

Agenda



Metro

600 NE Grand Ave.
Portland, OR 97232-2736

Meeting: Metro Technical Advisory Committee
 Date: Wednesday, December 7, 2016
 Time: 10:00 a.m. to Noon
 Place: Council Chamber

Time	Agenda Item	Action Requested	Presenter(s)	Materials
10:00 a.m.	CALL TO ORDER Updates from the Chair		John Williams, Chair	
	Citizen Communications to MTAC		All	
30 min.	City of Portland Residential Infill Presentation <i>Purpose: To inform MTAC about Portland's Residential Infill program</i>	Informational	Tom Armstrong, Portland	
30 min.	City of Portland Inclusionary Housing Presentation <i>Purpose: To inform MTAC about Portland's Inclusionary Housing program</i>	Informational	Tom Armstrong, Portland	
30 min.	Urban Growth Readiness Task Force Recommendations: Metro Code amendments <i>Purpose: For MTAC to discuss Metro Code amendments</i>	Informational/ Discussion	Ted Reid, Metro	
Noon	Adjourn			

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បេឡាអង្គការអន្តរជាតិប្រកាសនៅពេលអង្គ
របស់សមាជិក: សូមទូរស័ព្ទលេខ 503-797-1890 (ម៉ោង 8 រឺកម្រិតម៉ោង 5 ល្ងាច
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الساعة 5 مساءً، أيام الاثنين إلى الجمعة قبل خمسة () أيام عمل من موعد الاجتماع.

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2016 MTAC Tentative Agendas

January 6 – Cancelled	January 20 · Housing Equity
February 3 – Cancelled	February 17 – Cancelled
March 2 · Urban Growth Management Update · 2018 RTP Update: 2016 Activities & Milestones · 2018 RTP Update: Background for Regional Leadership Forum #1 · Metro Equity Strategy · Title 13 Progress Report	March 16 · Growth Distribution · Sherwood West Concept Planning work
April 6 - Cancelled	April 20 · Metro Equity Strategy Final Report
May 4 – Cancelled	May 18 – Cancelled
June 1 · 2018 RTP Update · Metro Equity Strategy · Urban Growth Management Update · Affordable Housing Grants Update	June 15 - Cancelled
July 6 · Happy Valley CPDG Project Update · Revised Growth Forecast Distribution · Urban Growth Management Readiness Task Force update	July 13 – Special Meeting · Recommendation on Urban Growth Management Readiness Task Force work plan to MPAC
July 20 – Cancelled	August 3 · Recommendations to the Urban Growth Management Readiness Task Force
August 17 – Cancelled	September 7 · 2018 RTP: Background for Regional Leadership Forum #2 · 2018 RTP: Transportation Equity Priority Outcomes · Urban Growth Management Readiness Task Force Update
September 21 – Cancelled	October 5 – Cancelled
October 19 · City of Vancouver Westside Mobility Strategy presentation · City of Vancouver Fourth Plain Forward & Business District presentation · Urban Growth Readiness Task Force update and discussion of Metro Code amendments	November 2 · 2018 RTP: Background for Regional Leadership Forum #3 · 2018 RTP: Regional Transit Vision and Needs · 2018 RTP: System Evaluation Measures
November 16	December 7 · Urban Growth Readiness Task Force Update · Portland Residential Infill and Inclusionary Housing Projects
December 21	***

Parking Lot – Future Agenda Items

- Bonny Slope and North Bethany update
- ODOT Highway Performance Measures Project
- EVA
- City of Vancouver Affordable Housing Initiative presentation
- City of Vancouver Columbia River Waterfront presentation
- Lessons learned from completed CPDG projects
- 2018 RTP: Regional Safety Crash Data Analysis (Feb. 1, 2017)
- 2018 RTP: Regional Freight Needs (Challenges & Opportunities) (Jan. 18, 2017)
- System Evaluation Measures (February 15, 2017)
- RTP Priorities, Evaluation Framework & Call for Projects (Feb. 15 & Mar. 1, 2017)
- Designing Livable Streets (Mar. 15, 2017)
- Powell Division Update

Parking Lot – Future Events

- Dec. 2, 2016 – RTP Regional Leadership Forum #3; **Connecting our Vision and Values to Our Priorities**

2017 MTAC Dates

January 4 and 18
February 1 and 15
March 1 and 15
April 5 and 19
May 3 and 17
June 7 and 21
July 5 and 19
August 2 and 16
September 6 and 20
October 4 and 18
November 1 and 15
December 6 and 20

Memo

Date: November 30, 2016
To: Metro Technical Advisory Committee (MTAC)
From: Ted Reid, Principal Regional Planner
Subject: Urban Growth Readiness Task Force recommendations: Metro code amendments

Background on the Urban Growth Readiness Task Force

As part of its 2015 urban growth management decision, the Metro Council expressed its intent to work with its partners to explore possible improvements to the region's urban growth management processes. Specifically, the Metro Council seeks more flexibility to respond to city proposals for modest residential urban growth boundary (UGB) expansions into acknowledged and concept-planned urban reserves. Council President Hughes has convened an Urban Growth Readiness Task Force that has met four times since May to develop recommendations to achieve that flexibility.

Overview of concepts recommended by the Task Force

The Task Force found consensus¹ around three concepts to implement in the nearer term. The Task Force recommends making a fourth concept (UGB exchanges) a longer-term discussion item. The three recommended concepts are generally described as follows:

1. Clarify expectations for cities proposing modest residential UGB expansions

The Task Force has recommended that cities that propose residential UGB expansions should make the case that they are implementing best practices for providing needed housing in their existing urban areas as well as in the proposed expansion area. The Task Force has recommended that staff continue to work with MTAC to achieve a balance between certainty and flexibility in proposed Metro code amendments.

2. Seek greater flexibility for determining regional housing needs

The Task Force has recommended pursuing changes to state law and Metro code to allow for a mid-cycle growth management decision process that would be capped at a total of 1,000 gross acres of expansion per mid-cycle decision. The Task Force also recommended that mid-cycle decisions be made three years after the completion of a decision under the standard six-year cycle (one mid-cycle decision per six-year cycle).

3. Seek greater flexibility when choosing among urban reserves for UGB expansion

The Task Force has recommended that the Council have the flexibility to choose among the urban reserves being proposed for expansion by cities rather than being required to assess all urban

¹ The Task Force agreed that "consensus" meant they could all live with the recommendations even if they may individually prefer something different.

reserves. This would require changes to state law and Metro's code. The Task Force further recommends that this flexibility be limited to mid-cycle decisions.

MTAC advice sought

For now, staff seeks MTAC's assistance in developing code language to address Concept One (Clarify expectations for cities proposing residential UGB expansions). Concepts Two and Three require changes to state law. Staff anticipates returning to MTAC at a later date to discuss how to synchronize Metro code with any amendments to state law. Staff expects that all proposed amendments to Metro code that implement the three concepts will be considered by the Metro Council – with MTAC and MPAC's advice – during the fall of 2017.

Title 11 (Planning for New Urban Areas) of the Urban Growth Management Functional plan provides guidance for cities developing concept plans for urban reserves. MTAC has previously indicated that existing Title 11 requirements are adequate for providing guidance regarding these concept plans. Consequently the primary focus of MTAC's work to address Concept One will be to clarify expectations that speak to citywide actions (not just in the proposed UGB expansion area). These expectations would be included in amendments to Title 14 (Urban Growth Boundaries) of the Urban Growth Management Functional Plan and would apply to all city proposals for residential UGB expansions.

MTAC has previously discussed possible Metro code amendments to address Concept One. In those discussions, MTAC members and Metro staff preliminarily identified actions and conditions – listed below – that cities should demonstrate when requesting residential UGB expansions. Those suggestions echo the themes expressed by the Metro Council and the Task Force.

MTAC members also expressed a desire for the Task Force to clarify whether code amendments should emphasize certainty or flexibility with several MTAC members expressing the view that more specificity (certainty) was needed. The Task Force has subsequently responded that code amendments should strive for a balance. Staff seeks MTAC's advice on how best to achieve the Task Force's request for a balance of certainty and flexibility in these requirements. To achieve more balance, staff believes that MTAC should focus its effort on proposing ways to lend greater specificity to these requirements, particularly items C, D, E and F (staff's sense is that it is more evident how a city would address items A and B):

- (A) The city has an acknowledged housing needs analysis under Statewide Planning Goal 10 (Housing) that is coordinated with Metro's most recent forecast; and
- (B) The city is in compliance with the state's Metropolitan Housing Rule regarding densities and the mix of housing; and
- (C) The housing planned for the expansion area would be likely to be built in fewer than 20 years; and
- (D) The city is making progress towards the actions described in section 3.07.620²; and

² Title 6 is attached to this memo for reference.

