



Better Housing by Design:

An update to Portland's Multi-Dwelling Zoning Code

Work Session #2

Planning and Sustainability Commission

October 9, 2018



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Better Housing by Design Work Session

October 9, 2018

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

Specific items under consideration:

1. Eastern Portland deep rear setbacks
2. Eastern Portland minimum site frontage
3. Reduced minimum parking requirements and accessible parking issues
4. Small site thresholds (for parking and other regulations)
5. Consistency between parking requirements in multi-dwelling and commercial zones



Work Session Schedule and Topics

September 25 (2.5 hours) – Work Session #1

- Spectrum of residential zones
- Multi-dwelling zone FAR and scale
- Bonus and FAR transfer provisions
- Minimum density

October 9 (1.5 hours) – Work Session #2

- East Portland standards
- Street Connections
- Parking ratios / TDM

November 13 (2 hours) – Work Session #3

- Parking design
- Building design (setbacks, height transitions, etc.)
- Visitability

December 11 (2.5 hours) – Recommendation

- Final reconciliation of decisions
- Vote on recommendation



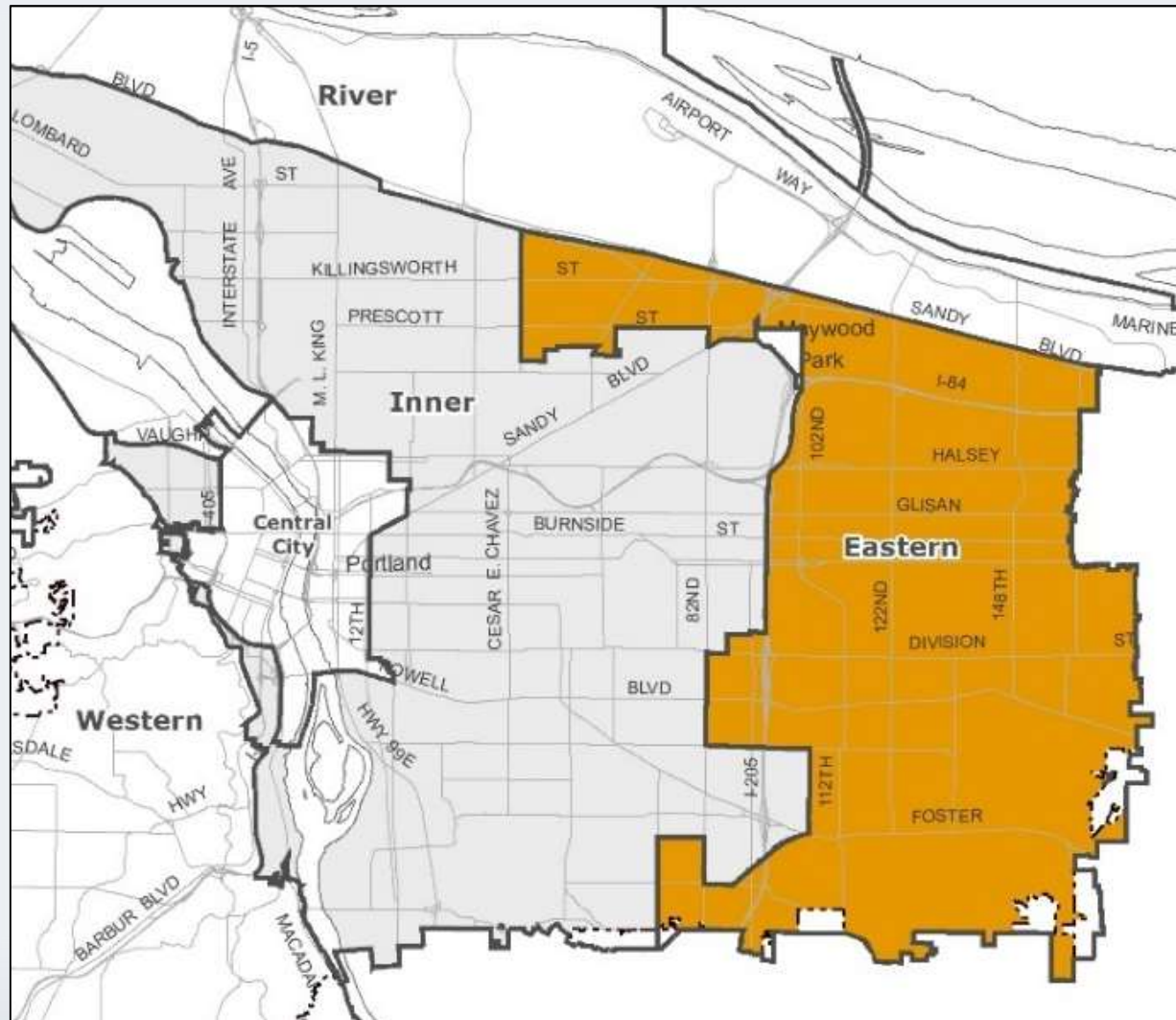
Eastern Portland Standards and Street Connections

Topics:

1. **Deep rear setbacks** - *mid-block outdoor areas*
2. **Minimum street frontage requirements** - *supportive of quality site design and street connections*



Eastern Portland Standards and Street Connections



Eastern Portland Standards and Street Connections



East Portland – distinct characteristics

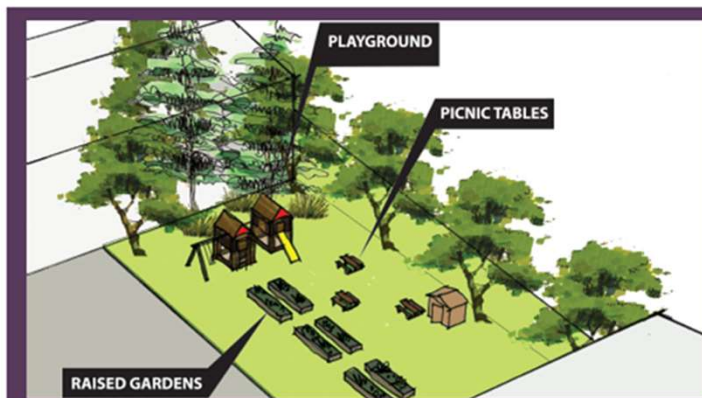


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Better Housing by Design Discussion Draft | 6

Eastern Portland Standards and Street Connections



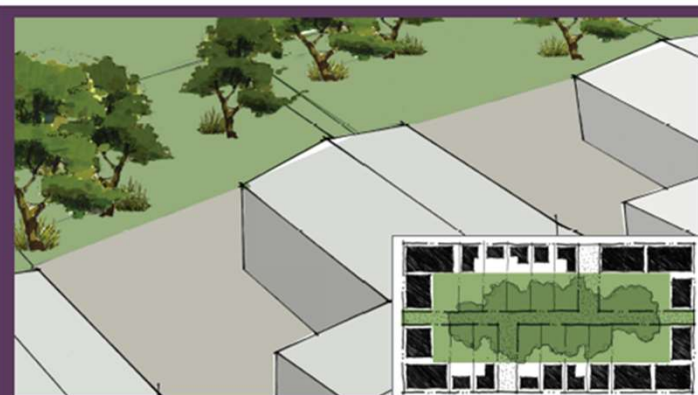
Common open space areas



Space for large trees



Landscaped front setbacks

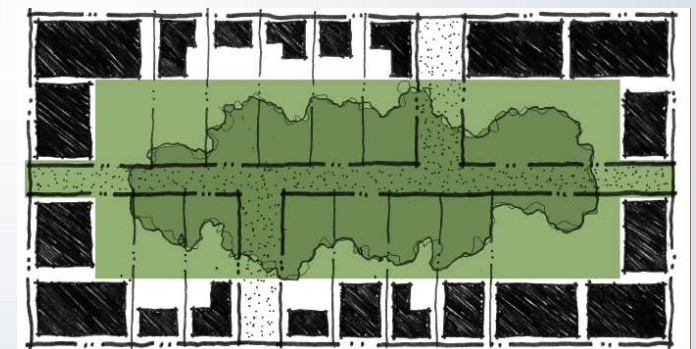
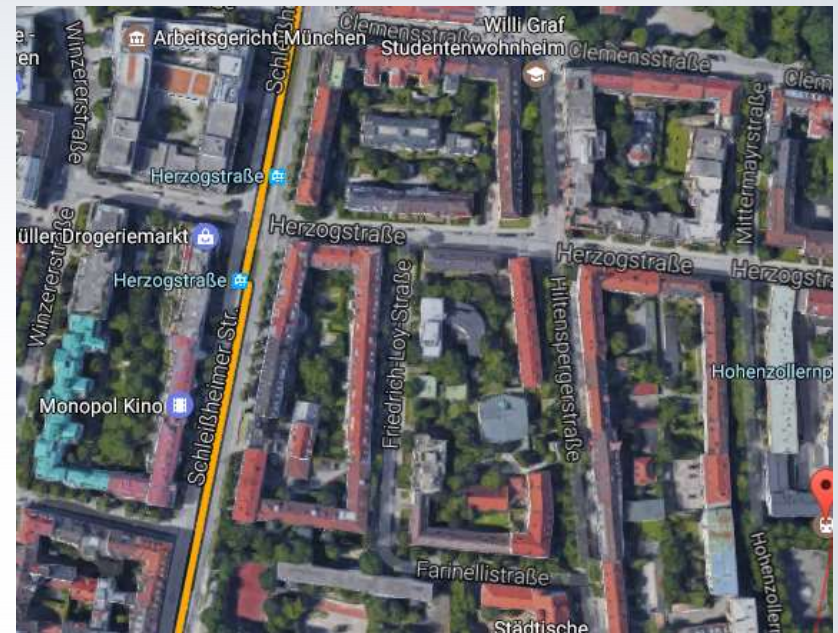


Mid-block open space

**East Portlanders:
desired multi-dwelling development site design elements**



Eastern Portland Standards and Street Connections



Background

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



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Eastern Portland Standards and Street Connections



Jade District infill
development (R2 zone)

