

# Better Housing by Design - Proposed Draft Summary

## How can Portland's multi-dwelling zones be improved to meet the needs of current and future residents?

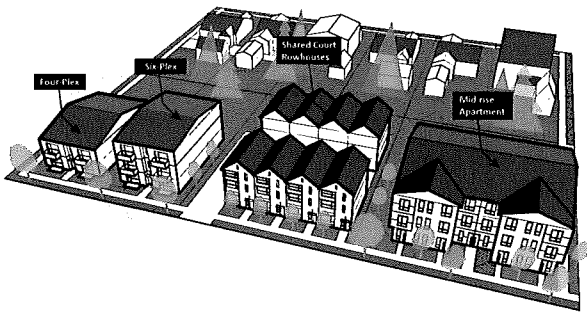
**Review the BHD Proposed Draft for potential solutions, and send comments to staff by June 12.**

The Better Housing by Design project is revising development and design standards in Portland's multi-dwelling residential zones (R3, R2, R1 and RH) outside the Central City. These middle- and higher density zones provide opportunities for new housing to meet the needs of current and future residents.

The Proposed Draft presents draft zoning code regulations intended to better implement 2035 Comprehensive Plan policies and to improve development outcomes in the multi-dwelling zones. The code proposals are based on ideas from the Better Housing by Design Concept Report, which was shaped by public discussions over the past year.

The code proposals address the following major topics:

### Better designed and healthier multifamily housing: Let's zone for it!



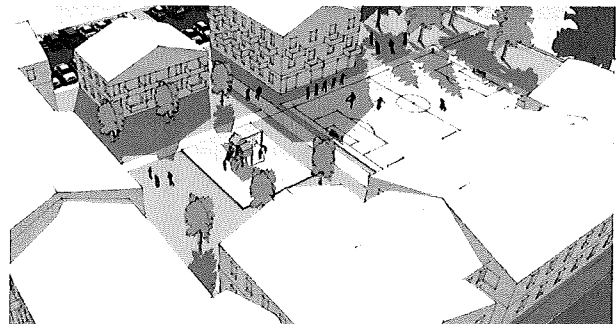
**Diverse housing options and affordability** to meet diverse housing needs



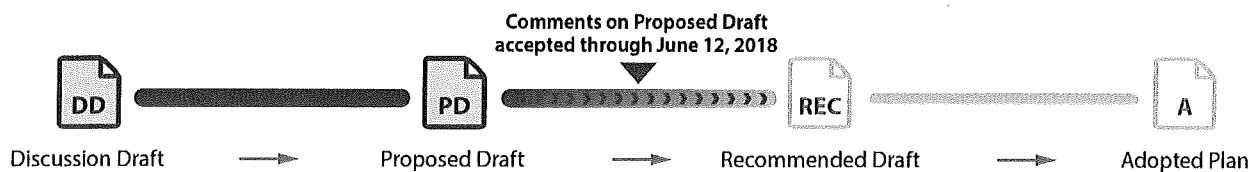
**Outdoor spaces and green elements** that support human and environmental health



**Building design and scale** that contributes to pedestrian-friendly streets and relates to context



**East Portland standards and street connections** that respond to the area's distinct characteristics and needs



### Testimony on the Proposed Draft due by 5 p.m., June 12, 2018

May 2018  
[www.portlandoregon.gov/bps/betterhousing](http://www.portlandoregon.gov/bps/betterhousing)

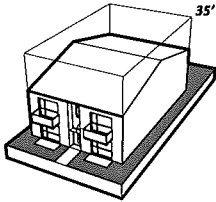
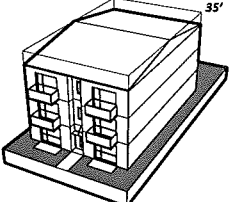
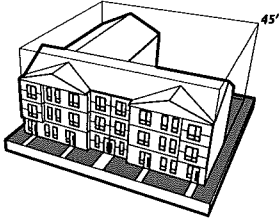
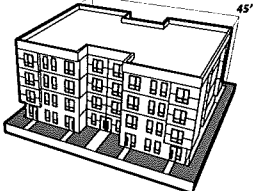
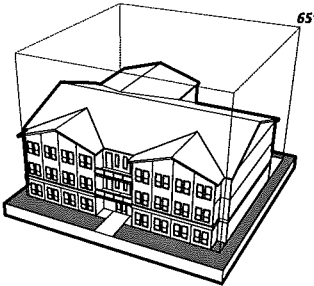
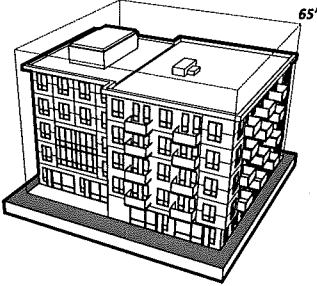
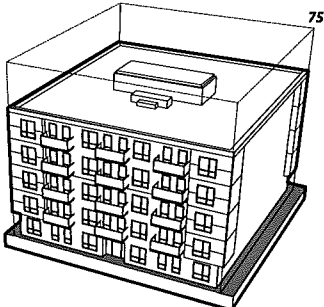
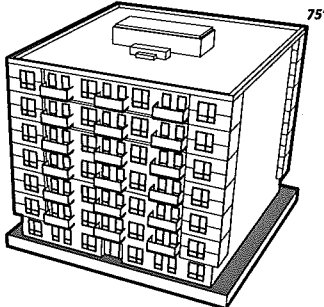


