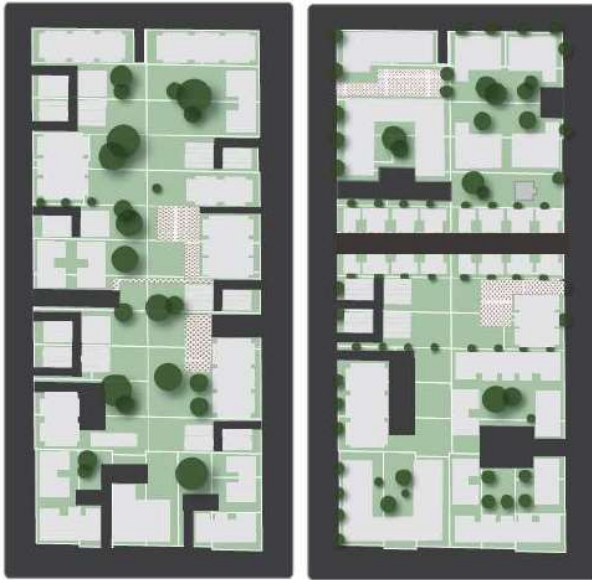


PSC Questions and Staff Responses – Better Housing by Design Proposed Draft

October 3, 2018

	PSC Question	Staff Response
1	<p>Eastern Portland Deep Rear Setbacks. Interested in understanding security issues in these outdoor spaces, such as dealing with camping. Also concerned about fencing that would prevent connections through mid-block areas. (Larsell)</p> <p>Would like clarity about the proposed requirements. Do they provide flexibility for a range of development options?</p>	<p>The Eastern Portland deep rear setback requirements would not require that the resulting outdoor areas be public or publicly-accessible spaces. They would generally be privately owned, which would allow for property owners to determine who is allowed access to these spaces (as is the case with courtyards and other common areas intended for use by residents of properties). Whether there could be opportunities for some of these mid-block areas to become public parks is a separate issue and would be a question for the Parks Bureau.</p> <p>In other cities that have established patterns or requirements that limit development in the centers of blocks, these spaces are also typically privately owned. They are often divided by fences when multiple properties share a block, or combined into larger outdoor spaces in the case of large scale development projects or as a result of voluntary efforts to combine backyard areas. The proposed Eastern Portland deep rear setback requirements would not prevent fences from being located between properties.</p> <p>In some cases, PBOT may require public rights-of-way, for pedestrians and bicycles or for all modes, through the centers of blocks. When these public rights-of-ways are provided, fences would not be allowed to prevent public access.</p> <p>Development options. The proposed requirements would require a setback equivalent to 25% of the depth of a site. However, the proposals include options and exceptions that allow for a range of development configurations, include:</p> <ul style="list-style-type: none"> • Projects providing large common areas (minimum of 10% of site area) elsewhere on the site, such as central courtyards, would be exempt from the requirements. • Buildings serving as indoor community space as well as parking areas, could occupy up to half of this setback area. • Sites less than 100’ deep and corner sites would be exempt from the requirement (meaning that sites where a new street is being proposed would typically be exempt).

		 <p data-bbox="835 803 955 868">Mid-block open areas</p> <p data-bbox="1081 803 1312 901">Mix of mid-block open areas and central courtyards</p>	<p data-bbox="1375 235 1879 535">Right graphic reflects potential outcomes related to the proposal’s exemption for projects providing large outdoor spaces elsewhere on the site. This graphic shows a mix of properties with deep rear setbacks and central courtyards, as well as a project providing a new street connection.</p> <p data-bbox="1375 560 1879 828">These allowances respond to input from East Portland community members who indicated interest in having both deep rear setback and central outdoor spaces as options, as well as desires for approaches that facilitate new street connections.</p>
2	<p data-bbox="262 933 714 1128">How much of multi-dwelling zoning is not within the frequent transit buffer, and so is currently subject to greater requirements for off street parking?</p> <p data-bbox="262 1201 693 1315"><i>See also Map 2 – Multi-Dwelling Zones and Parking Requirement Areas</i></p>	<p data-bbox="735 933 1900 1039">Multi-dwelling zoning in areas that require no or low amounts of off street parking (located within frequent transit buffers or in certain plan districts): 74.8% of multi-dwelling zoning (3,969 acres and 17,820 tax lots).</p> <p data-bbox="735 1055 1816 1128">Multi-dwelling zoning in areas that currently require 1 space for each unit: 25.2% of multi-dwelling zoning (1,338 acres and 6,114 tax lots).</p> <p data-bbox="735 1144 1837 1250">Figures on property size for multi-dwelling zoning located outside frequent transit buffers (relates to whether the “small site” threshold for parking requirements and other provisions should be 7,500 SF or smaller, or 10,000 SF or smaller [see October 9th worksheet topic #4]):</p> <ul data-bbox="787 1266 1869 1412" style="list-style-type: none"> • 76% of properties are 7,500 SF or smaller in size (4,649 tax lots, 433 acres) • Another 9% of properties are between 7,500 SF and 10,000 SF in size (567 tax lots, 114 acres). • 15% of properties are more than 10,000 SF in size (898 tax lots, 792 acres) 	