Eastern Portland Standards and Street Connections

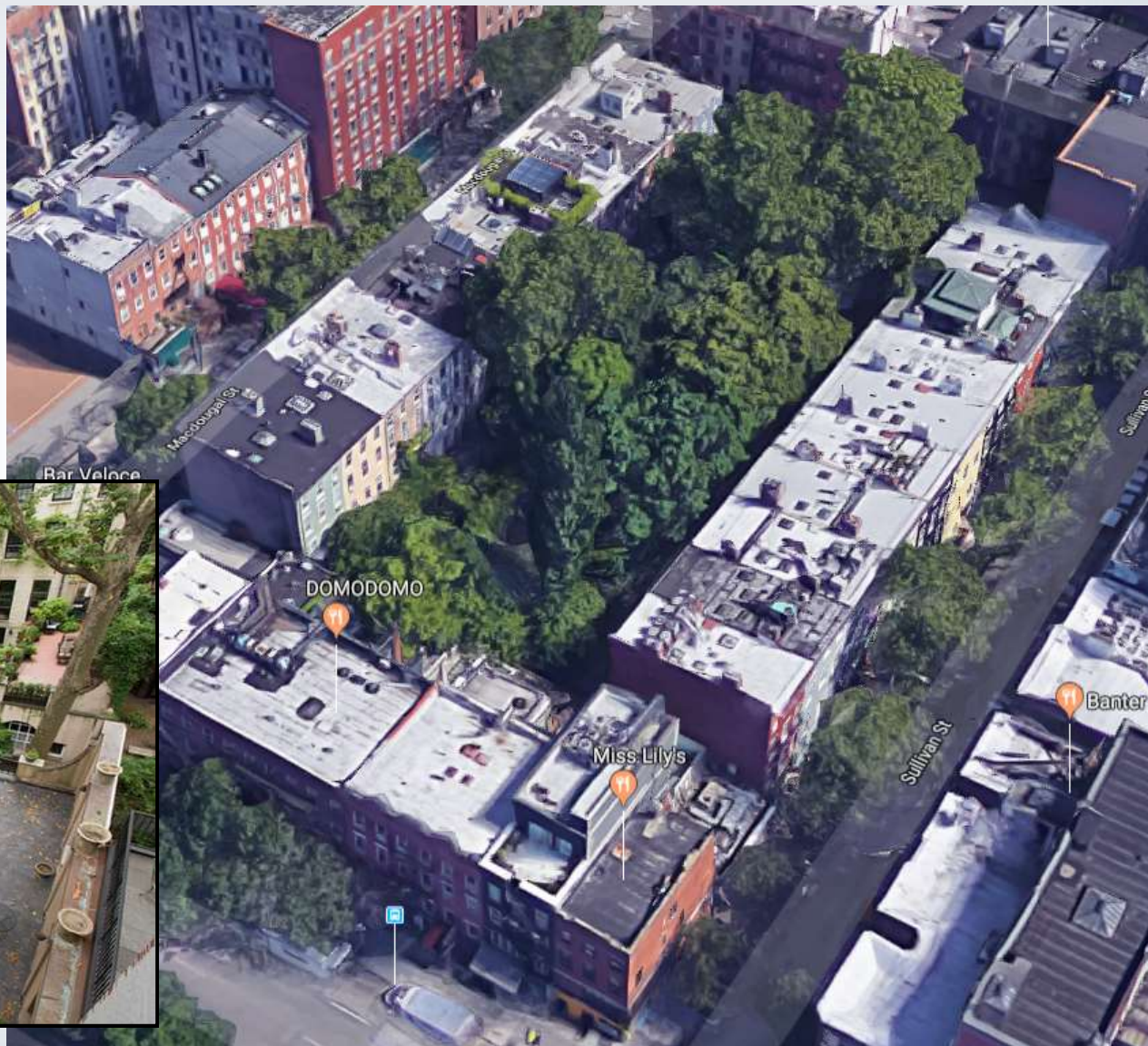


Jade District infill
development (R2 zone)

Perimeter Block Examples



Perimeter Block Examples



Perimeter Blocks

Portland Examples



Eastern Portland Deep Rear Setbacks

Intent: 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



Eastern Portland Deep Rear Setbacks

- *At least 50% of setback must be landscaped.*
- *Rest can include parking or buildings with indoor common area.*
- *Exemptions for central open spaces, new street connections, corner sites, and sites less than 100' deep.*

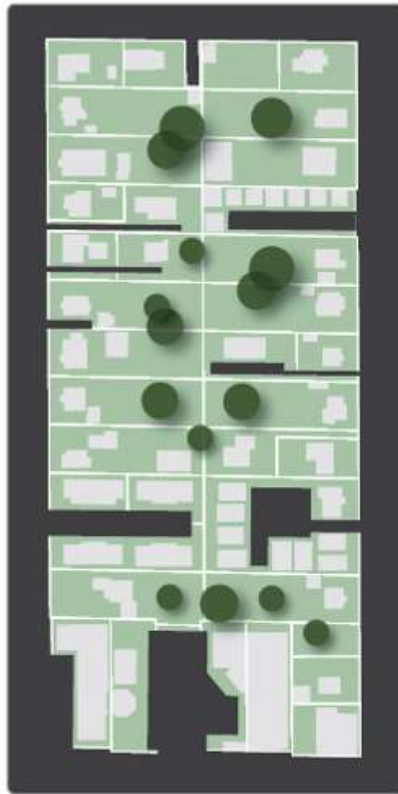


Central courtyard

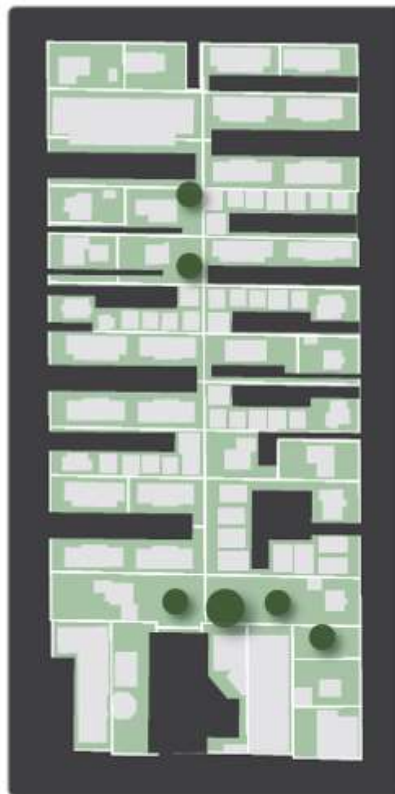


Eastern Portland Deep Rear Setbacks

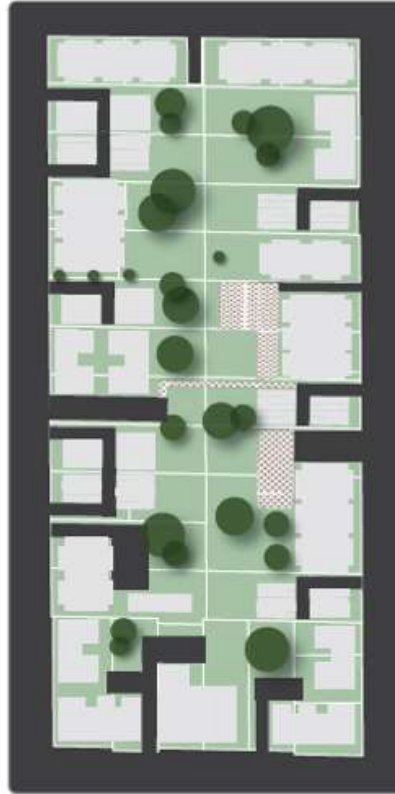
Intent: Continue East Portland mid-block areas through requirements for deep rear setbacks



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



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Eastern Portland Narrow Sites

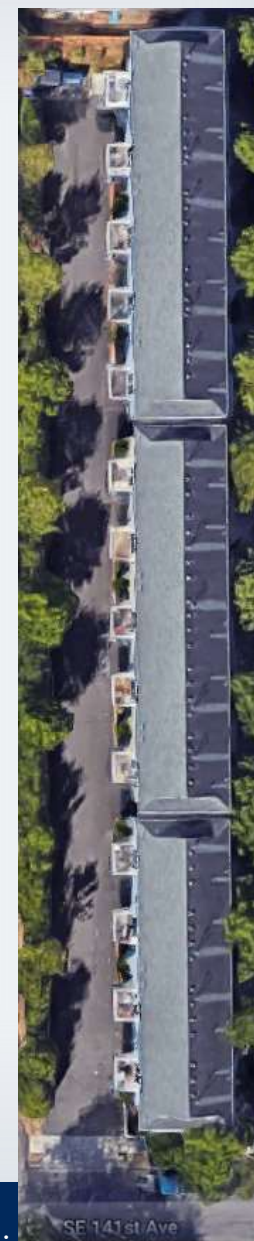


Eastern Portland Narrow Sites

Background

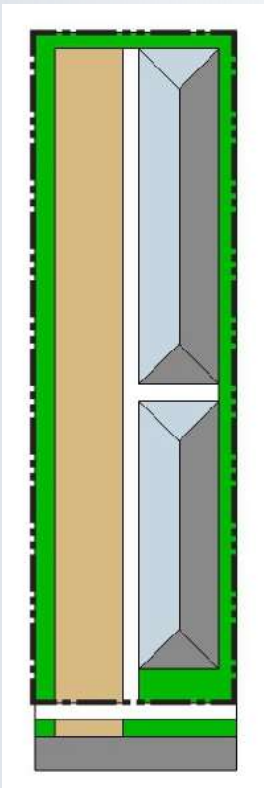
Problems with narrow sites:

- 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

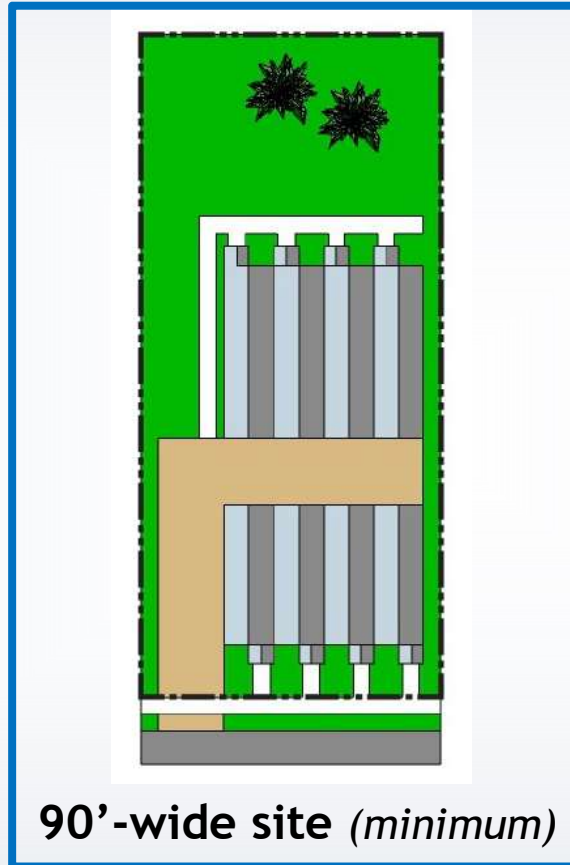


Eastern Portland Minimum Site Frontage

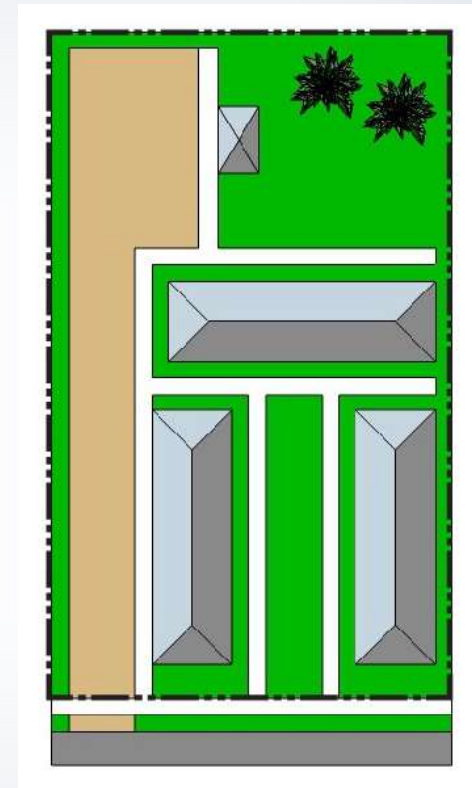
Intent: Require street frontages wide enough for quality site design and to provide space for street connections



60'-wide site



90'-wide site (*minimum*)