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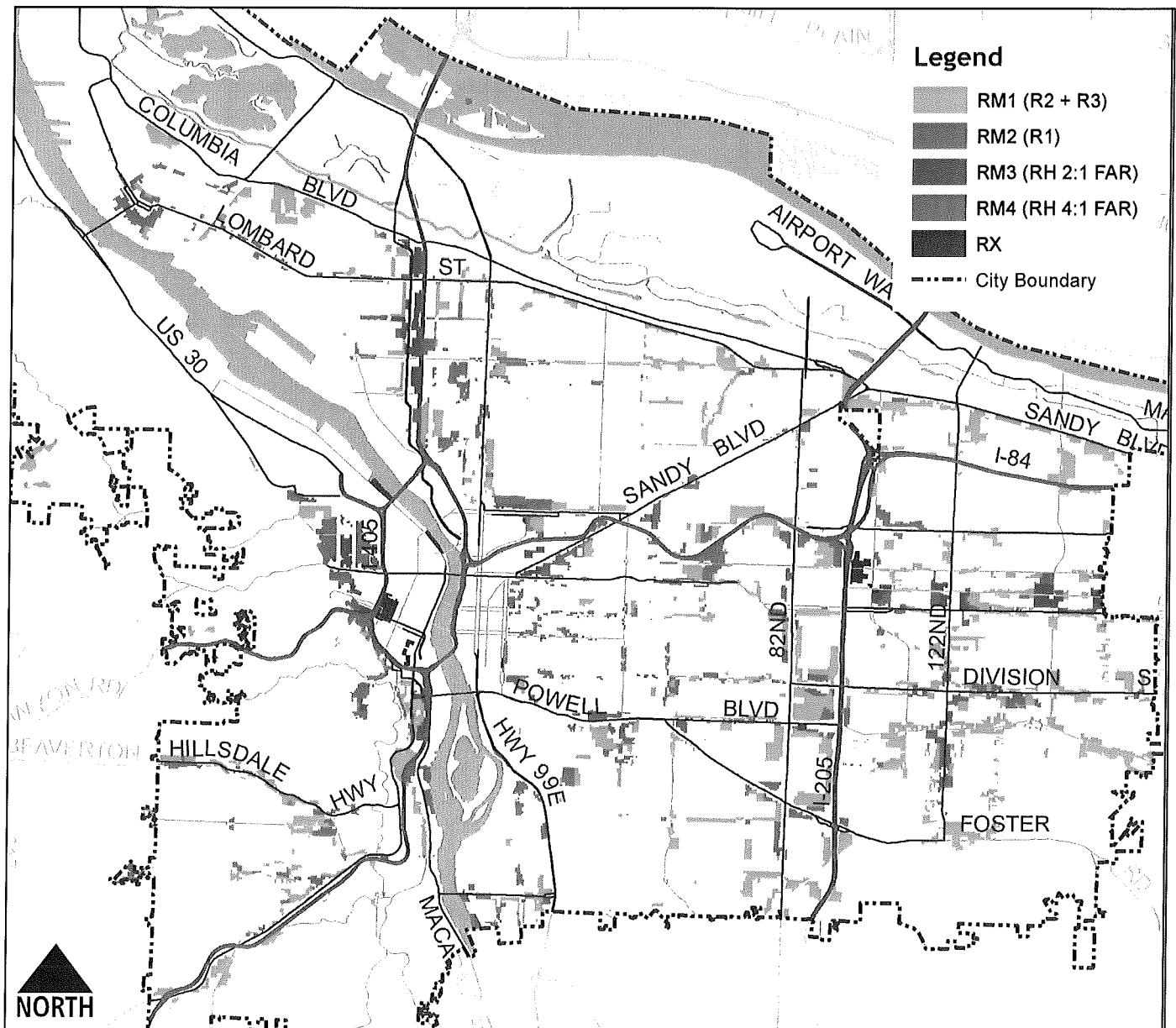
# Summary of the Multi-Dwelling Zones

The new framework for the multi-dwelling zones include four zones that are based on existing zones - but are more responsive to different types of places. The summary standards and graphics reflect draft development standards proposed in the Proposed Draft. The Bonus FAR is provided for projects with affordable housing or FAR transfers from sites where historic buildings, existing affordable housing or trees are being preserved.