- (E) The city has implemented best practices for increasing the supply and diversity of affordable housing such as regulatory approaches, public investments, incentives, partnerships, and streamlining of permitting processes; and
- (F) The city has taken actions in its existing jurisdiction as well as in the proposed expansion area that will advance Metro's six desired outcomes set forth in Chapter One of the Regional Framework Plan; and
- (G) The UGB expansion would provide housing of a type, tenure, and price that is likely to reduce spillover growth into neighboring cities outside the Metro UGB.

Title 6: Centers, Corridors, Station Communities and Main Streets

3.07.610 Purpose

The Regional Framework Plan identifies Centers, Corridors, Main Streets and Station Communities throughout the region and recognizes them as the principal centers of urban life in the region. Title 6 calls for actions and investments by cities and counties, complemented by regional investments, to enhance this role. A regional investment is an investment in a new high-capacity transit line or designated a regional investment in a grant or funding program administered by Metro or subject to Metro's approval.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5.)

3.07.620 Actions and Investments in Centers, Corridors, Station Communities and Main Streets

- (a) In order to be eligible for a regional investment in a Center, Corridor, Station Community or Main Street, or a portion thereof, a city or county shall take the following actions:
 - (1) Establish a boundary for the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (b);
 - (2) Perform an assessment of the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to subsection (c); and
 - (3) Adopt a plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street, or portion thereof, pursuant to sub(d).
- (b) The boundary of a Center, Corridor, Station Community or Main Street, or portion thereof, shall:
 - (1) Be consistent with the general location shown in the RFP except, for a proposed new Station Community, be consistent with Metro's land use final order for a light rail transit project;
 - (2) For a Corridor with existing high-capacity transit service, include at least those segments of the Corridor that pass through a Regional Center or Town Center;

- (3) For a Corridor designated for future high-capacity transit in the RTP, include the area identified during the system expansion planning process in the RTP; and
 - (4) Be adopted and may be revised by the city council or county board following notice of the proposed boundary action to the Oregon Department of Transportation and to Metro in the manner set forth in subsection (a) of section 3.07.820 of this chapter.
- (c) An assessment of a Center, Corridor, Station Community or Main Street, or portion thereof, shall analyze the following:
- (1) Physical and market conditions in the area;
 - (2) Physical and regulatory barriers to mixed-use, pedestrian-friendly and transit-supportive development in the area;
 - (3) The city or county development code that applies to the area to determine how the code might be revised to encourage mixed-use, pedestrian-friendly and transit-supportive development;
 - (4) Existing and potential incentives to encourage mixed-use pedestrian-friendly and transit-supportive development in the area; and
 - (5) For Corridors and Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area under Title 4 of this chapter, barriers to a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP.
- (d) A plan of actions and investments to enhance the Center, Corridor, Station Community or Main Street shall consider the assessment completed under subsection (c) and include at least the following elements:
- (1) Actions to eliminate, overcome or reduce regulatory and other barriers to mixed-use, pedestrian-friendly and transit-supportive development;
 - (2) Revisions to its comprehensive plan and land use regulations, if necessary, to allow:
 - (A) In Regional Centers, Town Centers, Station Communities and Main Streets, the mix and

intensity of uses specified in section 3.07.640; and

- (B) In Corridors and those Station Communities in areas shown as Industrial Area or Regionally Significant Industrial Area in Title 4 of this chapter, a mix and intensity of uses sufficient to support public transportation at the level prescribed in the RTP;
- (3) Public investments and incentives to support mixed-use pedestrian-friendly and transit-supportive development; and
- (4) A plan to achieve the non-SOV mode share targets, adopted by the city or county pursuant to subsections 3.08.230(a) and (b) of the RTFP, that includes:
 - (A) The transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.
- (e) A city or county that has completed all or some of the requirements of subsections (b), (c), and (d) may seek recognition of that compliance from Metro by written request to the COO.
- (f) Compliance with the requirements of this section is not a prerequisite to:
 - (1) Investments in Centers, Corridors, Station Communities or Main Streets that are not regional investments; or
 - (2) Investments in areas other than Centers, Corridors, Station Communities and Main Streets.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5.)

3.07.630 Eligibility Actions for Lower Mobility Standards and Trip Generation Rates

- (a) A city or county is eligible to use the higher volume-to-capacity standards in Table 7 of the 1999 Oregon Highway Plan when considering an amendment to its comprehensive plan or land use regulations in a Center, Corridor, Station Community or Main Street, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to subsection (b) of section 3.07.620; and
 - (2) Adopted land use regulations to allow the mix and intensity of uses specified in section 3.07.640.
- (b) A city or county is eligible for an automatic reduction of 30 percent below the vehicular trip generation rates reported by the Institute of Traffic Engineers when analyzing the traffic impacts, pursuant to OAR 660-012-0060, of a plan amendment in a Center, Corridor, Main Street or Station Community, or portion thereof, if it has taken the following actions:
 - (1) Established a boundary pursuant to subsection (b) of section 3.07.620;
 - (2) Revised its comprehensive plan and land use regulations, if necessary, to allow the mix and intensity of uses specified in section 3.07.640 and to prohibit new auto-dependent uses that rely principally on auto trips, such as gas stations, car washes and auto sales lots; and
 - (3) Adopted a plan to achieve the non-SOV mode share targets adopted by the city or county pursuant to subsections 3.08.230 (a) and (b) of the RTFP, that includes:
 - (A) Transportation system designs for streets, transit, bicycles and pedestrians consistent with Title 1 of the RTFP;
 - (B) A transportation system or demand management plan consistent with section 3.08.160 of the RTFP; and
 - (C) A parking management program for the Center, Corridor, Station Community or Main Street, or portion thereof, consistent with section 3.08.410 of the RTFP.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5.)

3.07.640 Activity Levels for Centers, Corridors, Station Communities and Main Streets

- (a) A Centers, Corridors, Station Communities and Main Streets need a critical number of residents and workers to be vibrant and successful. The following average number of residents and workers per acre is recommended for each:
- (1) Central City - 250 persons
 - (2) Regional Centers - 60 persons
 - (3) Station Communities - 45 persons
 - (4) Corridors - 45 persons
 - (5) Town Centers - 40 persons
 - (6) Main Streets - 39 persons
- (b) Centers, Corridors, Station Communities and Main Streets need a mix of uses to be vibrant and walkable. The following mix of uses is recommended for each:
- (1) The amenities identified in the most current version of the *State of the Centers: Investing in Our Communities*, such as grocery stores and restaurants;
 - (2) Institutional uses, including schools, colleges, universities, hospitals, medical offices and facilities;
 - (3) Civic uses, including government offices open to and serving the general public, libraries, city halls and public spaces.
- (c) Centers, Corridors, Station Communities and Main Streets need a mix of housings types to be vibrant and successful. The following mix of housing types is recommended for each:
- (1) The types of housing listed in the "needed housing" statute, ORS 197.303(1);
 - (2) The types of housing identified in the city's or county's housing need analysis done pursuant to ORS 197.296 or statewide planning Goal 10 (Housing); and
 - (3) Accessory dwellings pursuant to section 3.07.120 of this chapter.

(Ordinance 97-715B, Sec. 1. Ordinance 98-721A, Sec. 1. Ordinance 02-969B, Sec. 7. Ordinance 10-1244B, Sec. 5. Ordinance 15-1357.)

3.07.650 Centers, Corridors, Station Communities and Main Streets Map

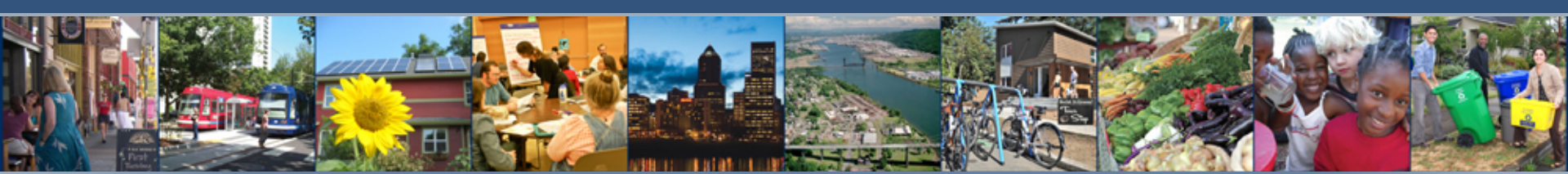
- (a) The Centers, Corridors, Station Communities and Main Streets Map is incorporated in this title and is Metro's official depiction of their boundaries. The map shows the boundaries established pursuant to this title.
- (b) A city or county may revise the boundary of a Center, Corridor, Station Community or Main Street so long as the boundary is consistent with the general location on the 2040 Growth Concept Map in the RFP. The city or county shall provide notice of its proposed revision as prescribed in subsection (b) of section 3.07.620.
- (c) The COO shall revise the Centers, Corridors, Station Communities and Main Streets Map by order to conform the map to establishment or revision of a boundary under this title.