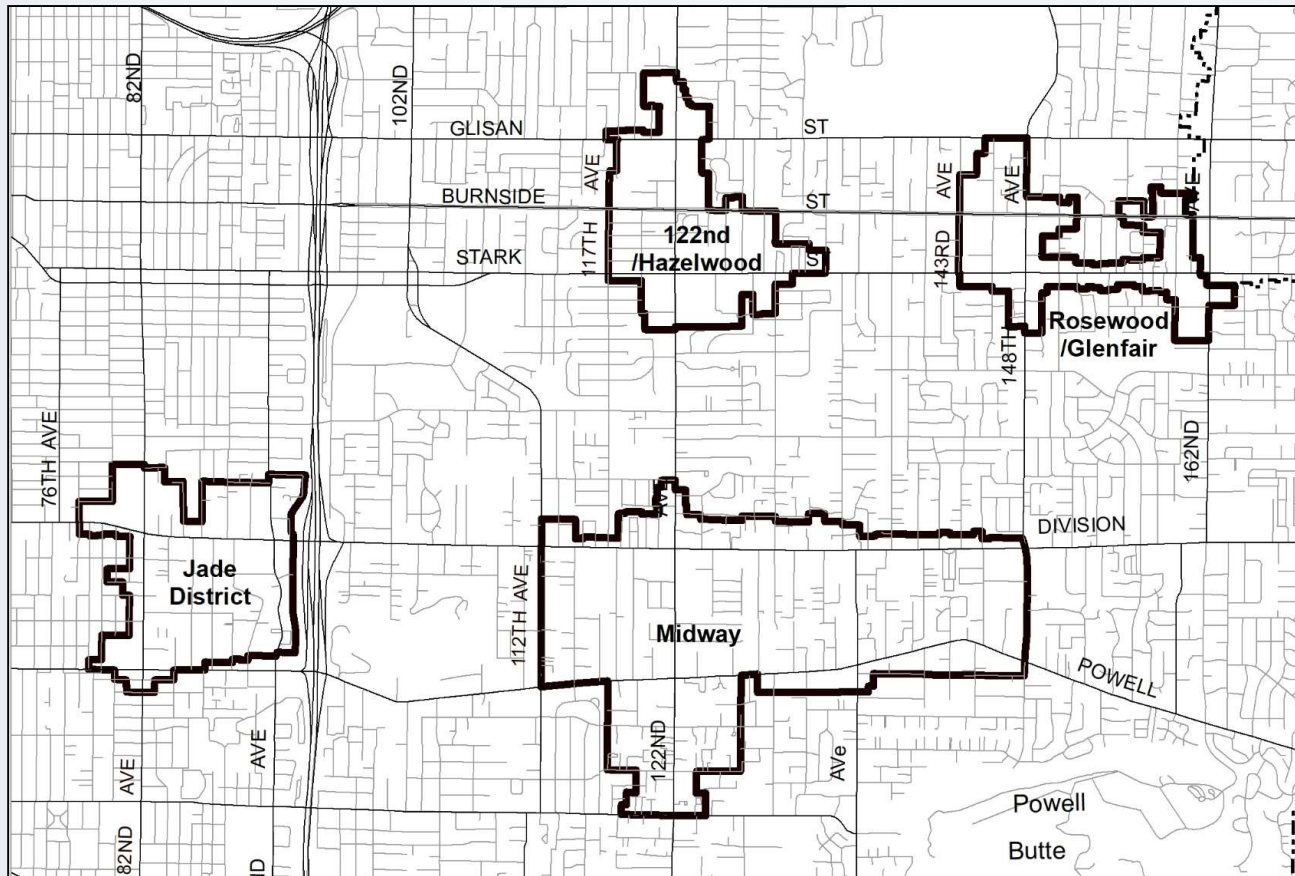
120'-wide site

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



Eastern Portland Minimum Site Frontage

Intent: 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



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Better Housing by Design Proposed Draft | 20

Eastern Portland Minimum Site Frontage



Potential scaled-back option - focusing on specific areas PBOT's Connected Centers analysis identified as needing street connections



East Portland Standards and Street Connections



Public Street

Currently, street space is subtracted from development allowances

Private Driveway

Proposal: Calculate development allowances *prior* to street dedication to facilitate street connections.



CONNECTED CENTERS STREET PLAN

DRAFT

ROSEWOOD

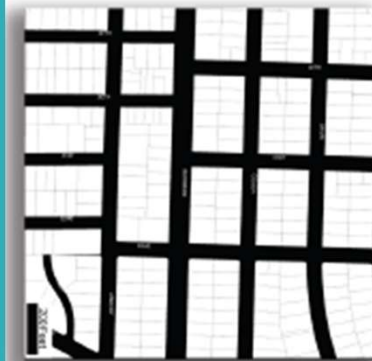
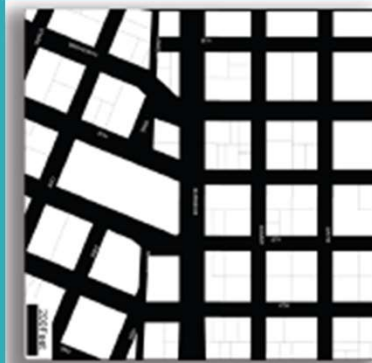
JADE
DISTRICT

*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



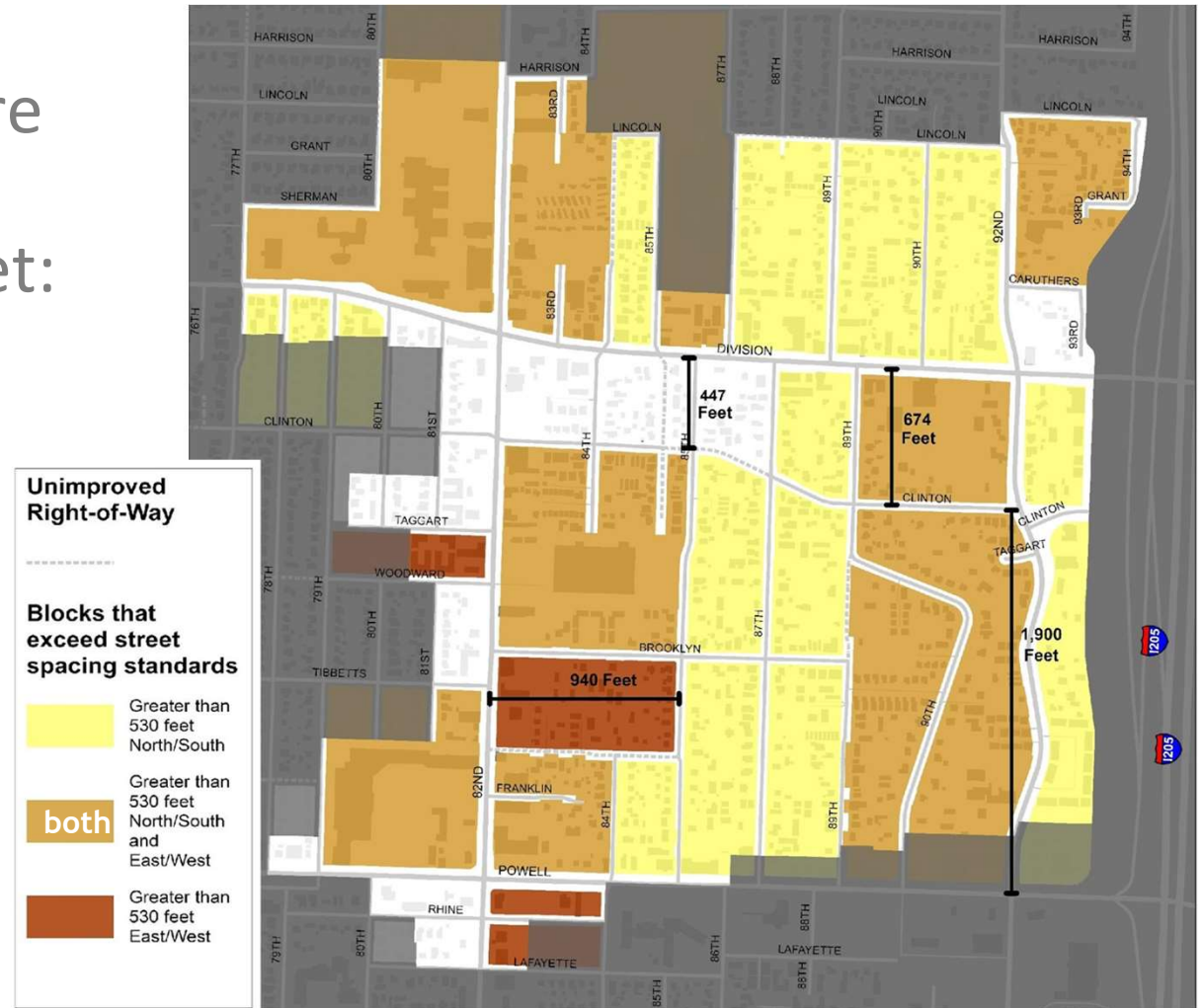
PBOT

Connectivity Requirements

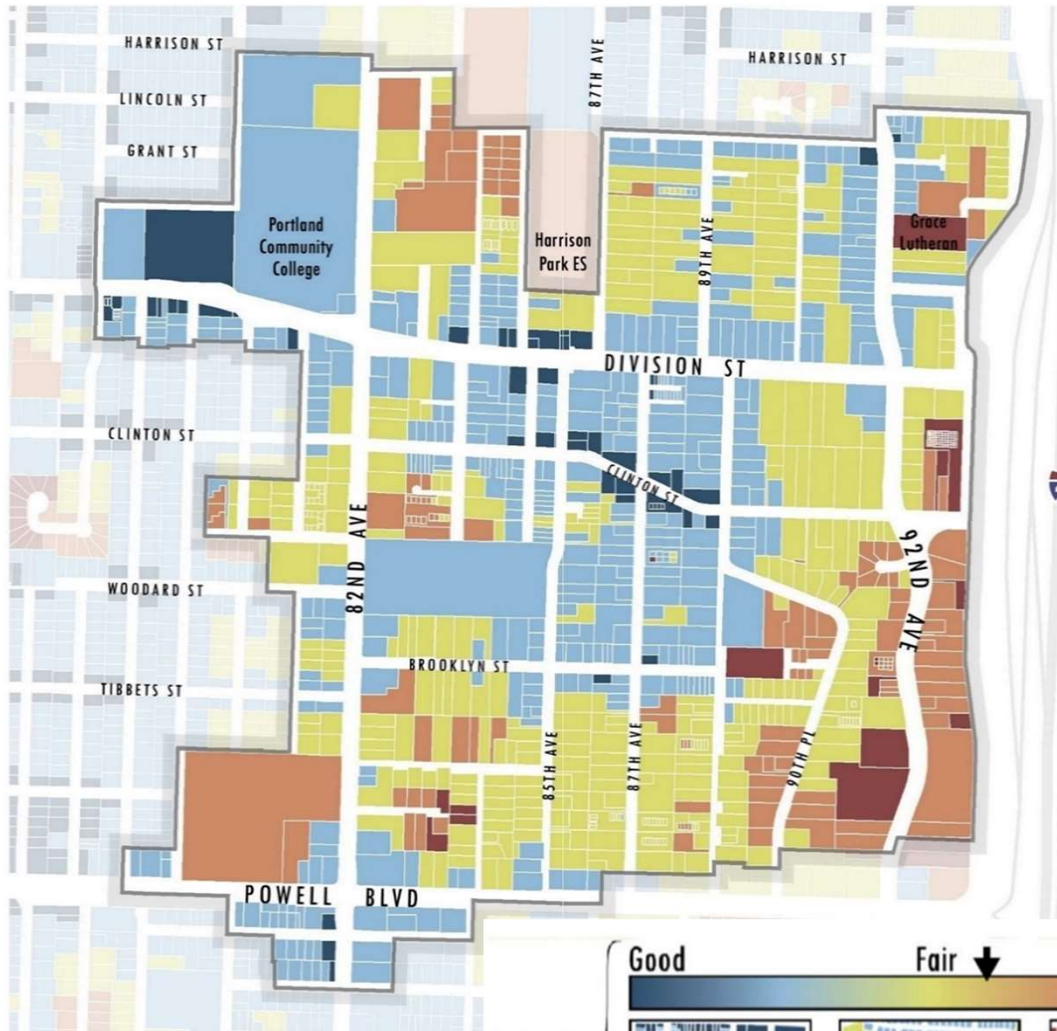
Developments require construction of new connection(s) to meet:

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

**except where prevented by barriers*
Title 17.88



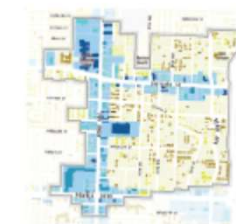
Site Level Analysis



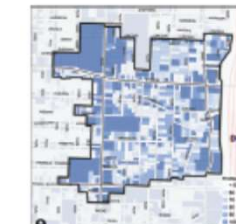
STREET BUFFER ANALYSIS



PEDESTRIAN ROUTE DIRECTNESS INDEX (PRDI)



BUILDING AGE

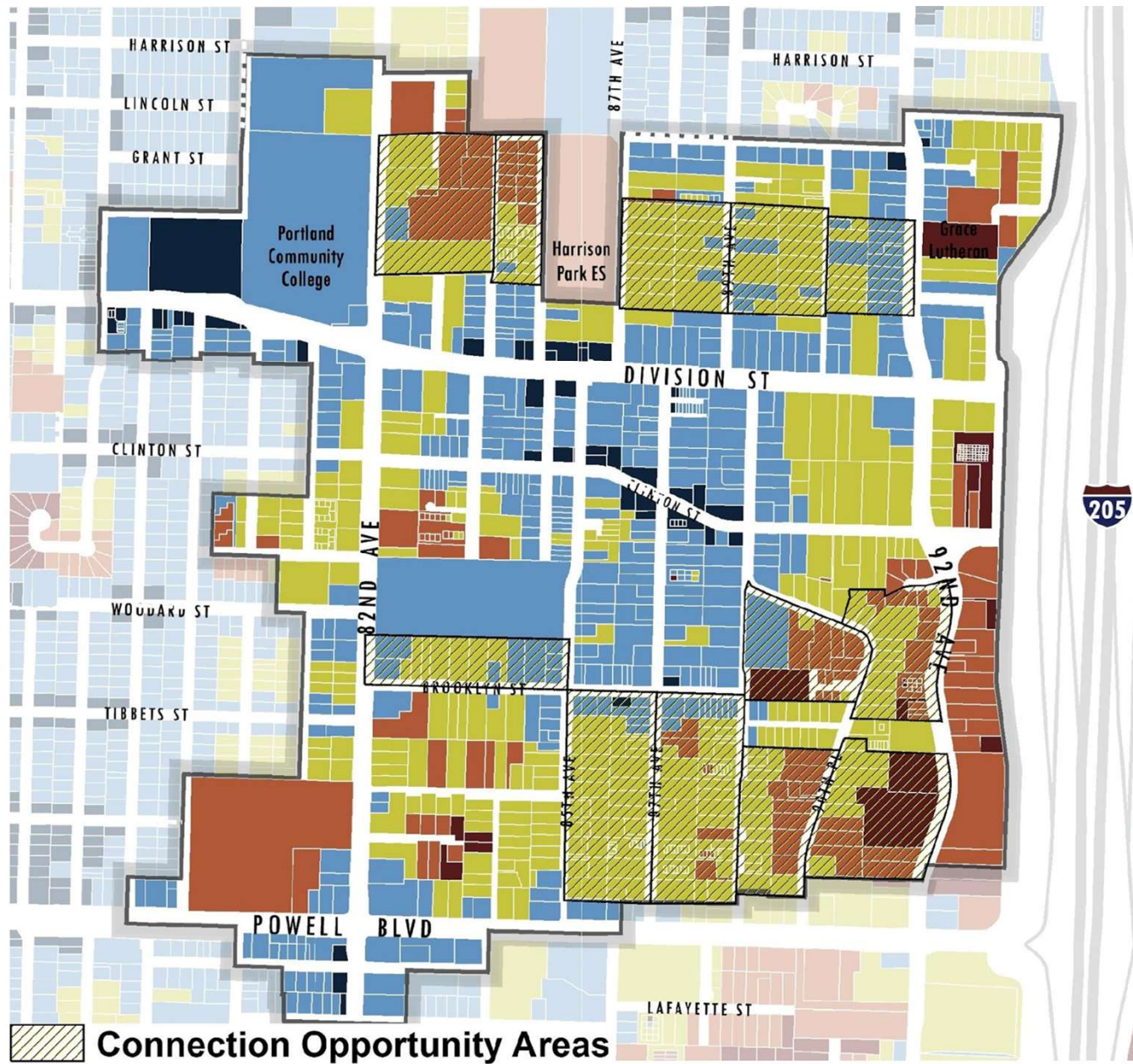


FRONTAGE LENGTHS



CONNECTION OPPORTUNITIES

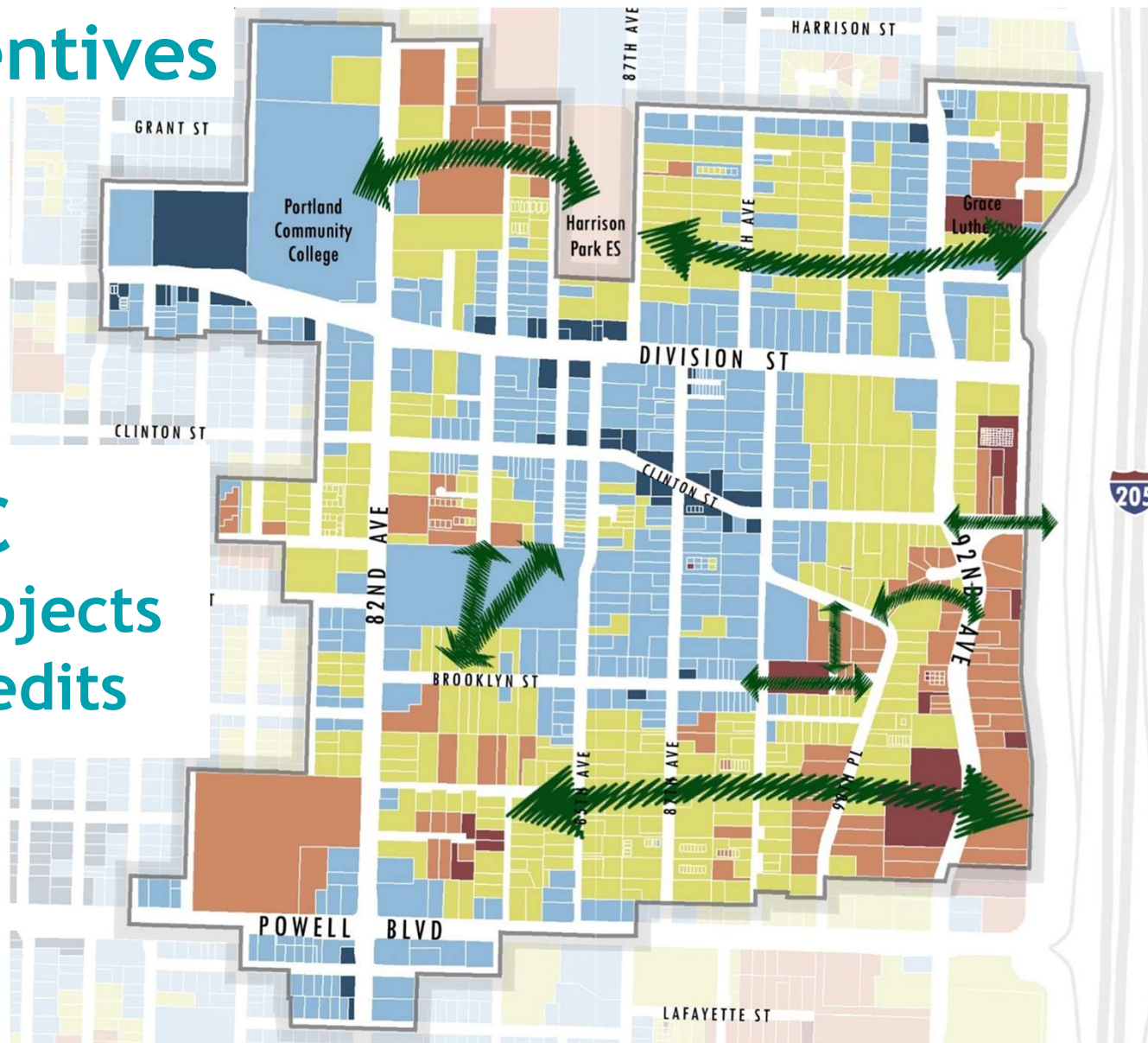




Incentives

TSDC

- Projects
- Credits



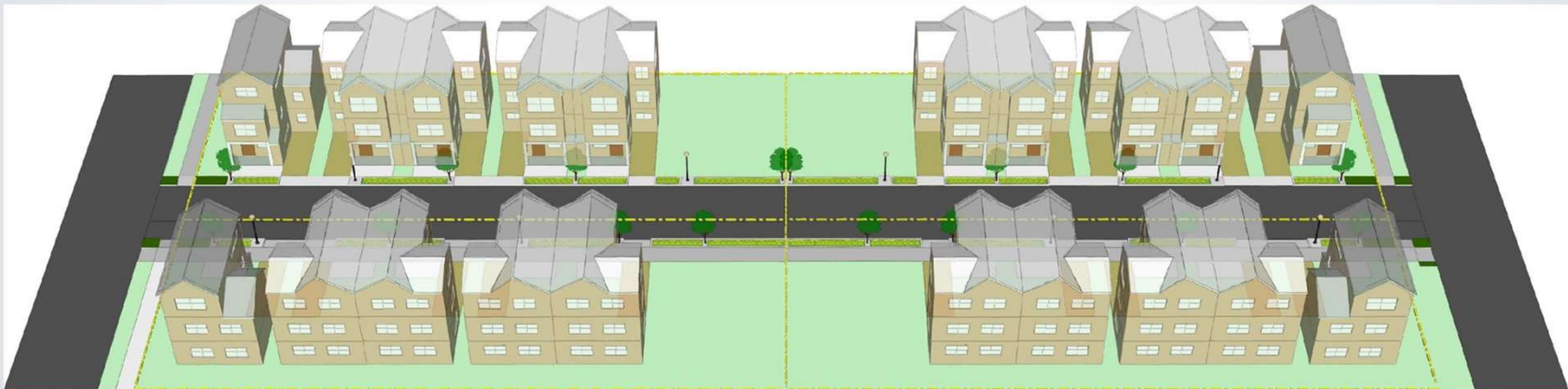
PSC Recommendations

Better Housing by Design (Title 33) Vote

- Reference Title 17.88.040, Connectivity requirement
- Calculation of development allowance prior to dedication
- Establish minimum frontage length