	Base FAR	Bonus FAR
<p><b>New Zone: RM1</b>  <b>Former Zones: R2 and R3</b>                      This is a low-scale zone that provides a transition to lower density residential areas, often located at edges of centers or along neighborhood corridors or other areas to provide continuity with the scale of established residential areas.</p> <p><b>Maximum Height: 35 feet</b>  <b>Maximum Building Coverage: 50%</b></p>	 <p><b>1 to 1</b></p>	 <p><b>1.5 to 1</b></p>
<p><b>New Zone: RM2</b>  <b>Former Zones: R1</b>                      This zone is applied in and around a variety of centers and corridors to contribute to the intended urban scale of these locations, while providing transitions in scale and characteristics to lower scale residential neighborhoods.</p> <p><b>Maximum Height: 45 feet</b>  <b>Maximum Building Coverage: 60%</b></p>	 <p><b>1.5 to 1</b></p>	 <p><b>2.25 to 1</b></p>
<p><b>New Zone: RM3</b>  <b>Former Zones: RH [2:1 FAR]</b>                      This is a high-density zone applied in locations close to the Central City and in centers and major corridors. It allows for a mid-rise scale of buildings (up to six stories), and calls for landscaped front setbacks to integrate with established residential neighborhoods.</p> <p><b>Maximum Height: 65 feet</b>  <b>Maximum Building Coverage: 85%</b></p>	 <p><b>2 to 1</b></p>	 <p><b>3 to 1</b></p>
<p><b>New Zone: RM4</b>  <b>Former Zones: RH [4:1 FAR]</b>                      This is a high-density, more intensely urban zone applied in locations close to the Central City and in centers and major corridors. It is intended to provide a more intensely urban mid-rise or high-rise scale of up to seven or more stories.</p> <p><b>Maximum Height: 75 - 100 feet</b>  <b>Maximum Building Coverage: 85%</b></p>	 <p><b>4 to 1</b></p>	 <p><b>6 to 1</b></p>

The RX zone is not included here because its development standards are described and regulated in large part by the Central City and Gateway plan districts.

# Proposed Multi-Dwelling Zoning Map



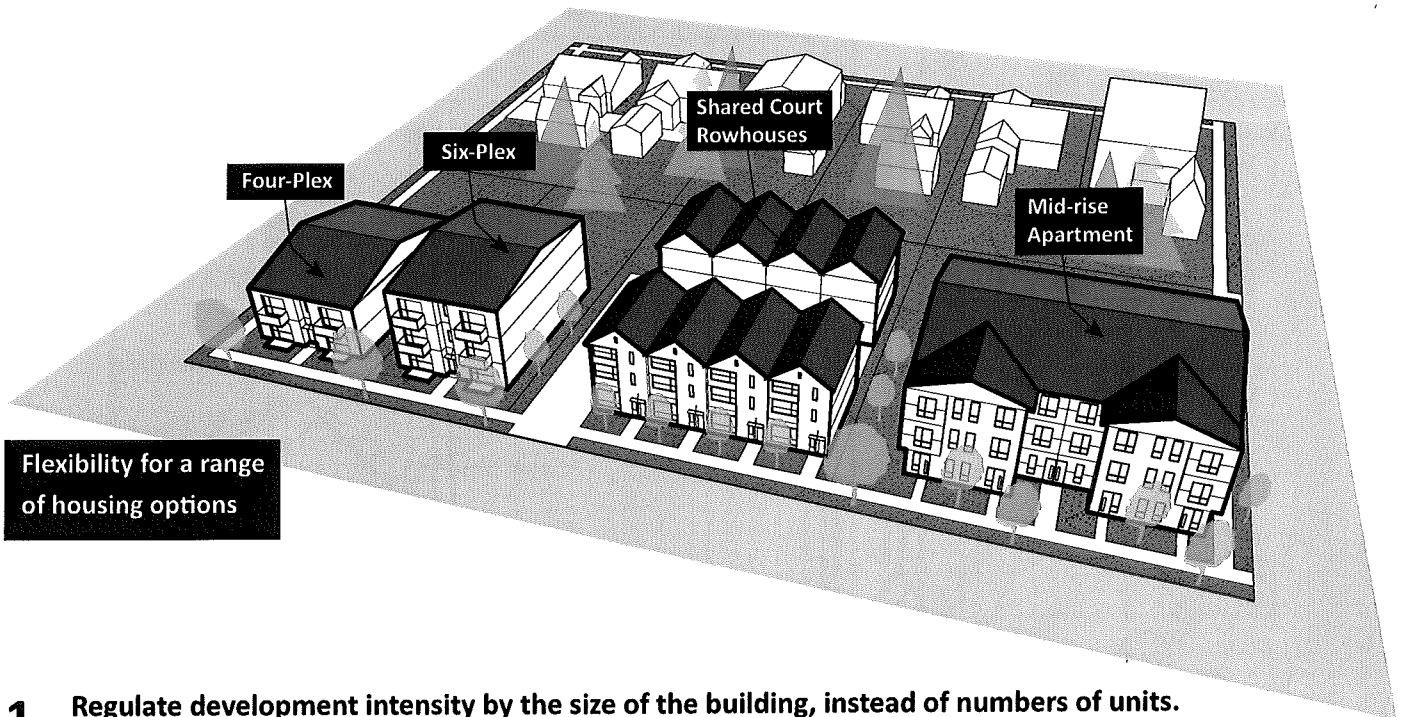
This shows draft amendments to the Zoning Map based on the proposed zoning framework.