(Ordinance 02-969B, Sec. 7; Ordinance 10-1244B, Sec. 5; Ordinance 11-1264B, Sec. 1.)

Title 6 Centers, Corridors, Station Communities and Main Streets Map as of October 29, 2014

(Ordinance 14-1336.)

Materials following this page were distributed at the meeting.



Residential Infill Project Concept Report

December 7, 2016



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



Project Overview

- Scale of Infill Buildings
- Housing Choice
- Narrow Lots

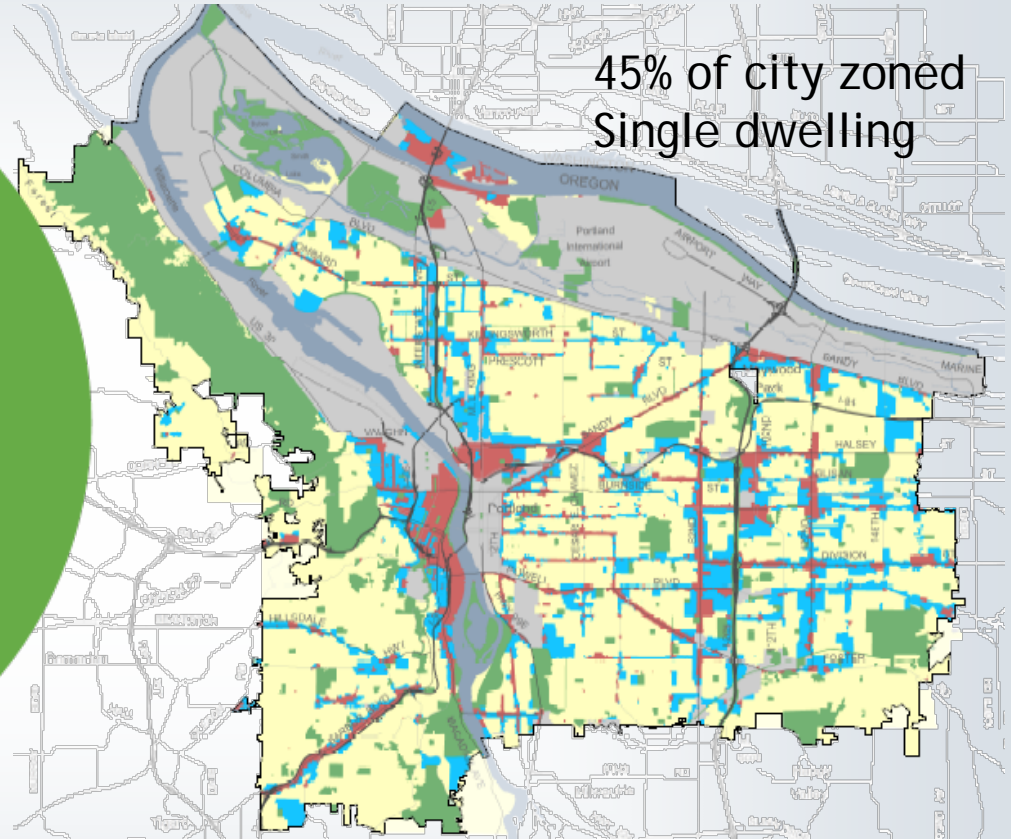
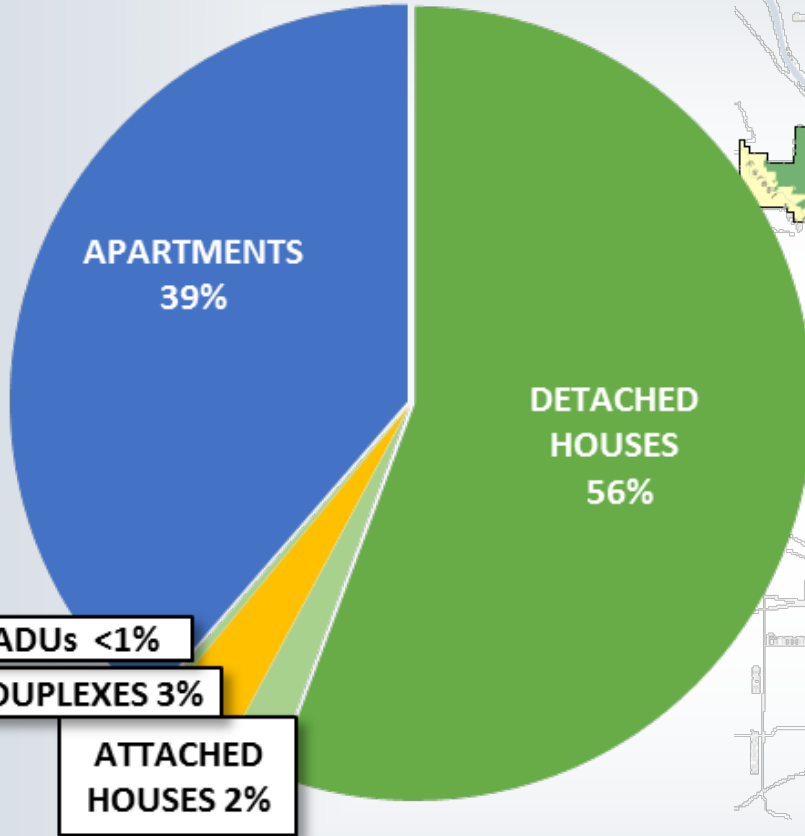
Portland 2035

123,000 more households:

- 50% Centers & Corridors
- 30% Central City
- 20% Neighborhoods

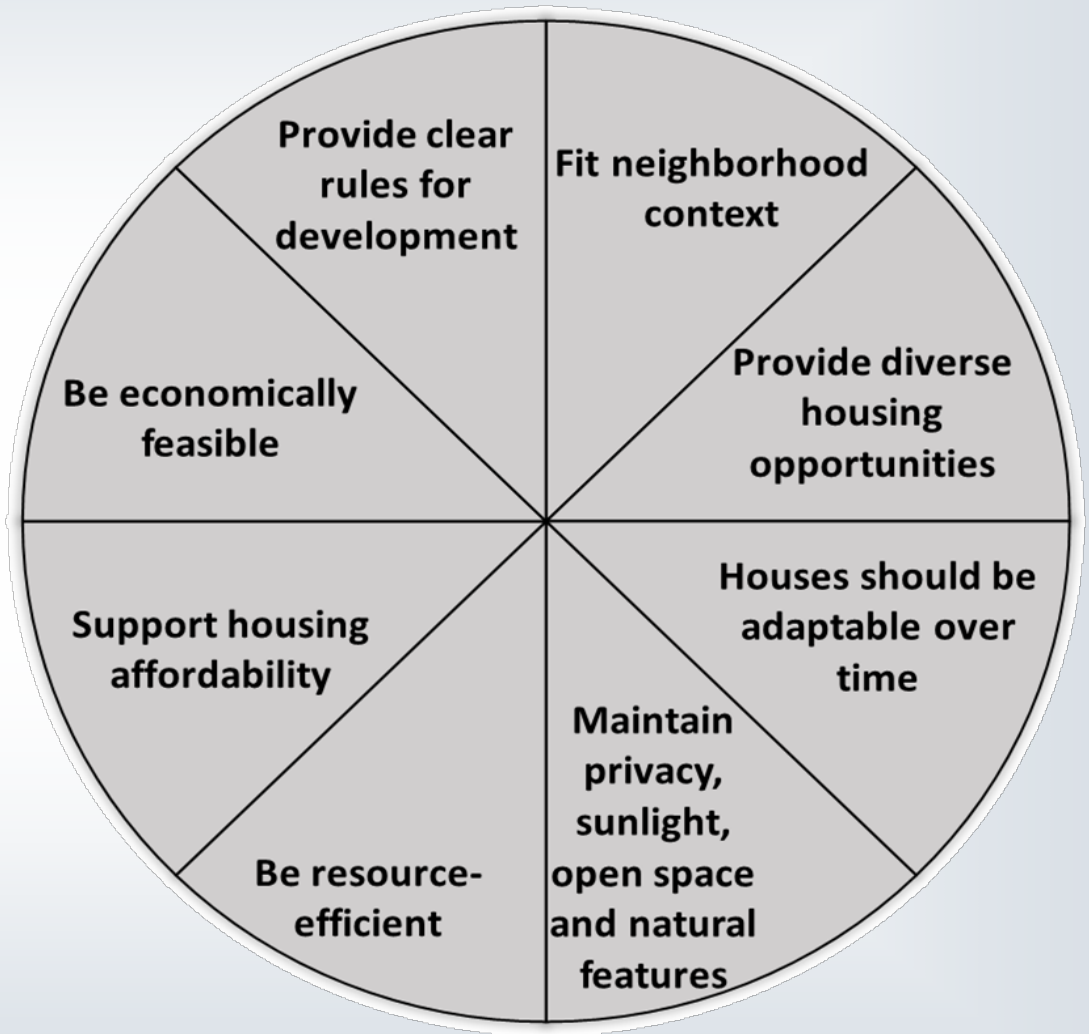


Portland 2015



Project Goal and Objectives

“Adapt Portland’s single-dwelling zoning rules to meet the needs of current and future generations.”