Connected Centers Street Plan

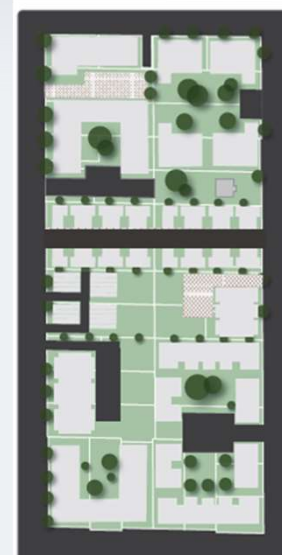
- Connection Options, TSDC incentives, Safe Routes, etc.
- Input will be incorporated into the draft for Council



TOPIC 1: Eastern Portland Deep Rear Setbacks

Options:

1. Support staff proposal
2. Drop proposal - *do not require deeper rear setbacks in Eastern Portland*



TOPIC 2: Eastern Portland Minimum Site Frontage

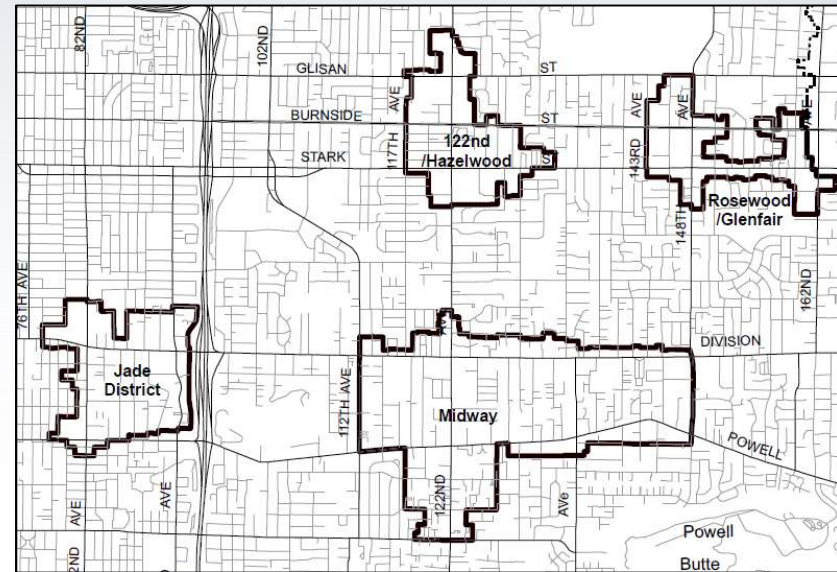
Options:

1. **Support staff proposal** - *about site design and space for street connections*
2. **Scale back proposal** - *apply to limited areas in the Jade District and Rosewood centers (primarily about street connections)*



TOPIC 2: Eastern Portland Minimum Site Frontage

1. Staff proposal

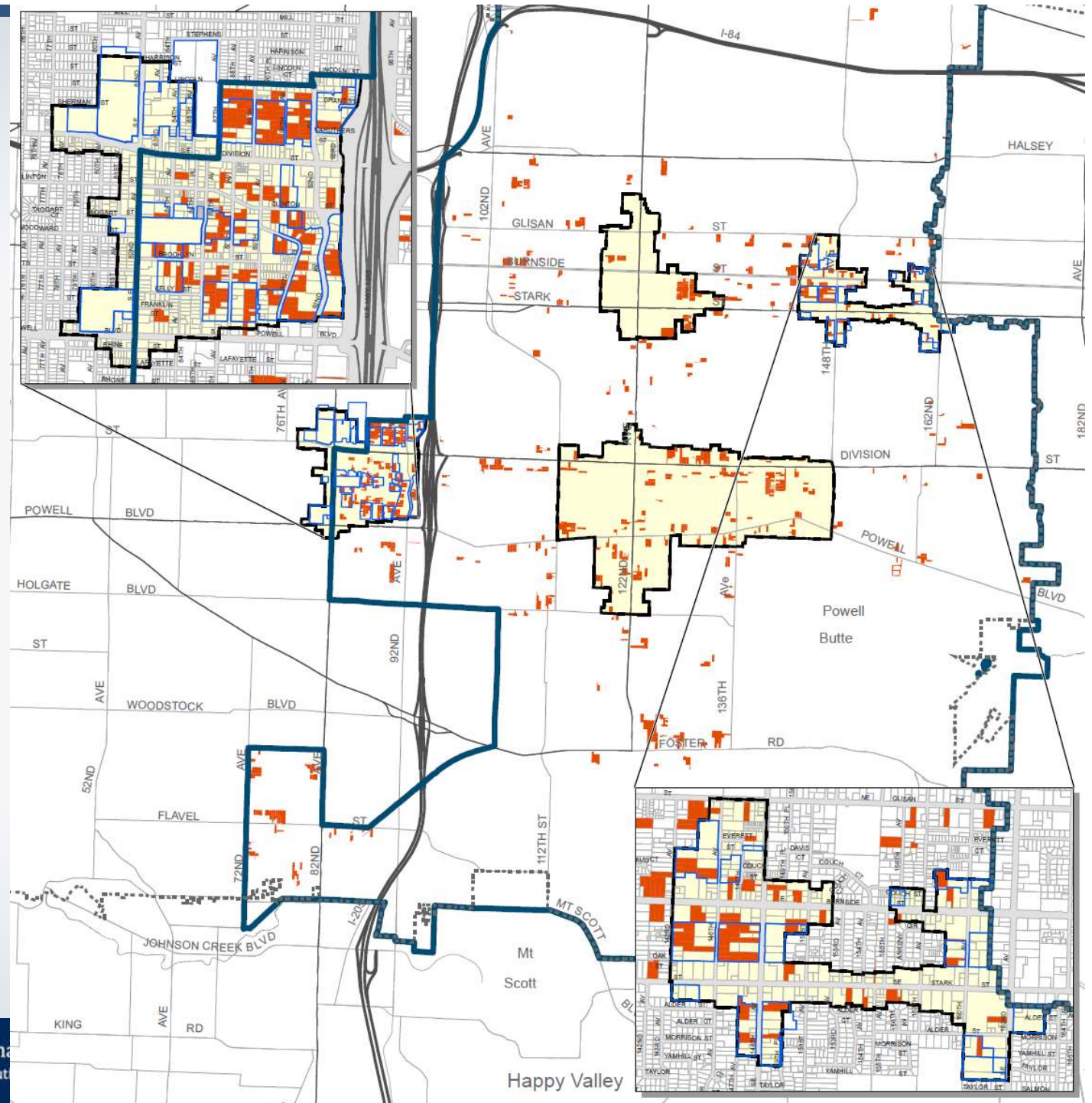


2. Scaled back proposal



Option 1
443 lots
(164 acres)

Option 2
147 lots
(51 acres)



Parking Ratios

Topics:

1. Reduced minimum parking requirements and accessible parking issues
2. Small site thresholds (*7,500 or 10,000 SF?*)
3. Consistency between parking requirements in multi-dwelling and commercial zones



Parking Ratios - Background



Project providing current required 1 to 1 parking ratio



Five-plex with no parking on small site

Proposals:

- Small sites (7,500 SF or smaller): no parking required for up to 30 units
- Larger sites: require 1 space per 2 units (*when not close to transit*)



Parking Ratios - Background

Current and Proposed Requirements for Off-Street Parking

| | Current Regulations | Proposed Regulations |
|--|--|-----------------------------------|
| Frequent Transit Areas | None required for up to 30 units | No change |
| Small Sites (<i>up to 7,500 SF</i>) | 1 space per unit | None required for up to 30 units* |
| Larger Sites | 1 space per unit (1 space per 2 units in RH zone) | 1 space per 2 units |

*Existing regulation in commercial/mixed use zones

Parking ratios in frequent transit areas (*no change*)

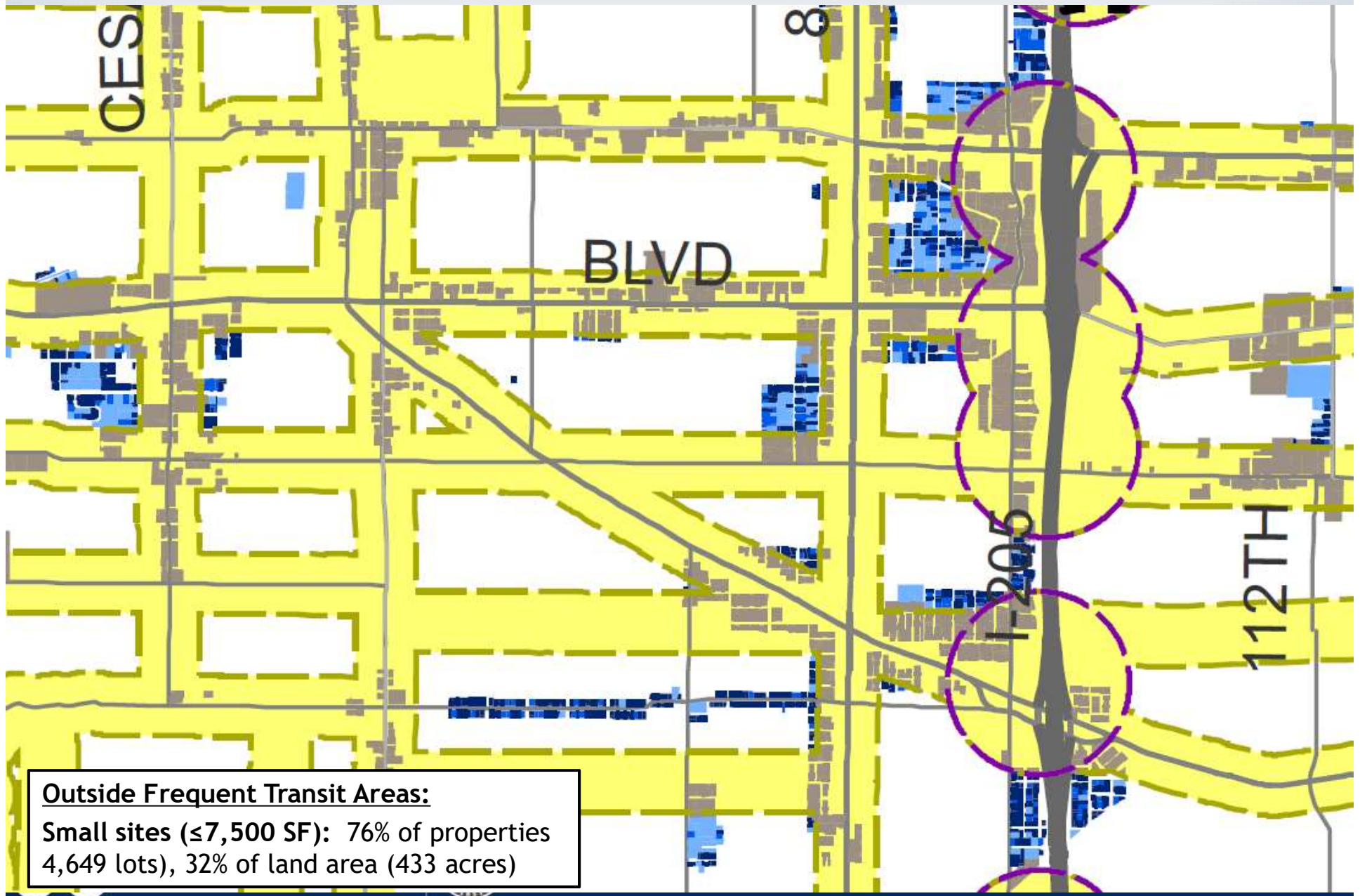
0 for 1 to 30 units;
0.2 per unit for 31-40 units;
0.25 per unit for 41-50 units; and
0.33 per unit for 51+ units.



