

Better Housing by Design

Stakeholder Working Group Meeting Notes: April 6, 2017

Date: April 6, 2017

Time: 6:00 p.m. to 8:00 p.m.

Location: 8114 SE Division St (Jade/APANO Multicultural Space)

Topics: Street/pedestrian connectivity and alternative development approaches for Eastern Portland, focusing on the Jade District as a study area.

Attendees:

Simone Goldfeder, Emily Guise, Curt Schneider, Kym Nguyen, Madeline Kovacs, Doug Klotz, Todd Struble, Sue Wierba, Michael Sonnleitner, Soren Impey, Andre Oswill, Sue Fuqua, Diane Linn, Katie Larsell, Judy Low, Robert Schultz, Hector Dominguez, Khan Phan, Cody Aarons, Jen Lundstrom

Staff: Chip Lazenby (Facilitator), Bill Cunningham (BPS), Radcliffe Dacanay (BPS), Marc Asnis (BPS), Neil Heller (BPS), Denver Igarta (PBOT), Daniel Soebbing (PBOT)

A. Connections

Question 1: Where should a pathway be required?

- Phase connections in over time.
- Create a secondary network of pedestrian connections.
- Need to consider costs. Pathways are O.K. if it is not feasible to do a full street.
- Consider the larger context. Need to know where utility easements are, trees, disused ROW, etc., to know what opportunities and issues exist.
- Should be bike/ped only. Like pathways a lot. Many places don't want cars going through.
- Hard to deal with multiple property owners. Concerned about not getting a pathway all the way through to the next street, when only one property develops.
- At the very least, secure the right-of-way so improvements can be made later.

Question 2: What are important elements to consider in these types of connections?

- Houses should face toward pathway ("eyes on the connection" for safety).
- Need to include pedestrian path wayfinding signage, such symbols/arrows, to clearly indicate these are public connections.
- Need opportunities for street basketball, space for play, universal accessibility, ADA routes.
- Affordability is important. Need to balance desired amenities with cost considerations.
- Housing choice.

Question 3: Should we encourage driveway or lot consolidation?

- Would be great to be able to allow properties to share a driveway. Not allowed currently.
- Shared access would be an ideal outcome.

- Shared arrangements would be best, but how can this be done when each lot develops at different times?
- New development should share previous property's driveway.
- Amount of development brings more cars, and parking takes up road space. Need to require development to include parking to address parking problems.
- Parking increases housing costs. Reducing paved areas and parking could help affordability.
- Minimize new construction costs by building on existing elements.

B. Alternative Development Approaches Discussion

Participants were presented with examples of a range of alternative development approaches, in order to gauge if some outcomes are preferable than others. These alternative development examples were based on site configurations common in the Jade District, as a case study for medium-density development in East Portland. Participants were asked to rate each example as an outcome that would be "Preferred," "OK/Acceptable," or "Should Discourage."

Alternative Development Approaches - Connections:



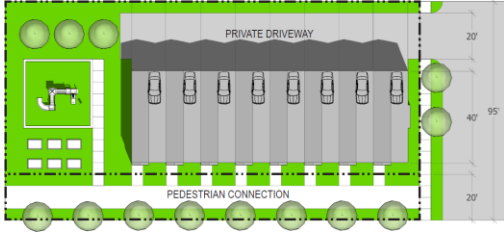
Separate Driveways:

0 preferred, 1 ok, 12 discourage



Full Street:

9 preferred, 0 ok, 0 discourage



Pedestrian Connection:

11 preferred, 0 ok, 1 discourage

Alternative Development Approaches - Housing



Detached Houses, Small Setbacks:

0 preferred, 2 ok, 8 discourage, 1 outlaw



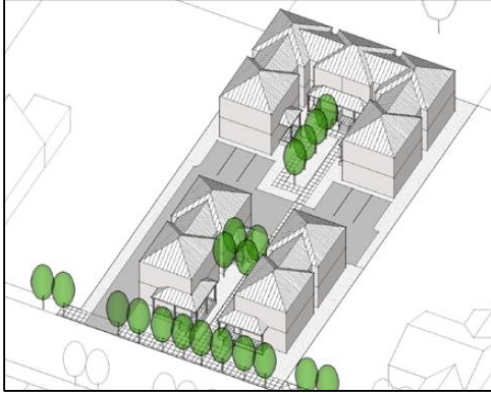
Attached houses, Rear Open Space:

2 preferred, 8 ok, 2 discourage



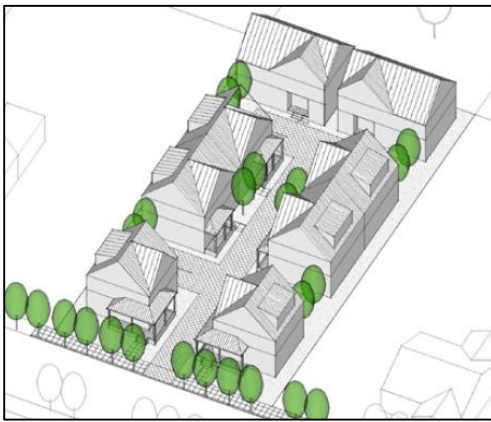
Stacked Units, Rear Open Space:

6 preferred, 9 ok, 1 discourage



Central Courtyard:

8 preferred, 4 ok, 2 discourage



Shared Court:

6 preferred, 2 ok, 6 discourage



Common Green Houses:

6 preferred, 4 ok, 1 discourage

Comments:

- Provide bonuses and incentives for connections.
- Encourage voluntary inclusion of affordable units.
- Do not subtract new street connections from development allowances.
- When we lose units, construction gets more expensive.
- Keep SDCs local – apply transportation SDCs toward local street improvements.

- Concerned about the many examples with houses or townhouses, as these will likely be ownership units and will be relatively expensive. Stacked rental units are more likely to be affordable.
- Homeownership needs to be an option for lower-income households, and compact houses and townhouses provide these opportunities in East Portland.