- The new RM1 zones combines the current R3 and R2 zones, both of which are intended to be compatible with single-dwelling areas and have similar development standards.
- Map changes only involve areas that already have multi-dwelling zoning. There are no expansions to where multi-dwelling zones are mapped.

## Design Overlay Expansion

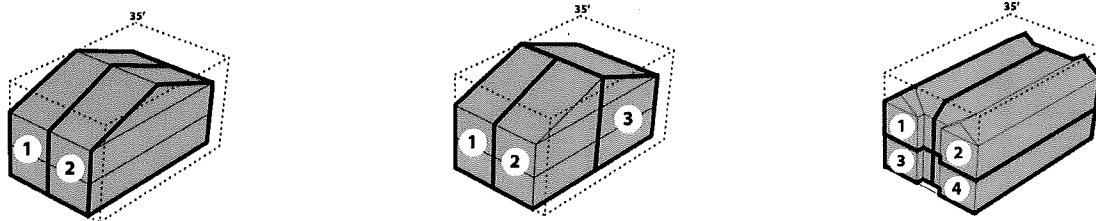
The Proposed Draft proposes to expand the Design Overlay zone to apply to all areas with RH zoning (new RM3 and RM4 zones). The Design Overlay zone is applied to places that allow large scale development (most areas with RH zoning already have the design overlay or are in historic districts).

# Diverse Housing Options and Affordability



## 1 Regulate development intensity by the size of the building, instead of numbers of units.

Allow flexibility for a mix of units within a defined building scale (regulated by floor area ratio – FAR).



## 2 Require higher density development to include visitable units.

For projects with more than one unit per 2,000 square feet of site area, require that 20 percent of units have ground level living space that is physically accessible, with a no step entry, wider hallways and doorways (at least 34 inches wide) and a bathroom accessible to wheelchairs.

## 3 Prioritize affordable housing by:

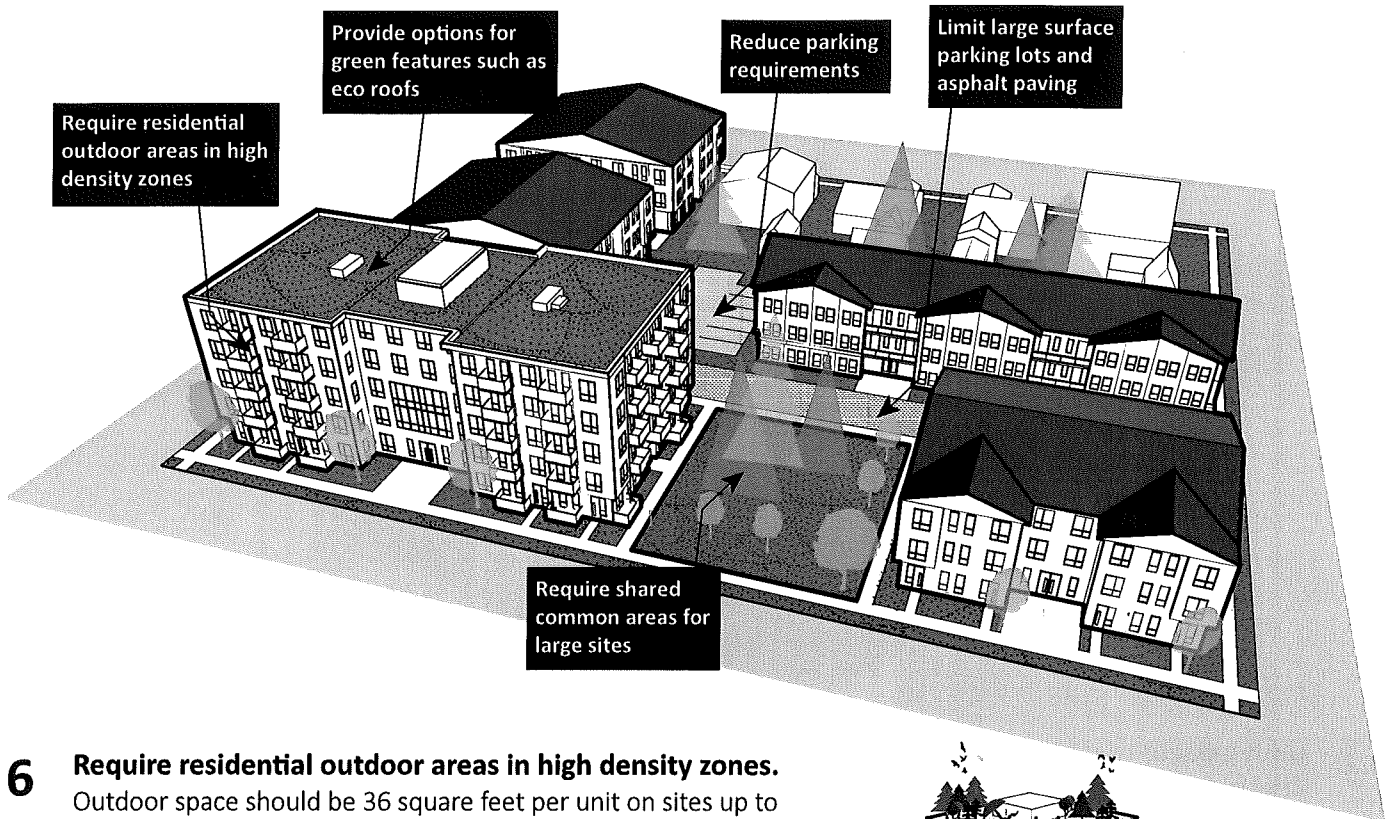
- Increasing the inclusionary housing bonus to 50 percent above the base FAR.
- Providing a higher level of development bonus (100 percent additional FAR) for projects with deeper housing affordability (at least half of units affordable to households earning up to 60 percent of median family income [MFI]).
- Provide a development bonus of 25 percent for moderate-income family housing (half the units must have three bedrooms and be affordable at 100 percent MFI).