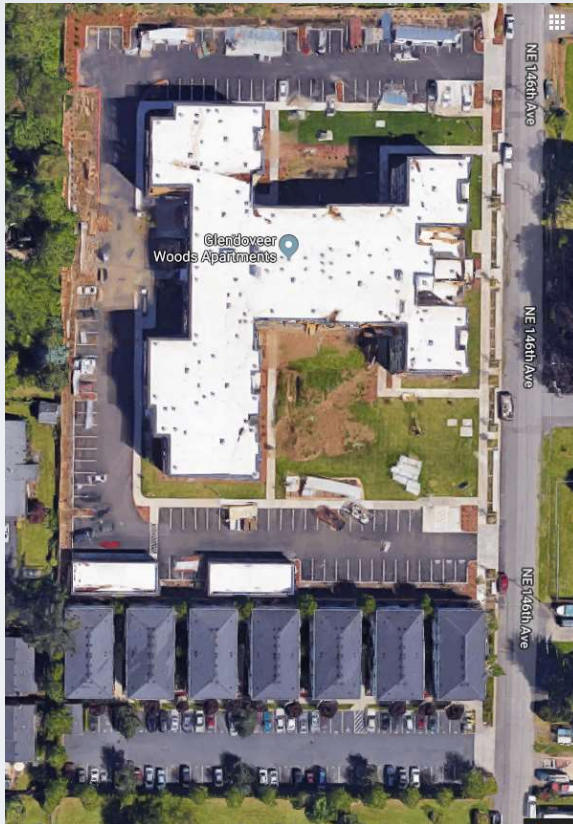
Parking Ratios - Background



Parking Ratios - Background



Parking Ratios - Background



Development near 148th Avenue Light Rail Station.

No off-street parking is required in this area (East Corridor Plan District).
However, most development has included off-street parking.

Allowances for no off-street parking does not prevent developers from choosing to include off-street parking.



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Parking Ratios - Background

Related Proposal:

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 3: Reduced Minimum Parking Requirements

Options:

1. Support staff proposal

- No parking required for small sites (up to 30 units)
- Reduce parking ratio for larger sites (1 space per 2 units)

2. Require minimum of 1 parking space on multi-dwelling sites - *ensure off-street accessible parking space is provided*

3. Do no change current minimum parking requirements - *continue to require 1 space per unit for sites outside frequent transit buffers*

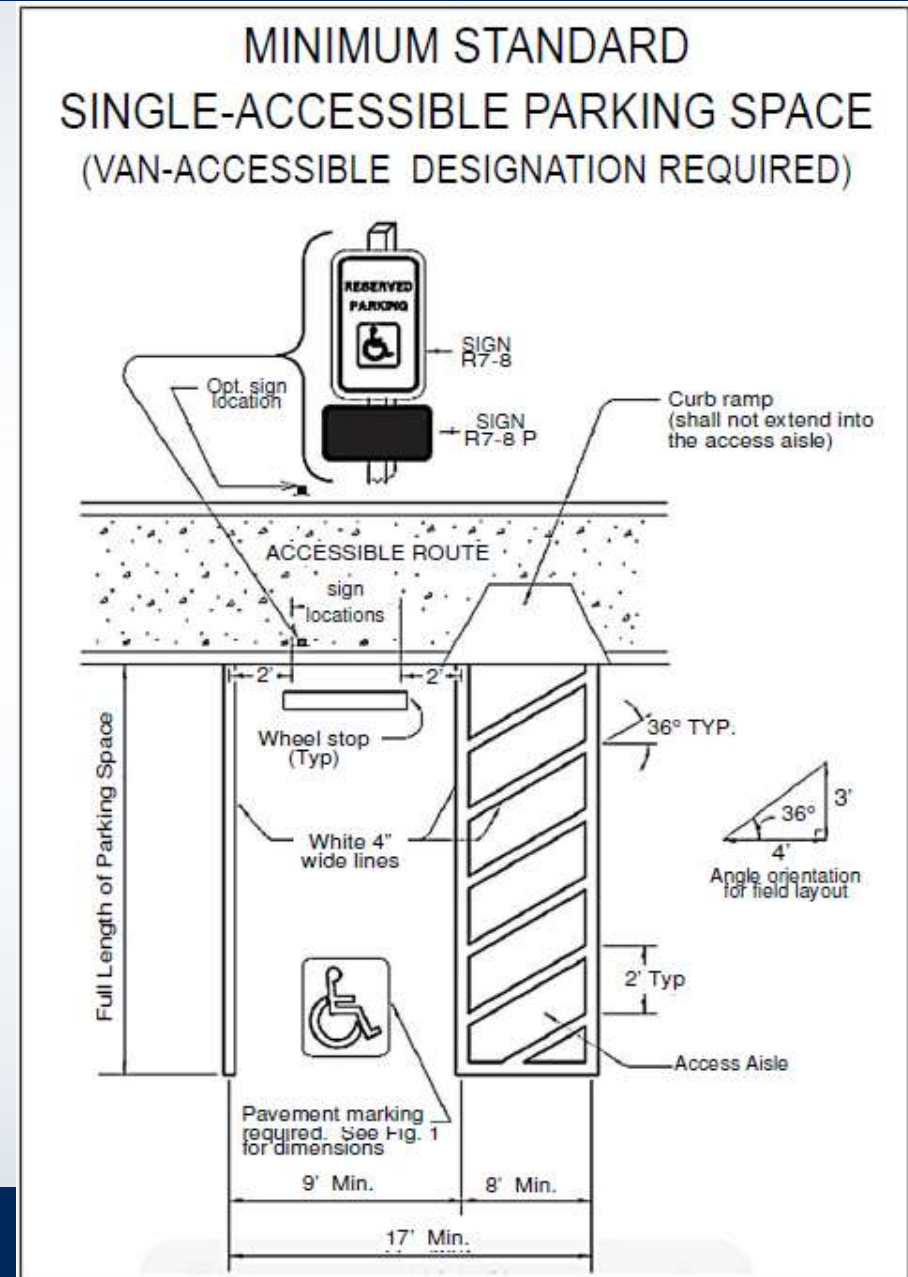


TOPIC 3: Reduced Minimum Parking Requirements

Building Code Accessible Parking Requirements:

- Required for commercial code buildings with 4 or more units
- Only required when off-street parking is provide
- Minimum of 1 accessible space / 2% of parking spaces

Note: on-street parking space can be reserved for people with disabilities on request (PBOT)



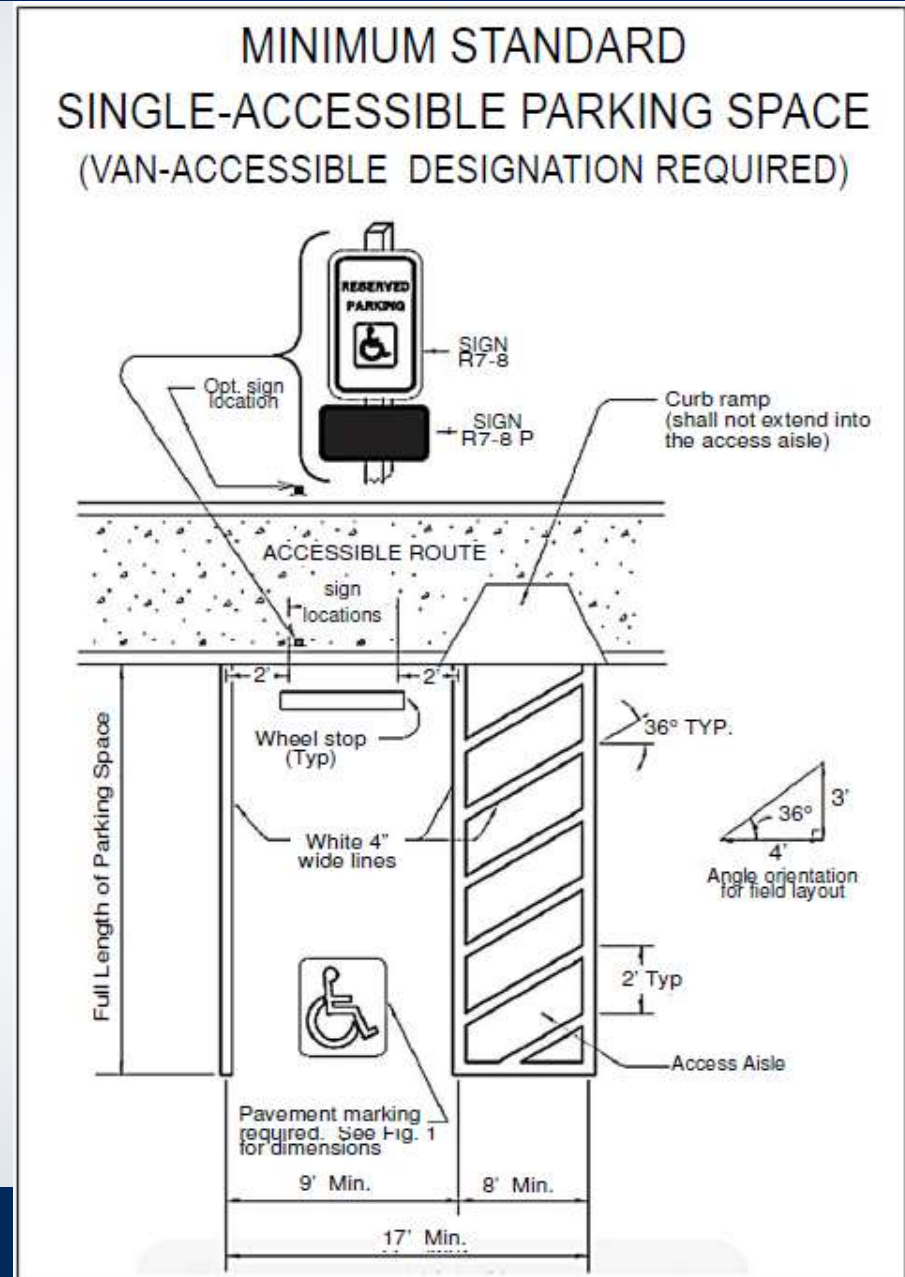
TOPIC 3: Reduced Minimum Parking Requirements

Potential option to ensure at least 1 off-street accessible parking space:

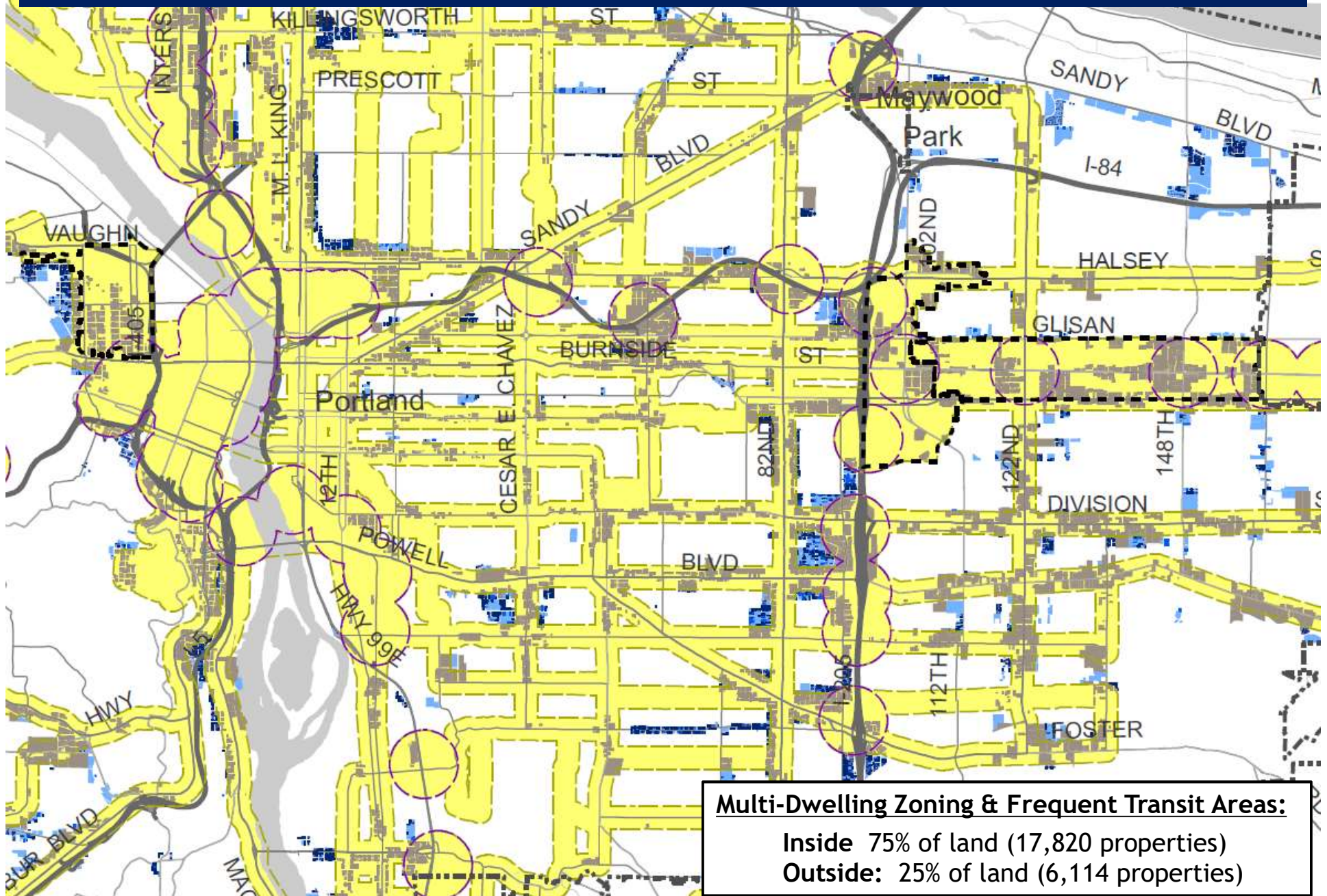
Require minimum of 1 off-street parking space for multi-dwelling structures (4 or more units).

Where?

- All properties / all zones?
- Provide exception for small sites?
- Only require outside frequent transit buffers? (would apply to small sites)



TOPIC 3: Reduced Minimum Parking Requirements



TOPIC 3: Reduced Minimum Parking Requirements

Options:

1. Support staff proposal

- No parking required for small sites (up to 30 units)
- Reduce parking ratio for larger sites (1 space per 2 units)

2. Require minimum of 1 parking space on multi-dwelling sites - *ensure off-street accessible parking space is provided. If so, where? (all properties, exempt small sites, or only outside frequent transit buffers)*

3. Do no change current minimum parking requirements - *continue to require 1 space per unit for sites outside frequent transit buffers*



TOPIC 4: Small Site Thresholds

Options:

1. Support staff proposal (7,500 SF)

- Applies to parking requirements, accessory structures, landscaping standards

2. Increase threshold to 10,000 SF - *apply only to parking regulations*

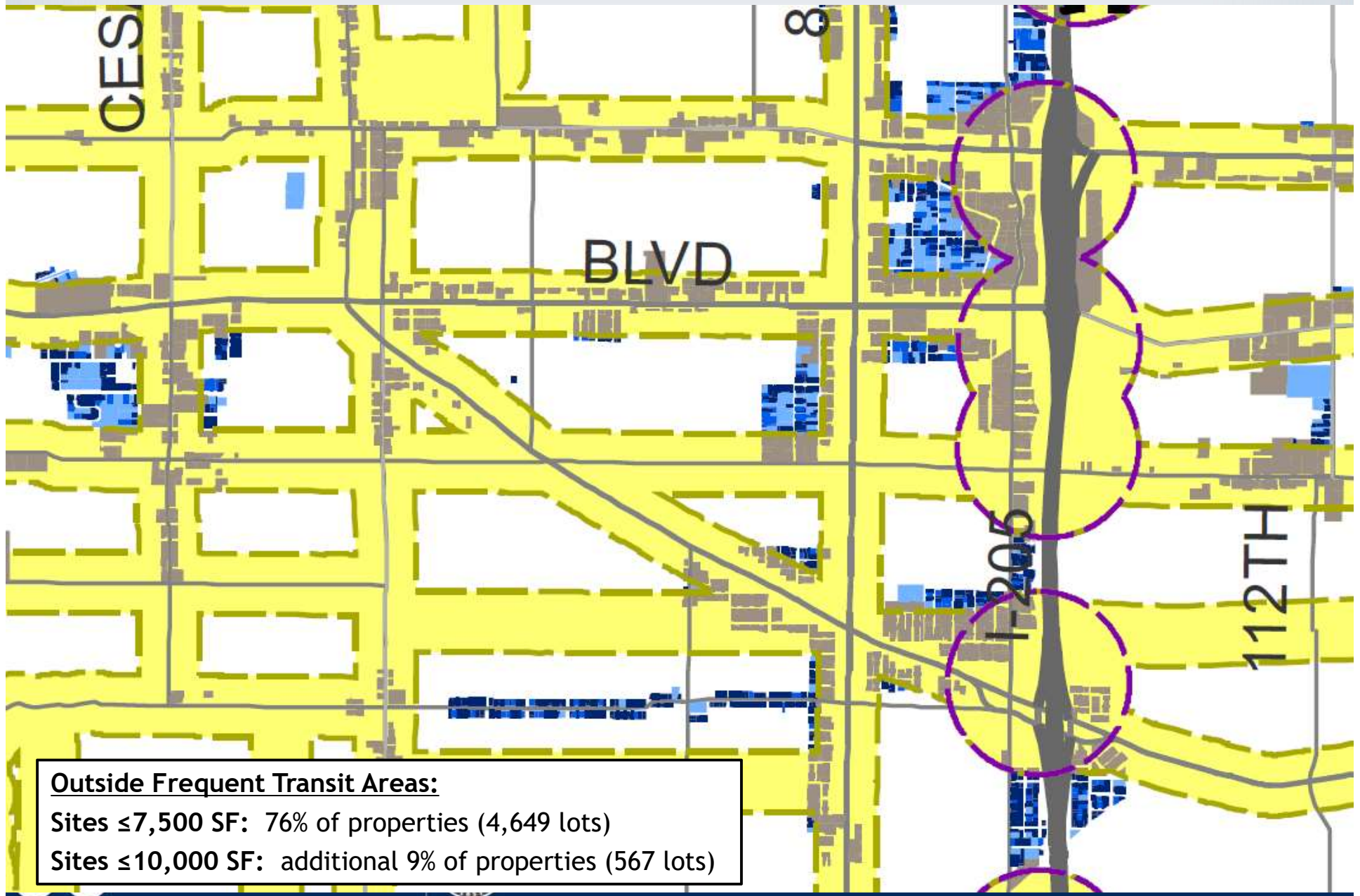
3. Increase threshold to 10,000 SF - *apply to all small site regulations (parking, accessory structures, landscaping)*