3	<p>Parking for people with disabilities. Would like to understand the impact not requiring off-street parking will have on the provision of off-street parking designed to accommodate people with disabilities. (Oswill)</p>	<p>The building code requires accessible parking spaces when off-street parking spaces are being provided. When zoning code regulations allow for development with no off-street parking, the building code would not require accessible parking spaces for buildings with no off-street parking.</p> <p>When off-street parking <i>is</i> provided, any building with four or more residential units built under the commercial code is required to provide at least 2 percent all parking spaces as accessible spaces, but not less than 1 space. Accessible parking spaces must be a minimum of 17' wide (9'-wide stall plus 8'-wide access aisle [standard parking spaces are at least 8.5' wide]). A small multi-family project (commercial code) must provide at least 1 accessible parking space, whether 1 off-street parking space is provided or 10. But, no off-street accessible parking space is required if no off-street parking is provided at all.</p> <p>The building code does not require off-street accessible parking spaces for residential code development, such as houses, duplexes or attached houses, or for triplexes. Also note that townhouses without a land division (which the zoning code considers to be "multi-dwelling structures"), but built to residential code standards for attached houses, are not required by the building code to include accessible parking spaces.</p> <p>When no off-street parking is provided, property owners may request from PBOT that a curbside parking space in front of their property be designated as a disability parking space, only for use by people with a disability placard. This designated disability parking space is not reserved for use by a specific individual or property, but can be used by anyone with a disability placard.</p>
4	<p>New street connections. Interested in what PBOT is doing to provide to provide incentives for new street connections (beyond creating standards for new types of narrow connections. (Spevak)</p>	<p>The Connected Centers Street Plan proposes to establish incentives for developments that provide new connections identified in the Jade District and Rosewood neighborhood centers through the creation of new Transportation System Development Charge (TSDC) funding and credits. The recommendation is to both give credits on the required TSDCs and create a pool of funds, in the form of TSDC projects, to subsidize new connection (identified in this Plan) that are built by developers.</p>
	<p>Since the Neighborhood Street Plans (2012), how many street connections have actually been built? How many through multi-dwelling zone properties? How many</p>	<p>Cully Commercial Corridor and Local Street Plan (Resolution No. 36952 / August 2012)</p> <p>The Cully Neighborhood Street Plan was aimed at improving local street connectivity in single-family areas, to determine suitable improvements for streets based on their context, and to enhance local access to neighborhood destinations (this plan did not address multi-dwelling</p>

through single-dwelling zone properties? (Spevak)

zones). Below is a list of “local” street connections that either have been built or are funded since the plan was adopted in 2012.

Street	Extent	Improvement	Built/Funded	Status
NE 72 nd Greenstreet (Cully Park)	North of Killingsworth	Street	built	Construction completed in 2016
NE 70 th Ave	Sumner-Roselawn	Path	built	Construction completed in 2014
NE 70 th Ave	Roselawn-Emerson	Path	built	Construction completed in 2014
NE 57 th Ave	Emerson-Killingsworth	street (LID)	funded	LID Formation Ord No. 188997 Council. Construction summer 2019
NE 55 th Ave	Emerson south	street (LID)	funded	LID Formation Ord No. 188997 Council. Construction summer 2019
60s Greenway (NE 66 th Ave)	Prescott-Alberta	street	funded	Tentative construction in 2020

Response provided by Denver Igarta, PBOT

Any plan yet for funding affordable unit TDM packages? (Spevak)

In May 2018, City Council, under Ordinance 188956, exempted all affordable units from the Multimodal Incentive Fee requirement under 33.266.410 and 17.107, for two years. To-date, PBOT has only received three Transportation Demand Management (TDM) reviews for new development projects; and only one for a new affordable housing development. Therefore, it is

	<p>not expected that a new building will be built, occupied, and need TDM incentives to be distributed for another 12 months or so.</p> <p>PBOT does not have funding identified to provide comparable TDM incentives for the residents of affordable units in the commercial/ mixed used zones that have been exempted from the Multimodal Incentive Fee requirement. However, PBOT is developing a pilot project to implement a TDM Program in existing affordable housing developments across the city. The pilot project will focus on providing transportation options information and financial incentives to people that live in existing affordable housing developments. The scope of the pilot project is to reach approximately 350 units within existing affordable housing development in targeted areas of the city (commercial/ mixed use zones and the future multi-dwelling zones). This pilot project will allow PBOT staff to test the implementation mechanisms and incentive packages to better inform future implementation for new affordable housing developments. Funding for the pilot project comes from one-time Bureau funding.</p> <p>Staff will present a number of funding proposals to the Bureau Budget Advisory Committee (BBAC) for review and recommendation for the FY 2019-2020 budget to address the funding needs for the existing commercial/ mixed use zone requirements.</p> <p>Finally, as PBOT starts in on its work on a TDM Action Plan, staff are looking to inform a citywide TDM Program that focuses on serving underrepresented communities and those with low-income. The targeted and intentional outreach that is happening as part of the pilot project will inform this broader policy work citywide.</p> <p><i>Response provided by Liz Hormann, PBOT</i></p>
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