

Public Workshop: Concept Development

Better Housing by Design Project

Notes from 2/25/2017 Small Group Discussions

Street Frontage Design

- On-street parking is limited – need to take a portion of available space for off-street parking.
- Remove parking minimums
- Reduce or eliminate curb cuts for off-street parking in R1, RH etc. zones.
- We need to consider density and access to complete Centers – increased accessibility translates to a decrease in number of cars.
- Yes, this is a problem.
- Need to consider what happens on the ground floor.
- R1 and R2 can interrupt active uses on corridors.
- If we build in car storage, we diminish our ability to change over time.
- The front of the lot is the people zone, not cars. Garages in the back preserve this.
- We need to consider how design influences people's behavior – if we design for cars, we get cars.
- We should extend no parking requirements beyond just close to transit.
- No off-street parking requirements could reduce housing costs.
- Small sites limit flexibility, there is competition for space; I value open space over parking
- What is the City's policy on alleys? Alleys solve a lot of problems.
- What about considering shared mobility such as car share? We could design in exclusive shared mobility spaces.
- Having eyes on the street is the most important element.
- Without alleys in Inner Portland, we need garages.
- We should have no cars.
- Curb cuts remove on-street parking.
- The future does not include private vehicle storage.
- Garages don't build community.
- Driveways cost money.
- City should communicate good design solutions to developers.
- We should consider future flexibility to respond to life changes.
- Regulations should be different for Inner and East Portland contexts.
- Consider housing + transportation costs.
- Parking management systems are good.

- Choose 1: front garden or parking pad.
- We like the idea of a covered parking area to provide usable outdoor space.
- Nobody (*in one small group*) likes front garages, but provision of parking in the rear should be choice of property owner.