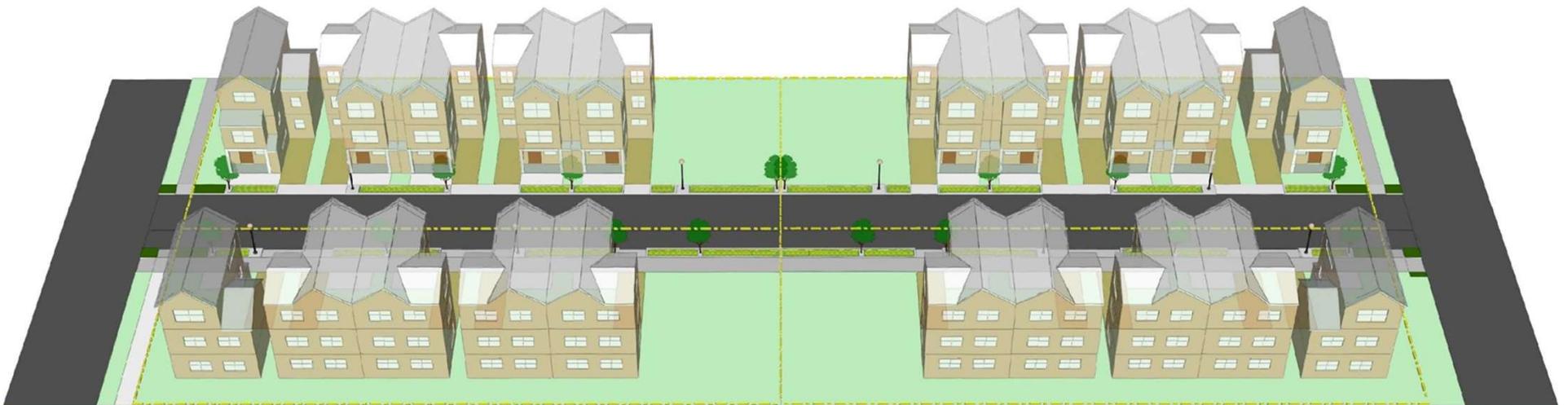
# Analysis: block- & site-level



# 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  
E Burns

80

Google

Rosewood

Imagery ©2016 Google, Map data ©2016 Google Terms Send feedback 100 ft L

# What connections are needed?



Full street



Partial street



One way



Pathway



# 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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# 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



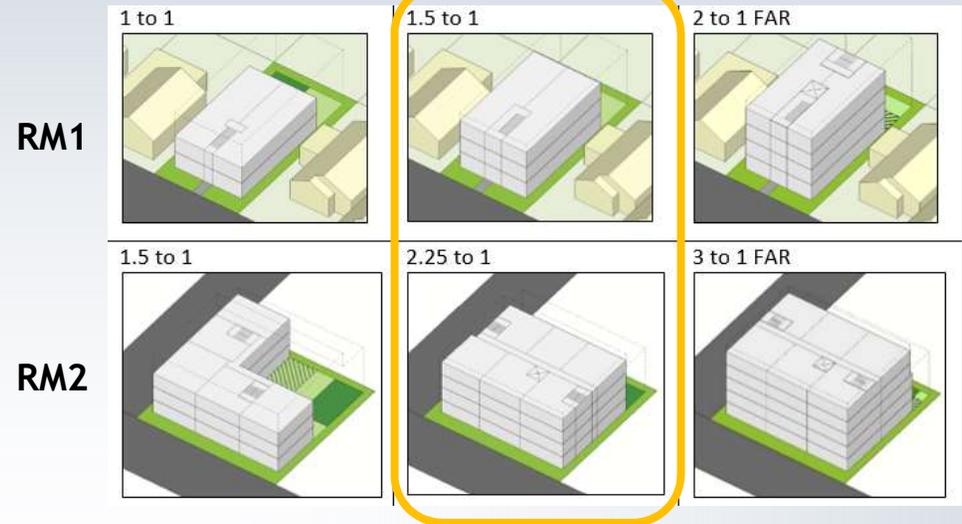
**Vancouver, BC:**

Landscaped setbacks required for most multifamily zones.



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## 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.