Concepts

1. *Address the SCALE of houses*
2. *Increase the range of HOUSING CHOICE*
3. *Improve NARROW LOT development*

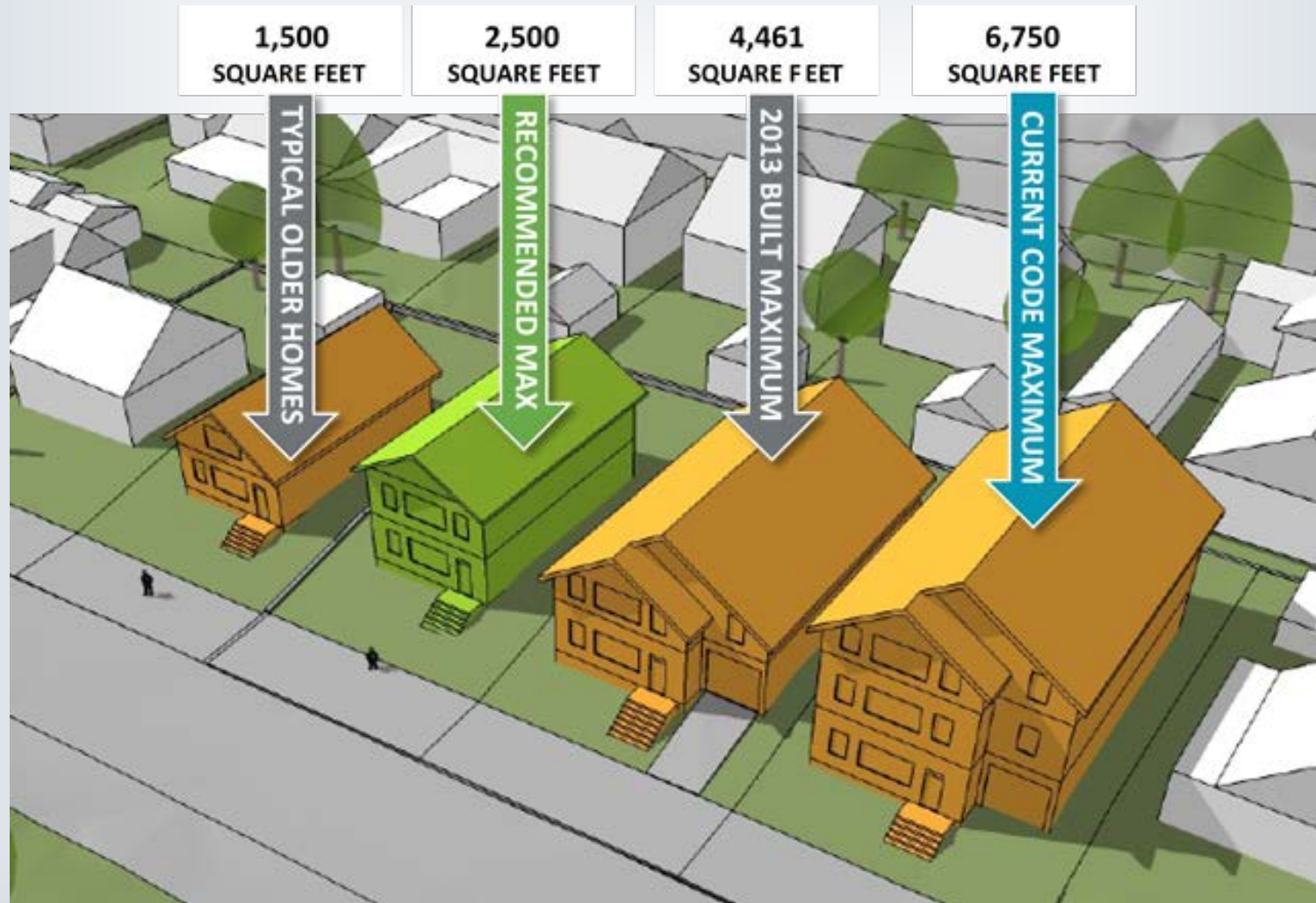
Scale of Houses

Recommendations:

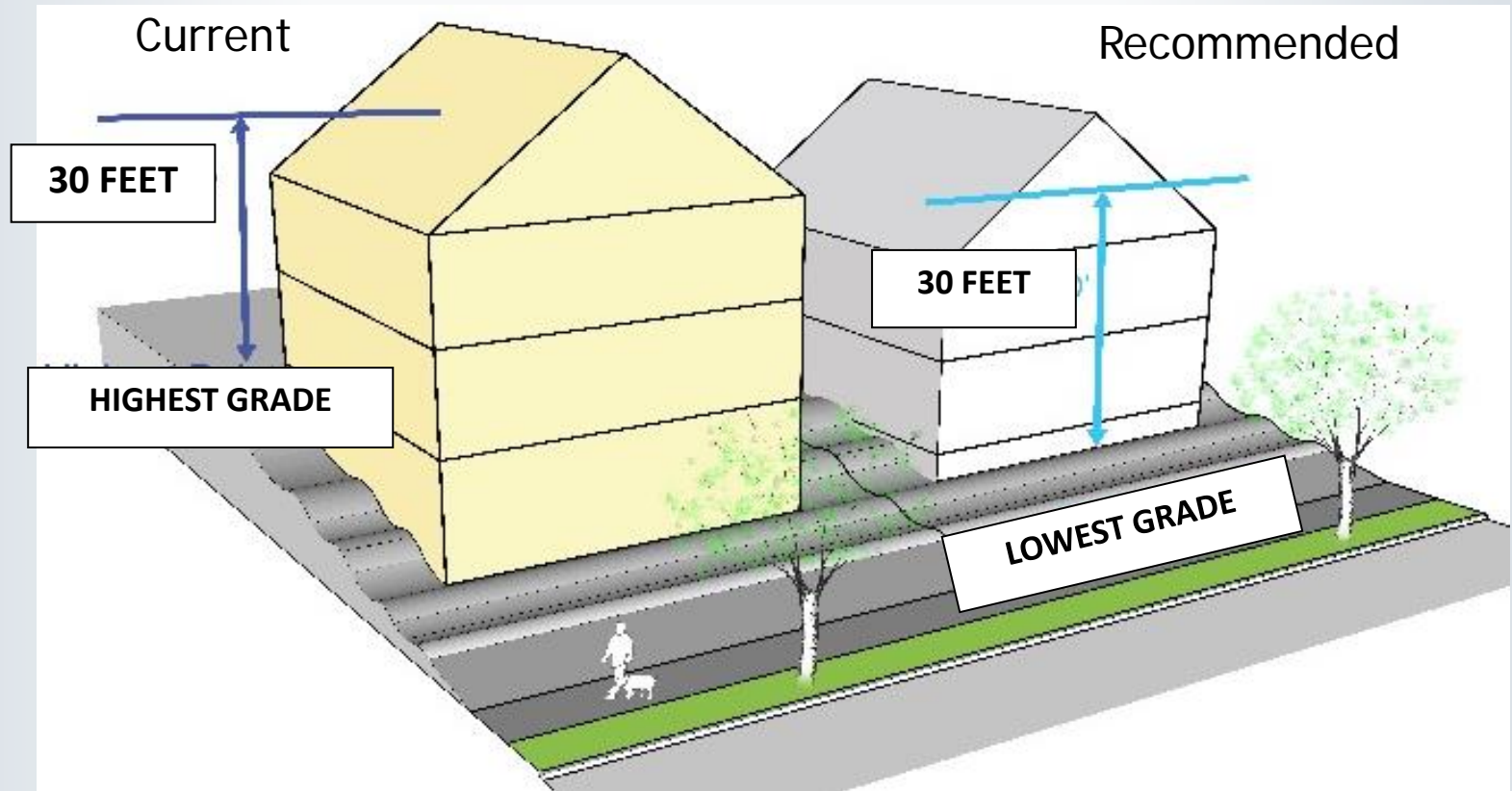
1. Limit the size of houses
2. Lower the house roofline
3. Adjust setbacks to better match adjacent houses