## 4 Provide incentives for preserving existing affordable housing and trees through transfers of development rights.

This will allow unused development potential to be transferred to other sites in exchange for preservation of these features or historic buildings.

## 5 Allow small scale commercial uses on major corridors.

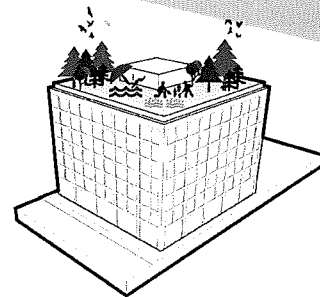
# Outdoor Spaces and Green Elements



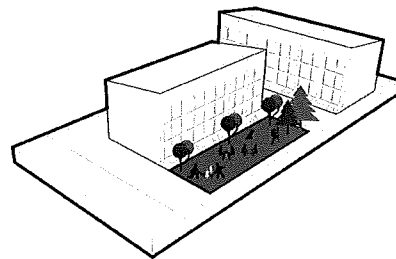
**6 Require residential outdoor areas in high density zones.** Outdoor space should be 36 square feet per unit on sites up to 20,000 square feet and 48 square feet per unit on larger sites.

**7 Require shared common areas, such as courtyards, for large sites more than 20,000 square feet.**

Common areas must be at least 10 percent of site area (can be at ground level, raised or at rooftop level).



**8 Allow alternatives to conventional landscaping.** Provide options for eco roofs, raised courtyards and stormwater planters to meet landscaping requirements.