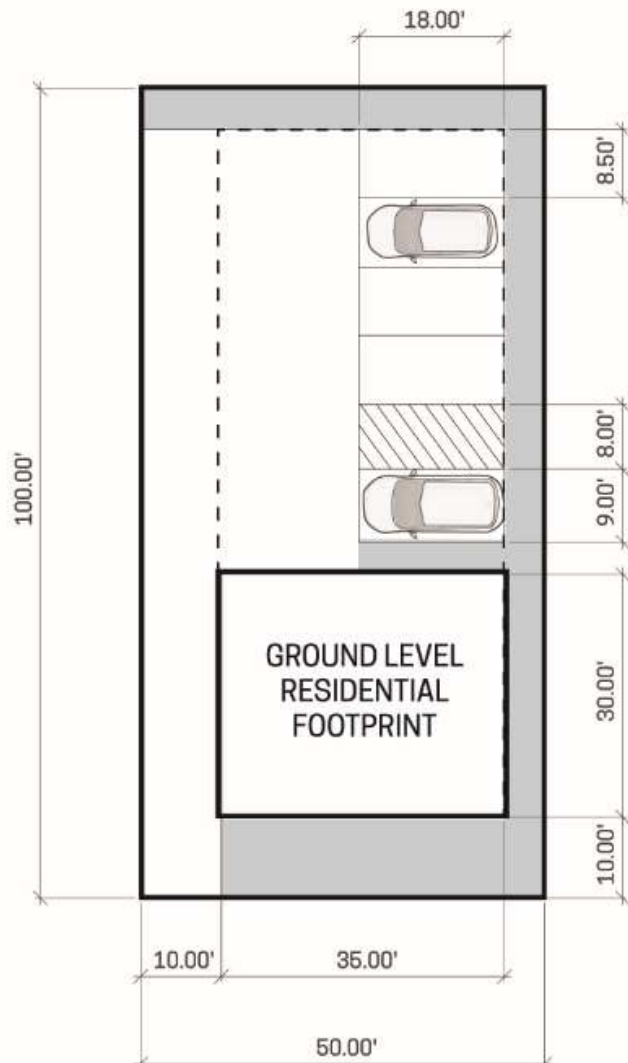
TOPIC 4: Small Site Thresholds



TOPIC 4: Small Site Thresholds



TOPIC 4: Small Site Thresholds



5,000 SF site / 5 spaces



Structured parking



Surface parking

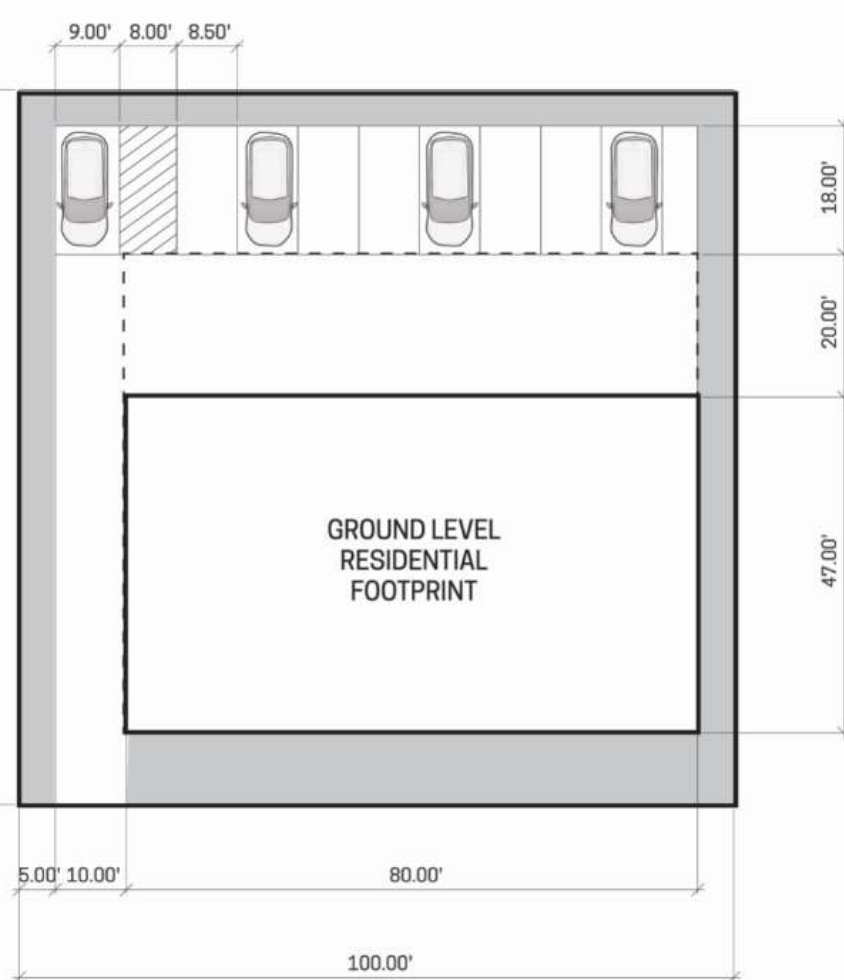
No parking



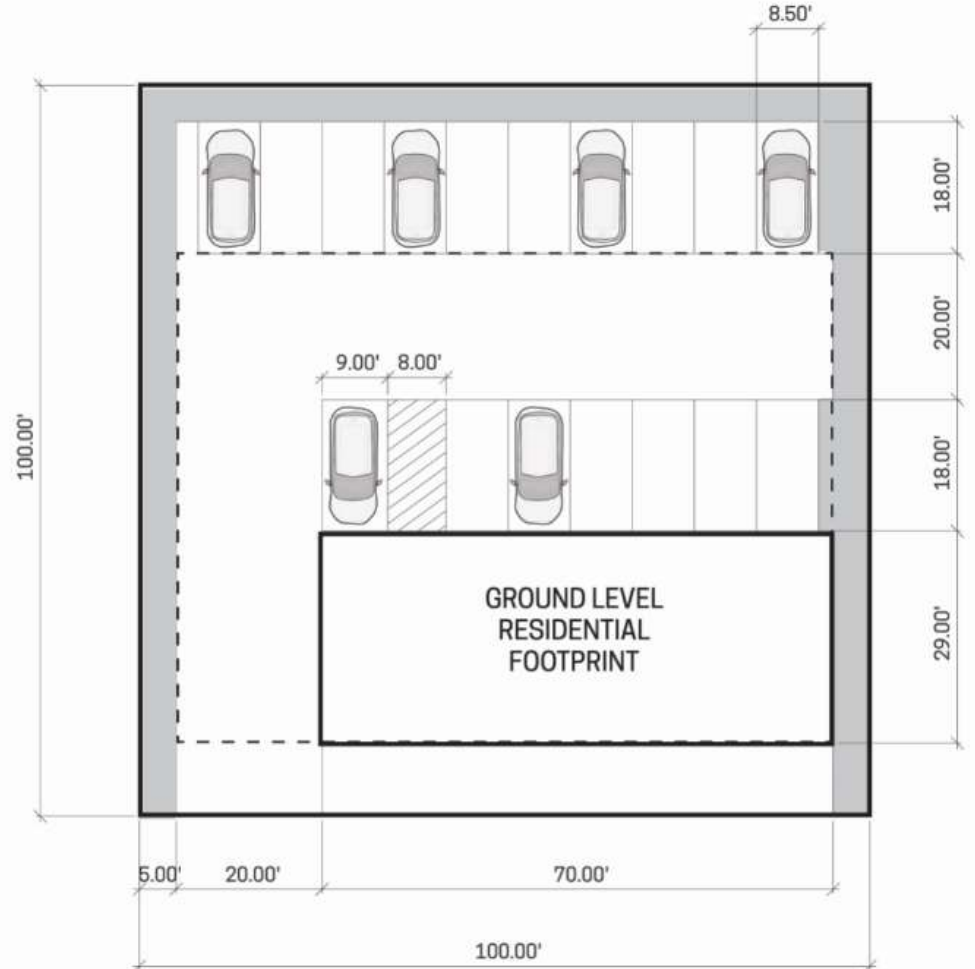
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TOPIC 4: Small Site Thresholds



10,000 SF site / 9 spaces
(max units at 1:2 ratio: 18)



10,000 SF site / 17 spaces
(max units at 1:2 ratio: 34)



TOPIC 4: Small Site Thresholds



Other Small Site Regulations

Intent: regulate multi-dwelling projects on small sites in same way as houses, duplexes, attached houses:

- Small accessory structures allowed in setbacks
- Exceptions to landscaped setback requirements
(tree requirements can be met in other portions of site)



TOPIC 4: Small Site Thresholds

Options:

1. Support staff proposal (7,500 SF)

- Applies to parking requirements, accessory structures, landscaping standards

2. Increase threshold to 10,000 SF - *apply only to parking regulations*

3. Increase threshold to 10,000 SF - *apply to all small site regulations (parking, accessory structures, landscaping)*



TOPIC 5: Commercial Zones Parking Requirements

Options:

1. Apply the proposed multi-dwelling zones parking regulations to the commercial/mixed use zones.

- Parking ratio of 1 space per 2 residential units for large sites (outside frequent transit buffers)
- Any changes to the small site threshold and the possible requirement for at least 1 off-street space for multi-dwelling sites.

2. Do not amend the commercial/mixed use zones minimum parking ratios

- Keep requirement of 1 space per unit for large sites (outside frequent transit buffers)
- (Staff recommends that the small site threshold be consistent between the zones, even if the above is retained)



TOPIC 5: Commercial Zones Parking Requirements

Comparison of Existing Commercial Zone and Proposed Multi-Dwelling Zone Requirements for Off-Street Parking

| | Existing CM Regulations | Proposed MDR Regulations |
|---------------------------------------|----------------------------------|--------------------------|
| Frequent Transit Areas | None required for up to 30 units | Same |
| Small Sites (<i>up to 7,500 SF</i>) | None required for up to 30 units | Same |
| Larger Sites | 1 space per unit | 1 space per 2 units |

Requirements prior to Mixed Use Zones code amendments (*effective May 2018*) outside frequent transit areas:

EX (became CM3): 1 space per 2 units

CS, CM, CN1, CO1: None for up to 30 units

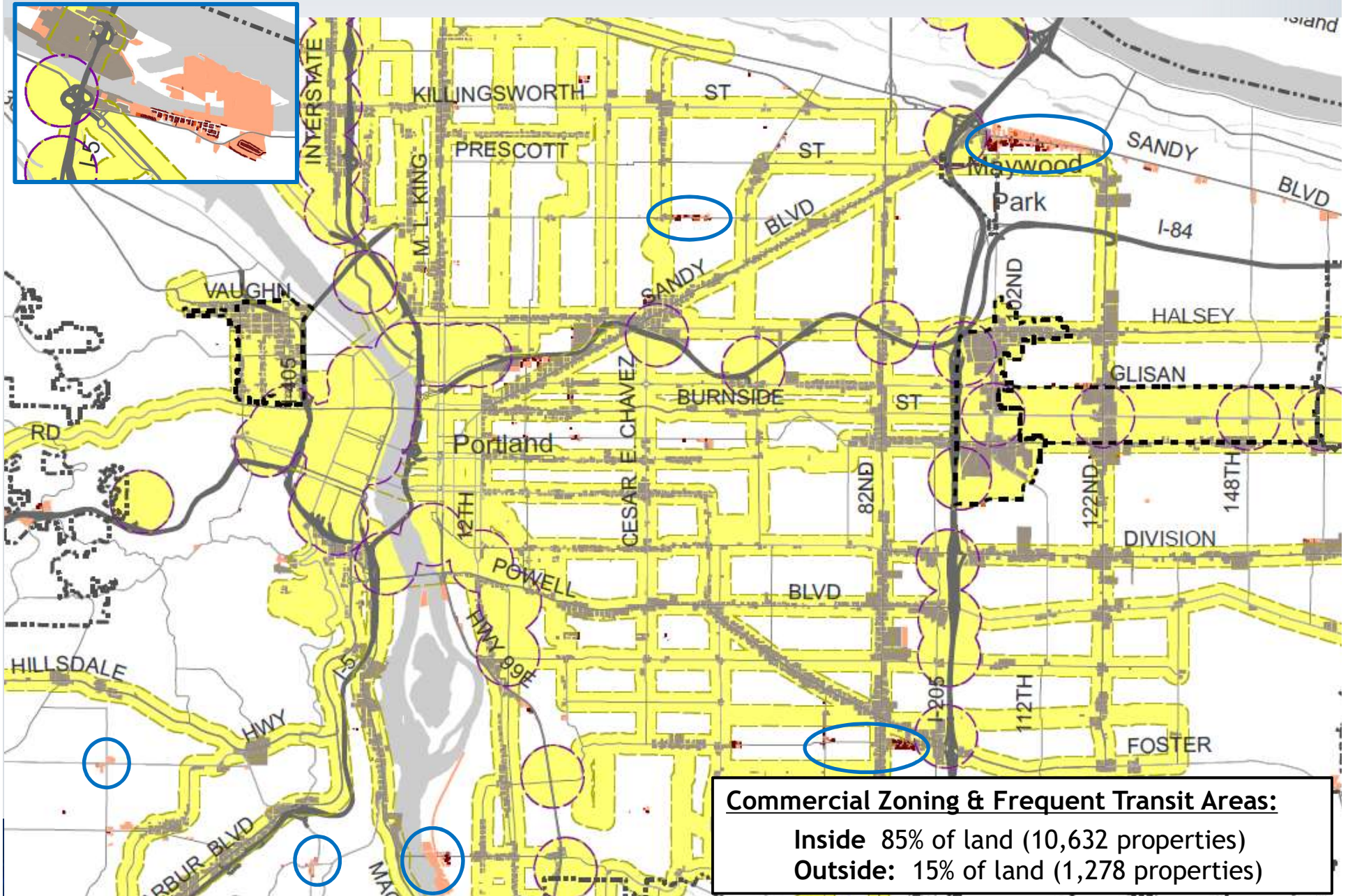
CG, CN2, CO2: 1 space per unit

Parking ratios in frequent transit areas (*no change*)

0 for 1 to 30 units;
0.2 per unit for 31-40 units;
0.25 per unit for 41-50 units; and
0.33 per unit for 51+ units.



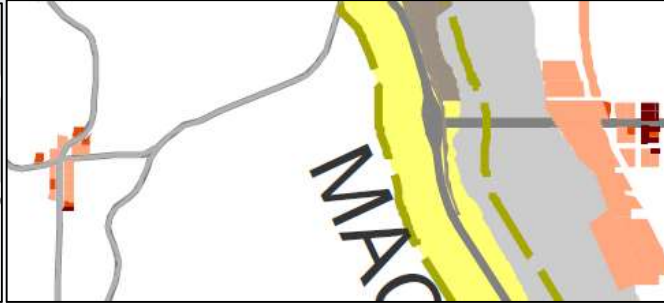
TOPIC 5: Commercial Zones Parking Requirements



TOPIC 5: Commercial Zones Parking Requirements



Bridgeton/Hayden Island



Burlingame and Sellwood Bridge



Woodstock/Lents



Outside Frequent Transit Areas:

Sites $\leq 7,500$ SF: 65% of properties (837 lots)

Sites $\leq 10,000$ SF: additional 9% of properties (109 lots)

Sites $> 10,000$ SF: 26% of properties, 83% of land



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TOPIC 5: Commercial Zones Parking Requirements

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