SCALE

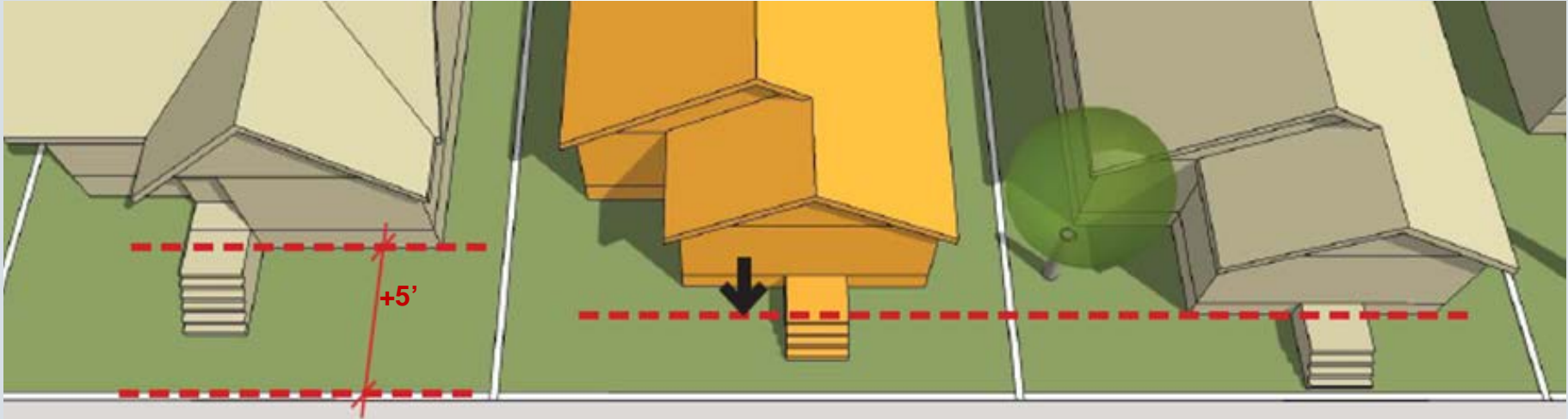
Limit the size of houses



SCALE Height



SCALE Setbacks



**INCREASE SETBACK BY 5 FEET
(e.g. FROM 10 TO 15 FEET IN R5 ZONE)**

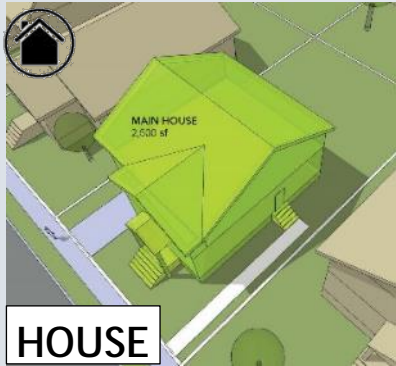
**SETBACK CAN REDUCE TO
MATCH ADJACENT HOUSE**

Housing Choice

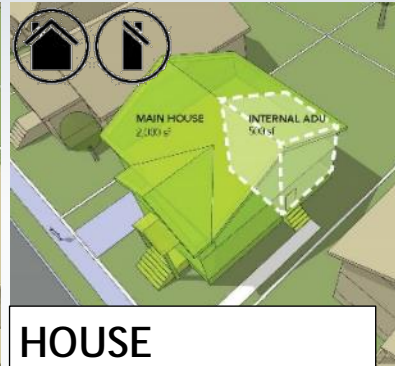
Recommendations:

4. Allow more housing types but limit their scale
5. Establish a Housing Opportunity Overlay Zone
6. Increase flexibility for cottage cluster developments on large lots citywide
7. Provide flexibility for retaining existing houses