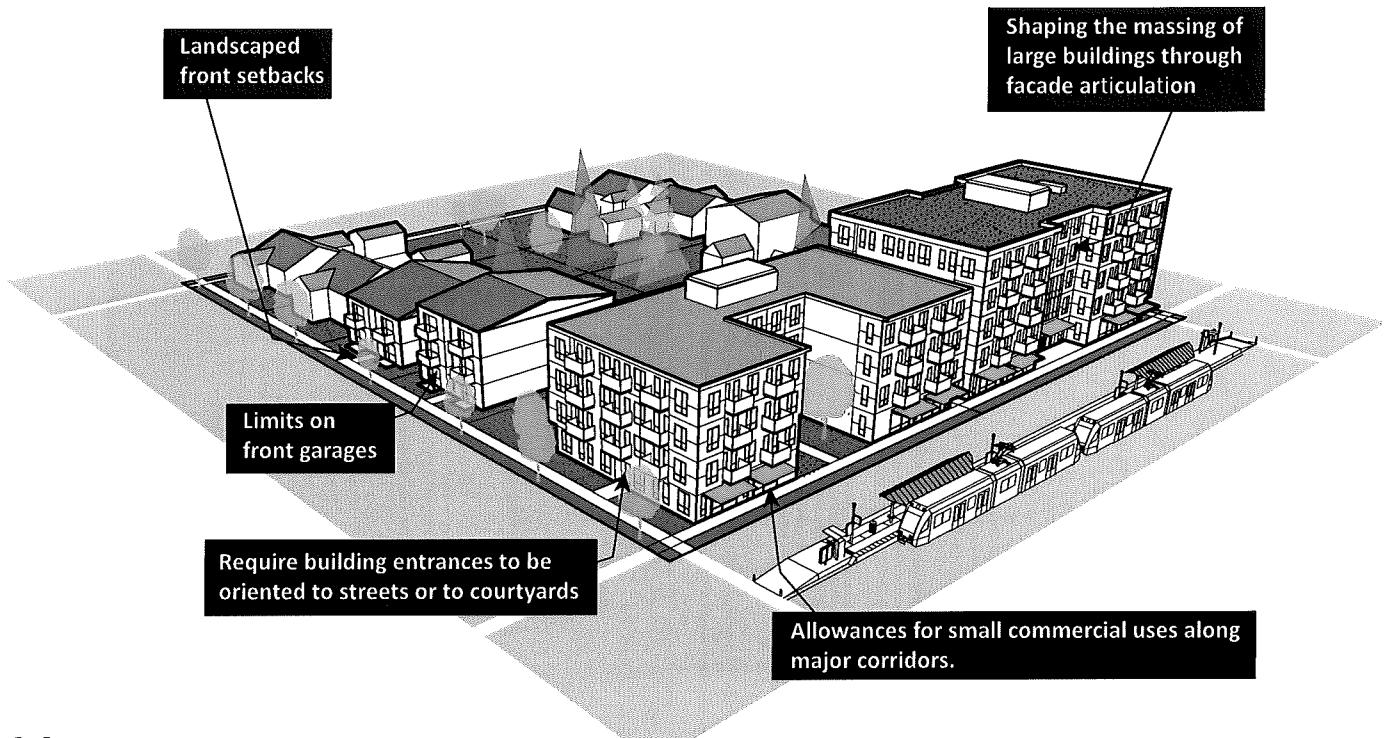
**9 Limit large surface parking lots and asphalt paving:**

- Limit surface parking to 30 percent of site area.
- Limit asphalt paving to 15 percent of site area (because of the greater urban heat impacts of asphalt).

**10 Reduce parking requirements.**

- No parking required for most development on small sites (up to 7,500 square feet in size).
- On larger sites, reduce the minimum required parking ratio to one space for every two units (instead of one space for each unit).

# Building Design and Scale

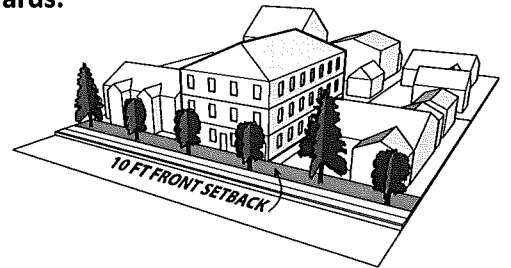


**11** Limit garages to no more than 50 percent of building street frontages and disallow parking in front of buildings.

**12** Require building entrances to be oriented to streets or to courtyards.

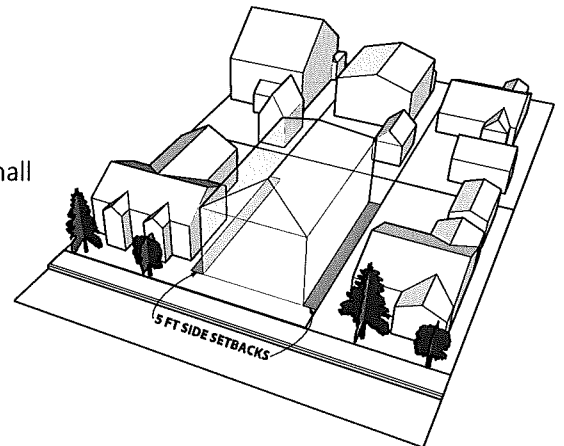
**13** Require front setbacks that reflect neighborhood patterns and limit privacy impacts.

10-foot minimum front setbacks in the RM2 (R1) and RM3 (RH) zones, with smaller setbacks allowed for commercial uses and raised ground floors, or to match adjacent buildings or accommodate courtyards.



**14** Simplify side setback regulations and reduce barriers to development on small sites.

Require 5-foot side and rear setbacks in most situations and allow small accessory structures like storage sheds in setbacks (consistent with single-dwelling zone regulations).