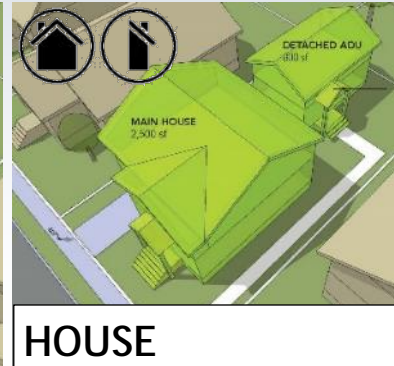
HOUSING CHOICE



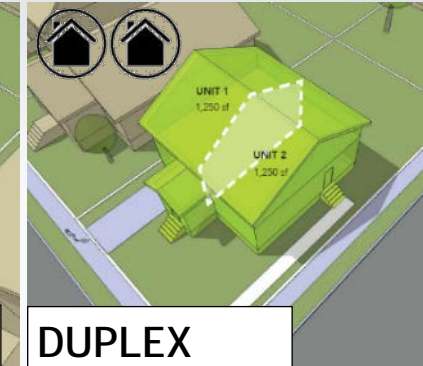
HOUSE



HOUSE
W/INTERNAL ADU

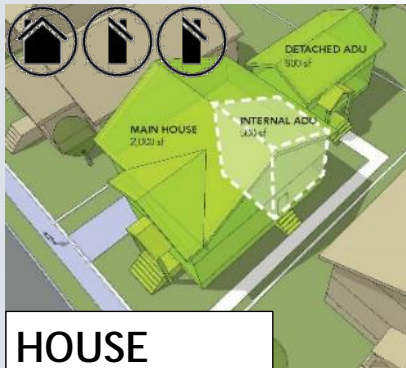


HOUSE
W/DETACHED ADU

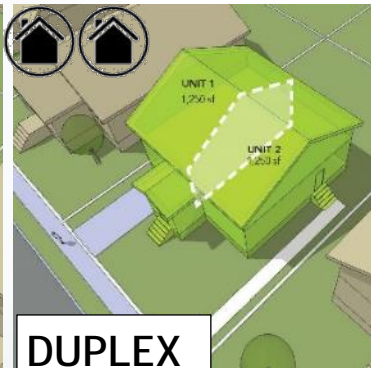


DUPLEX
ON CORNER

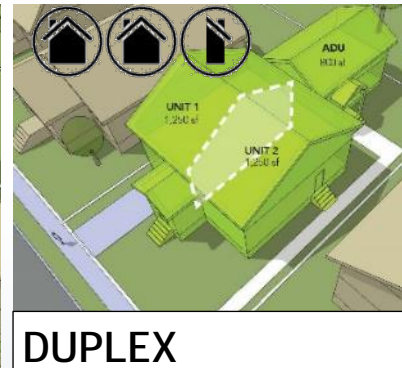
Proposed Additional Types



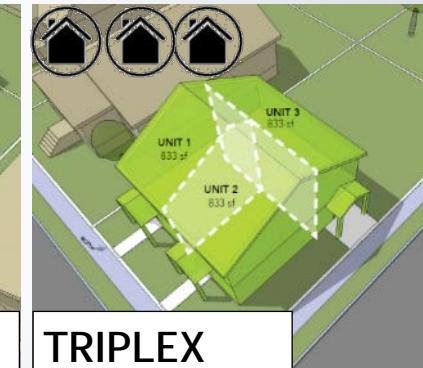
HOUSE
W/ 2 ADUs



DUPLEX



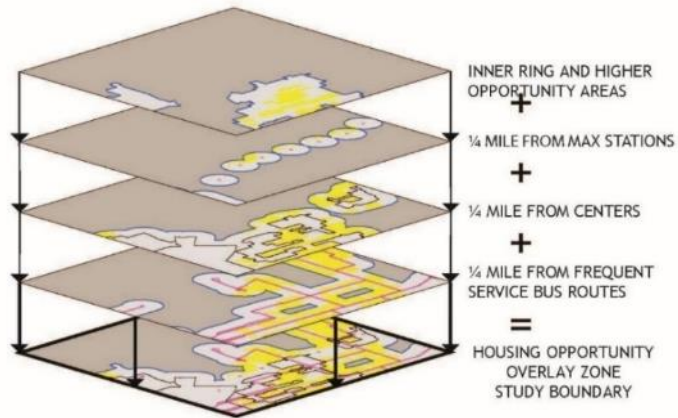
DUPLEX
W/DETACHED ADU



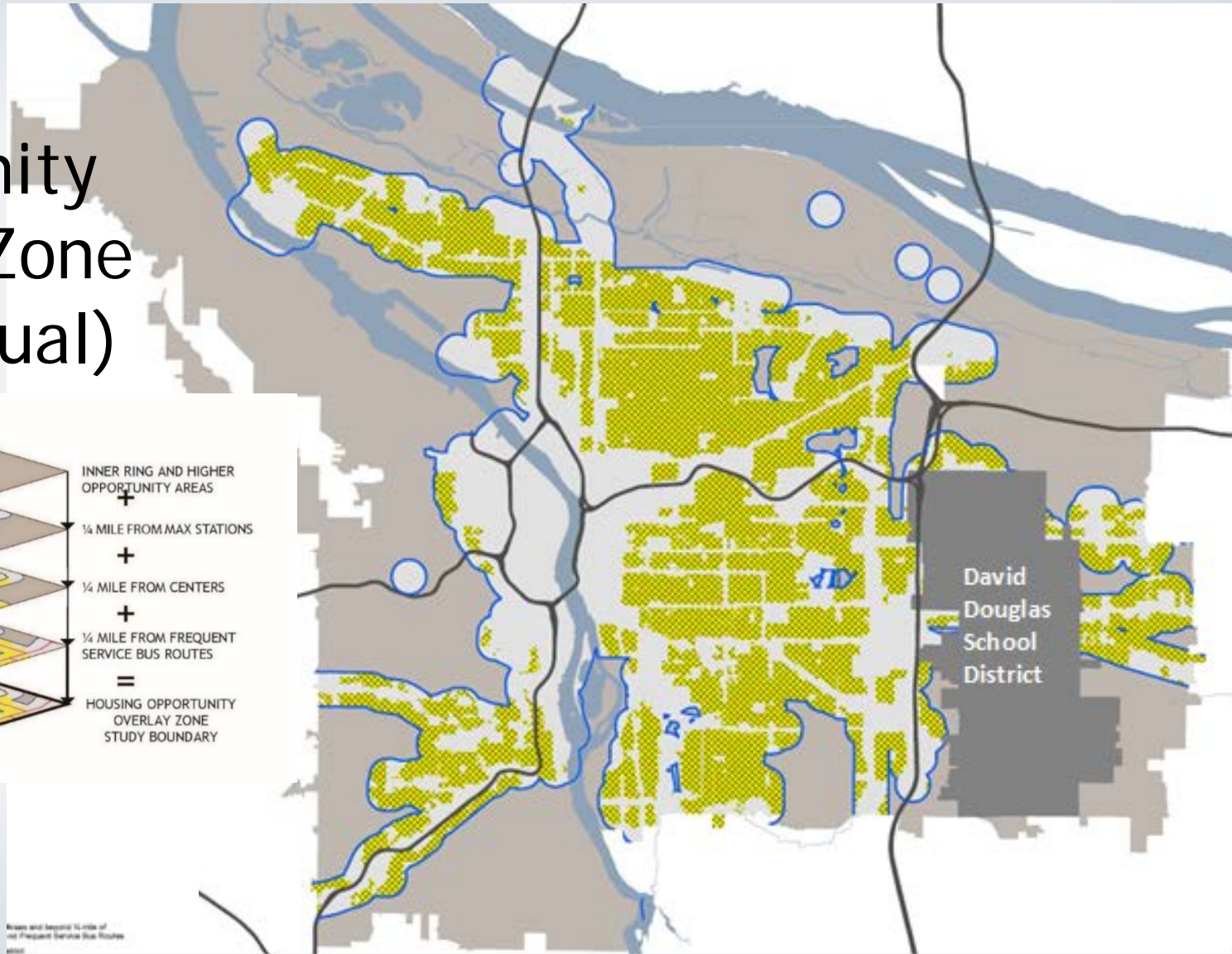
TRIPLEX
ON CORNER

HOUSING CHOICE

Housing Opportunity Overlay Zone (conceptual)



Areas and beyond 1/4 mile of
of Frequent Service Bus Routes
are not



HOUSING CHOICE

Cottage Clusters



HOUSING CHOICE

Flexibility for existing houses

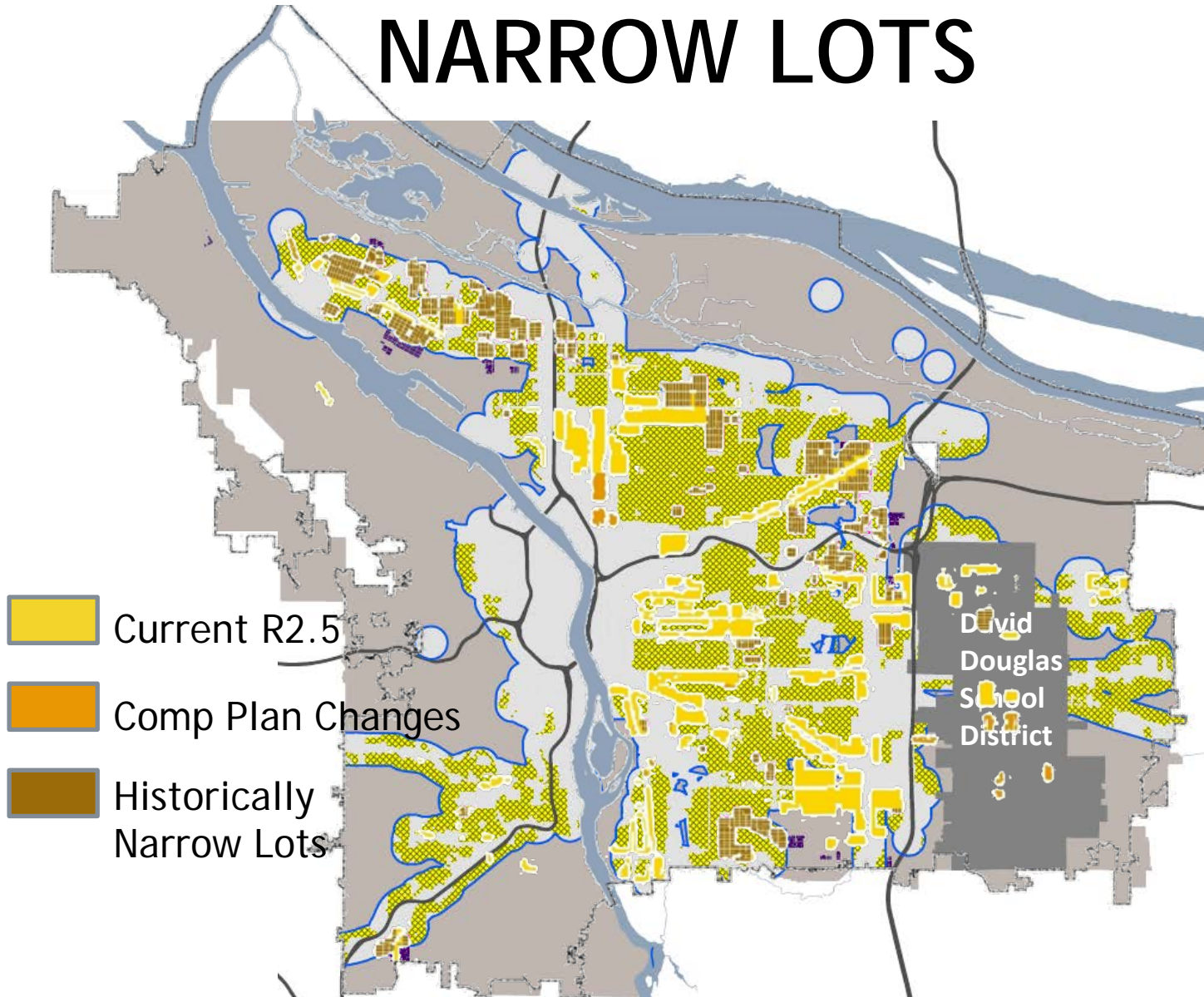


Narrow Lots

Recommendations:

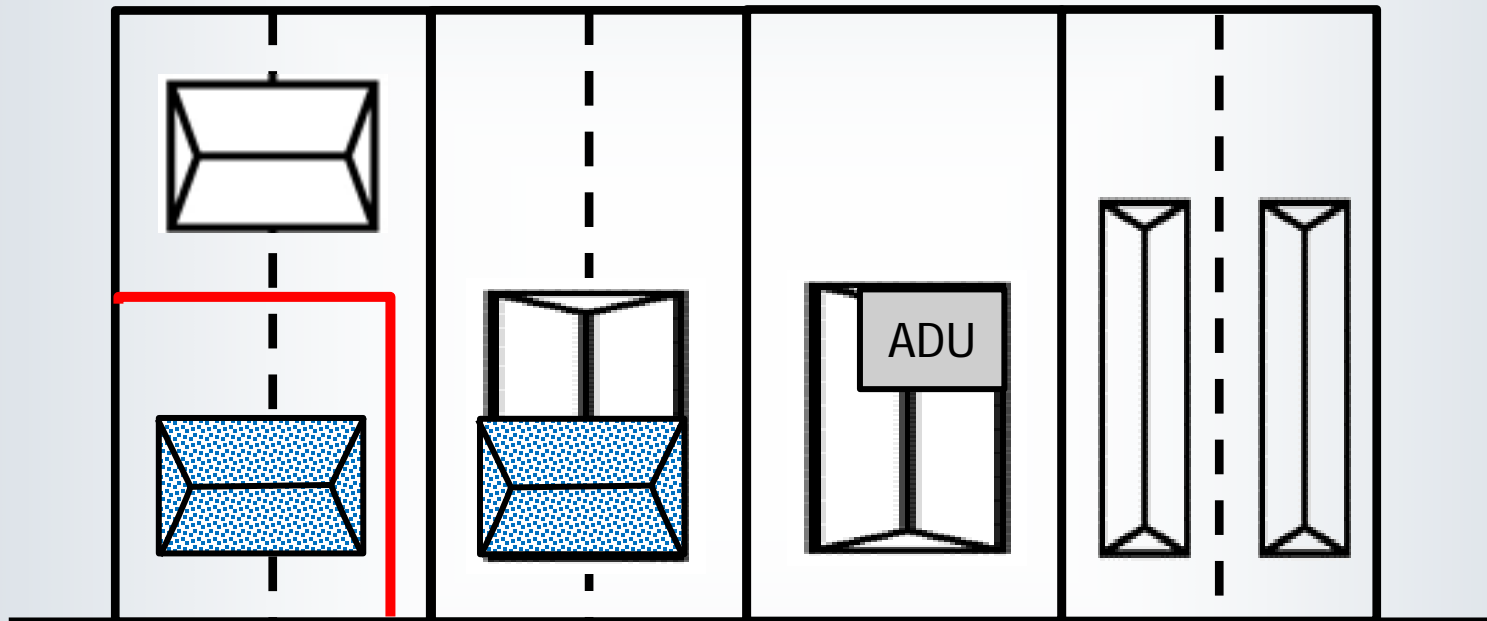
8. Rezone historically narrow lots to R2.5 in the Housing Opportunity Overlay Zone
9. Citywide improvements to the R2.5 zone
10. Revise parking rules for houses on narrow lots

NARROW LOTS



NARROW LOTS

R2.5 Zone



1. Flag lot Houses

2. Attached Houses

3. Duplex or house w/ADU

4. Detached Houses

NARROW LOTS

Garages and parking

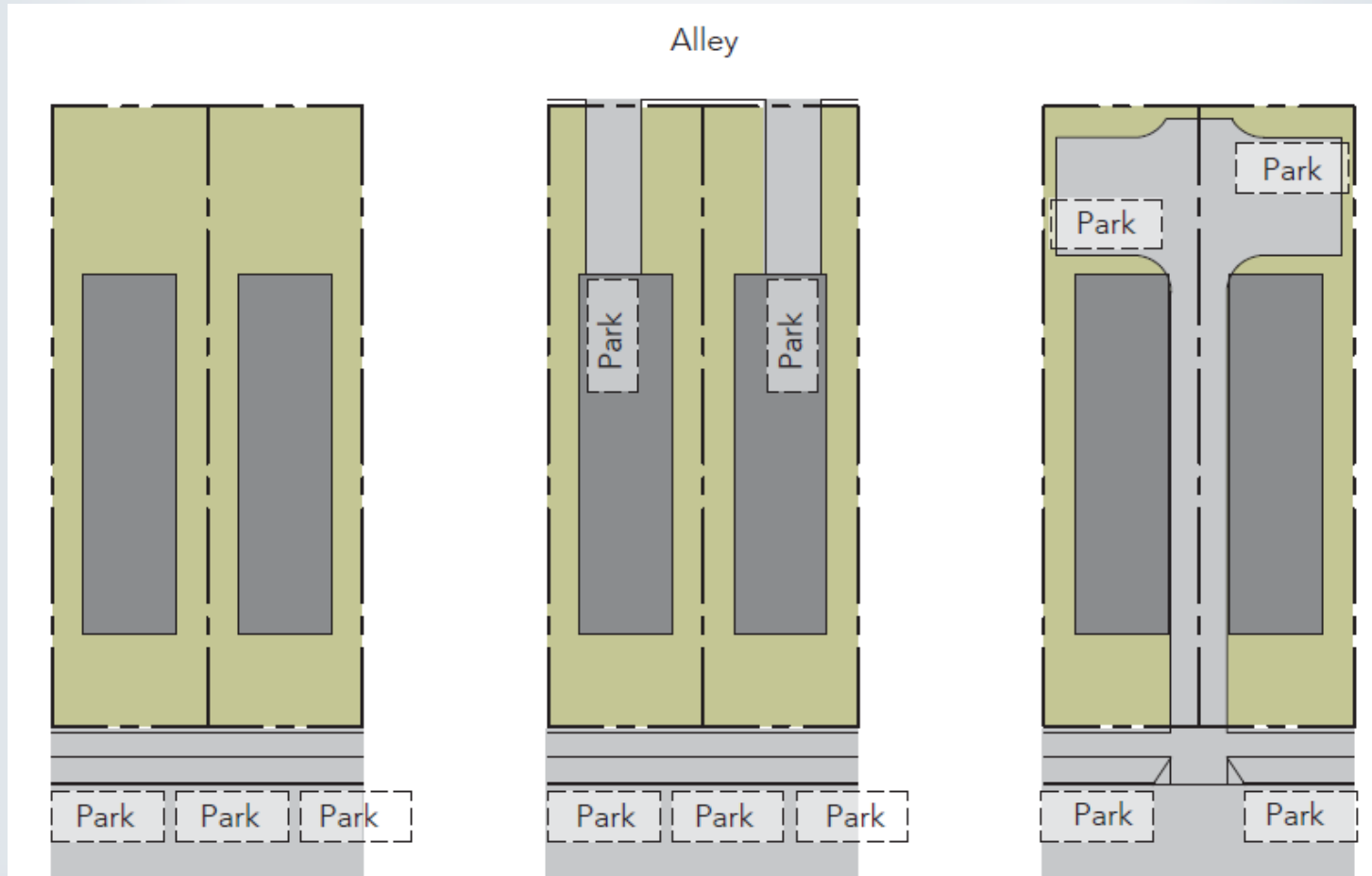


NARROW LOTS Parking



NARROW LOTS

Parking



Residential Infill Project Timeline:

City Council Action on Concepts

- **December 7, 2016**

Develop Code and Map

- **Winter 2017**

Public Discussion and Legislative Action / Adoption

- **Summer – Fall 2017**



Inclusionary Housing Zoning Code



Bureau of Planning and Sustainability
Innovation. Collaboration. Practical Solutions.



What is Inclusionary Zoning?

For the purposes of this discussion:

Inclusionary housing programs are local land use, regulatory, direct financing, fee waiver, tax abatement, or other incentive programs, that require or encourage private developers to include affordable units in new multifamily residential developments or that raise revenue for the provision of affordable units by the City.

Senate Bill 1533

- Mandatory affordability at 80% MFI and above
- Applies to rental and for-sale buildings with 20+ units
- Affordable units limited to 20% of all units
- Requires incentives for affordable units, such as SDC or fee waivers, financing, and tax exemptions
- Fee-in-lieu option

City Principles

- Prioritize construction of on-site units
- Mandatory program at 80% MFI
- Incentivize deeper affordability with voluntary program at 60% MFI
- Variable incentives: tax exemption, CET waivers, SDC waivers, density bonus
- Minimize cost to development (residual land value analysis)