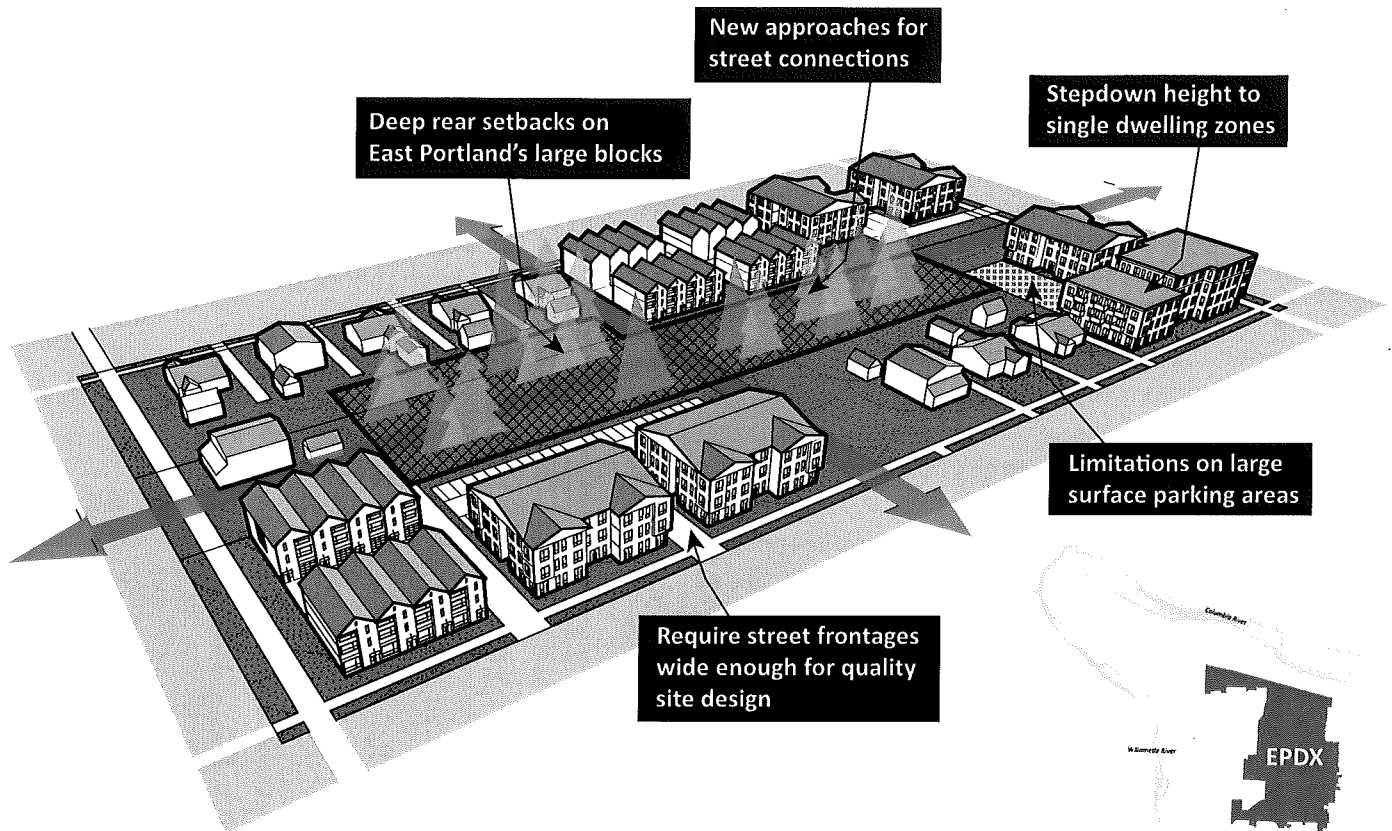


**15** Require building height transitions to single-dwelling zones.

Limit building height to 35 feet (three stories) within 25 ft of single-dwelling zones.

**16** Require large building facades to be divided into smaller components.

# East Portland Standards and Street Connections

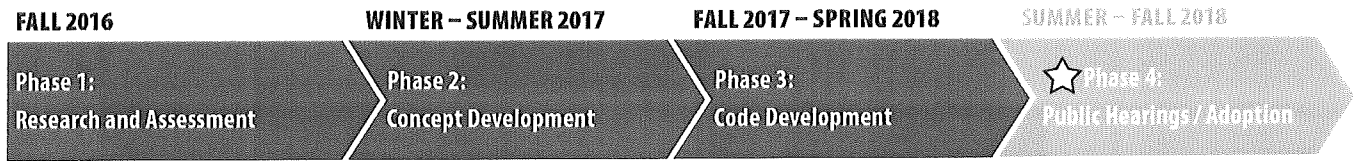


- 17 Continue East Portland mid-block open areas through requirements for deep rear setbacks.**  
Require rear setbacks equivalent to 25 percent of site depth to keep the centers of blocks greener, with more open space. Provide exceptions for projects providing new street connections or central open space.
- 18 Require street frontages wide enough for quality site design and to provide space for new street connections in East Portland centers.**  
Require a minimum street frontage width of 90 feet for development in multi-dwelling zones located in the Jade District, 122nd & Burnside, Rosewood/Glenfair and Midway center areas.
- 19 Calculate development allowances prior to street dedication to facilitate street connections.**

## Other Major Proposed Amendments

- 20 Strengthen minimum density requirements.**  
All new development will need to meet minimum density requirements (exceptions provided for adding accessory dwelling units to existing houses and for historic resources).
- 21 Require transportation and parking demand management approaches.**  
In all the multi-dwelling zones in locations close to frequent transit, this will require projects with buildings with 10 or more units to use strategies that reduce transportation impacts, such as by providing residents with transit passes, bike share or car share memberships, and information on transportation options.

# Next Steps and How to Testify



The Better Housing by Design project will be considered by the Portland Planning and Sustainability Commission (PSC). The public is invited to submit formal comments (called public testimony) to the PSC, in person at a public hearing or online via the Map App. Testimony on the Proposed Draft is directed to the PSC, which may amend the proposal and subsequently vote to recommend the changes to Portland City Council. This is then called the Recommended Draft. The public will also have an opportunity for formal testimony on the Recommended Draft when that draft is reviewed by City Council (anticipated in Fall 2018).

## How can I learn more about the Proposed Draft?

- 1. Map App:** [www.portlandmaps.com/bps/mapapp](http://www.portlandmaps.com/bps/mapapp)
- 2. Visit the Better Housing by Design project website at:**  
[www.portlandoregon.gov/bps/betterhousing](http://www.portlandoregon.gov/bps/betterhousing)  
Get the latest news, view documents and more.
- 3. Ask City staff a question.** Call 503-823-0195 or email us at [betterhousing@portlandoregon.gov](mailto:betterhousing@portlandoregon.gov)



## How to Testify

Testify in person at one of the following Planning and Sustainability Commission (PSC) public hearings	Testify in writing between now and Tuesday, June 12, 2018
<p><b>Tuesday, June 12, 2018, at 5 p.m.</b>  <b>PCC Southeast, Community Hall Annex</b>  <b>2305 SE 82 Avenue Portland, Oregon</b></p> <p><i>To confirm the date, time and location, check the PSC calendar at</i>  <a href="http://www.portlandoregon.gov/bps/312882">www.portlandoregon.gov/bps/312882</a></p>	<p><b>Map App:</b> <a href="http://www.portlandoregon.gov/bps/mapapp">www.portlandoregon.gov/bps/mapapp</a>            Select <b>Better Housing by Design</b> and click on the “Testify” button. You can testify about a specific location or on the proposals in general. Testifying in the Map App is as easy as sending an email. Once your testimony is submitted, you can read it in real time.</p> <p><b>U.S. Mail:</b>            You must provide your full name and mailing address.</p> <p>Portland Planning and Sustainability Commission            Better Housing Testimony            1900 SW 4th Ave, Suite 7100            Portland, OR 97201</p>

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Traducción o interpretación	Chuyển Ngữ hoặc Phiên Dịch	翻译或传译	Письменный или устный перевод
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## Better Housing by Design Recommended Draft

Changes from the Proposed Draft include the following:

- Allow all FAR bonuses and transfer allowances to be used in historic and conservation districts, in both multi-dwelling and commercial/mixed use zones (the Proposed Draft excluded some bonuses and all FAR transfer allowances from being used in historic districts).
- Change the visitability standards into a bonus (instead of a requirement) providing 25 percent additional FAR when at least 25 percent of units meet visitability standards.
- Allow daycares (up to 3,000 square feet) on all multi-dwelling zone properties, not just along major corridors.
- In the RM2, RM3, and RM4 zones, change the step-down height across local service streets from single-dwelling zones to 45 feet (instead of 35 feet).
- Retain the existing 100-foot building height allowance in the RM4 zone within 1,000 feet of transit stations and expand this height allowance to also apply within 500 feet of frequent transit lines (outside historic districts).
- In the Inner Pattern Area, allow for zero side setbacks in multi-dwelling zones along Civic and Neighborhood corridors when abutting mixed use zoning or other multi-dwelling zone properties.
- Modify the garage and structured parking limitation standards to be similar to proposed single-dwelling zone standards.
- Allow small accessory structures in required setbacks, regardless of housing type or site size.
- Increase the small site threshold from 7,500 square feet to 10,000 square feet. Applies to exceptions to setback landscaping, requirements for alley access, as well as to exceptions to minimum parking requirements in the multi-dwelling and mixed use zones.
- Other amendments to Chapter 33.130 (Commercial/Mixed Use Zones) to provide consistency with proposed regulations in the multi-dwelling zones include:
  - Allow historic preservation FAR transfers citywide (instead of current two-mile maximum distance).
  - Modify the commercial/mixed use zones parking standards to require 1 space for every 2 units for larger sites outside frequent transit buffers.
  - In the CM2 and CM3 zones, change the step-down height across local service streets from single dwelling zones to 45 feet (instead of 35 feet). Also, eliminate requirements for height step downs in the CM3 zone in locations adjacent to the RM2 zone.
  - In the Inner Pattern Area, allow for zero setbacks from property lines abutting properties with multi-dwelling zoning along Civic and Neighborhood corridors.