Code Amendments

Title 33 - Zoning Code

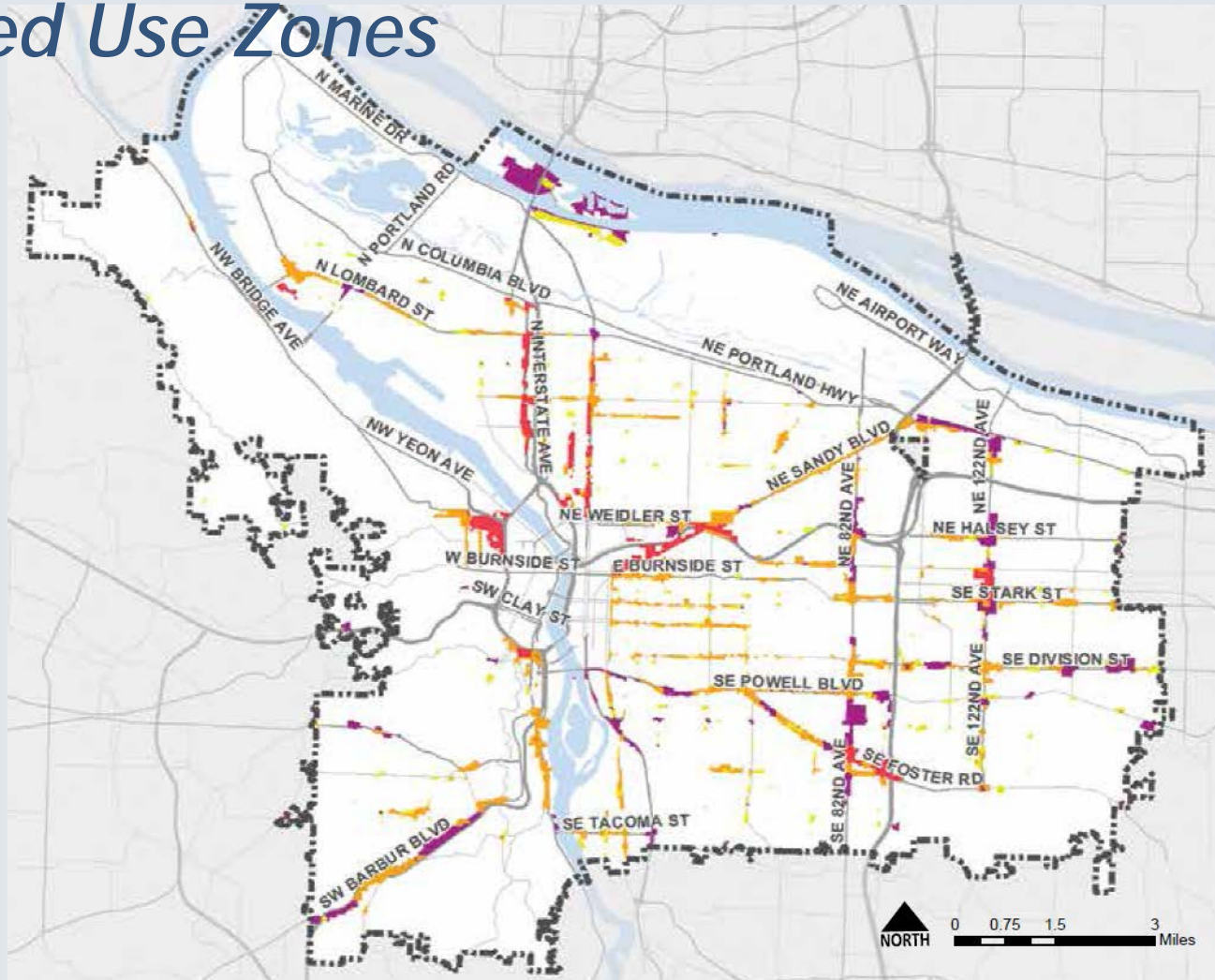
- 33.245 -New chapter that implements inclusionary housing program
- Project size threshold that triggers the Inclusionary Housing Program (20+ units)
- Inclusion rate
- FAR/Height Bonuses
- Periodic calibration through in coordination with PHB on inclusion rate

Title 30 - Housing Code

- Incentive Packages for Mandatory and Voluntary Programs
 - In-lieu fee
 - Off-site option
 - Distribution, composition, quality of affordable units
 - Program administration and monitoring
 - Periodic calibration of program though structure of incentive packages
-

Program Recommendations

Mixed Use Zones



New Mixed Use Zones

Commercial Mixed Use 1 (CM1) Commercial Mixed Use 2 (CM2) Commercial Mixed Use 3 (CM3) Commercial Employment (CE)

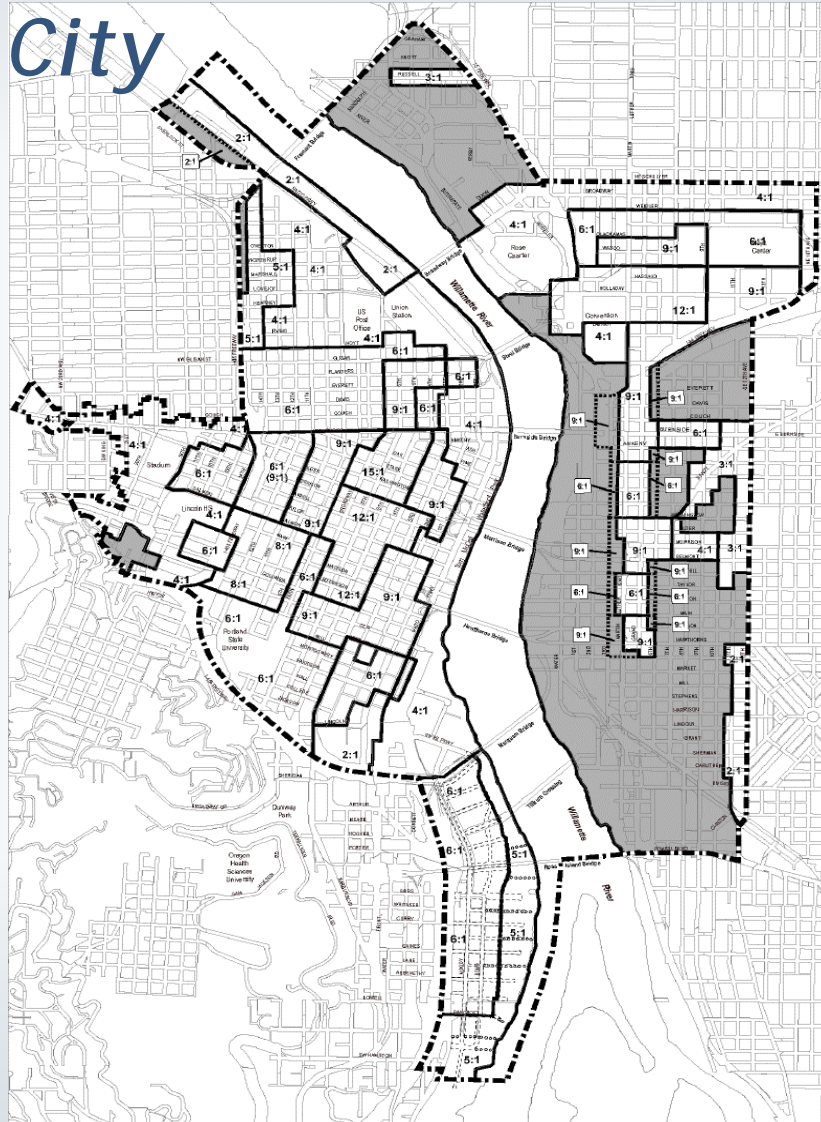
Mixed Use Zones

<p>Mandatory Inclusionary Requirement</p>	<ul style="list-style-type: none"> • 15% of Units at 80% Area Median Income
<p>Incentives</p>	<ul style="list-style-type: none"> • Density Bonus • 10-Year Property Tax Exemption <u>on Affordable Units</u> • CET Exemption <u>on Affordable Units</u> • Exempt from Parking Requirements

<p>Deeper Affordability Option</p>	<ul style="list-style-type: none"> • 8% of Units at 60% Area Median Income
<p>Incentives</p>	<ul style="list-style-type: none"> • Density Bonus • 10-Year Property Tax Exemption on Affordable Units • CET Exemption <u>on Affordable Units</u> • Exempt from Parking Requirements • SDC Waivers <u>on Affordable Units</u>

Program Recommendations

Central City



Zones with Base FAR below 5.0

Mandatory Inclusionary Requirement	<ul style="list-style-type: none"> • 20% of Units at 80% Area Median Income
Incentives	<ul style="list-style-type: none"> • Density Bonus of 3.0 FAR • 10 Year Property Tax Exemption <u>on Affordable Units</u> • CET Exemption <u>on Affordable Units</u>
Deeper Affordability Option	<ul style="list-style-type: none"> • 10% of Units at 60% Area Median Income
Incentives	<ul style="list-style-type: none"> • Density Bonus of 3.0 FAR • 10 Year Property Tax Exemption <u>on Affordable Units</u> • CET Exemption <u>on Affordable Units</u> • SDC Waivers <u>on Affordable Units</u>

Zones with Base FAR above 5.0

Mandatory Inclusionary Requirement	<ul style="list-style-type: none"> • 20% of Units at 80% Area Median Income
Incentives	<ul style="list-style-type: none"> • Density Bonus of 3.0 FAR • 10 Year Property Tax Exemption <u>on All Residential Units</u> • CET Exemption <u>on Affordable Units</u>
Deeper Affordability Option	<ul style="list-style-type: none"> • 10% of Units at 60% Area Median Income
Incentives	<ul style="list-style-type: none"> • Density Bonus of 3.0 FAR • 10 Year Property Tax Exemption <u>on All Residential Units</u> • CET Exemption <u>on Affordable Units</u> • SDC Waivers <u>on Affordable Units</u>

Off Site Option #1: New Units Off-site

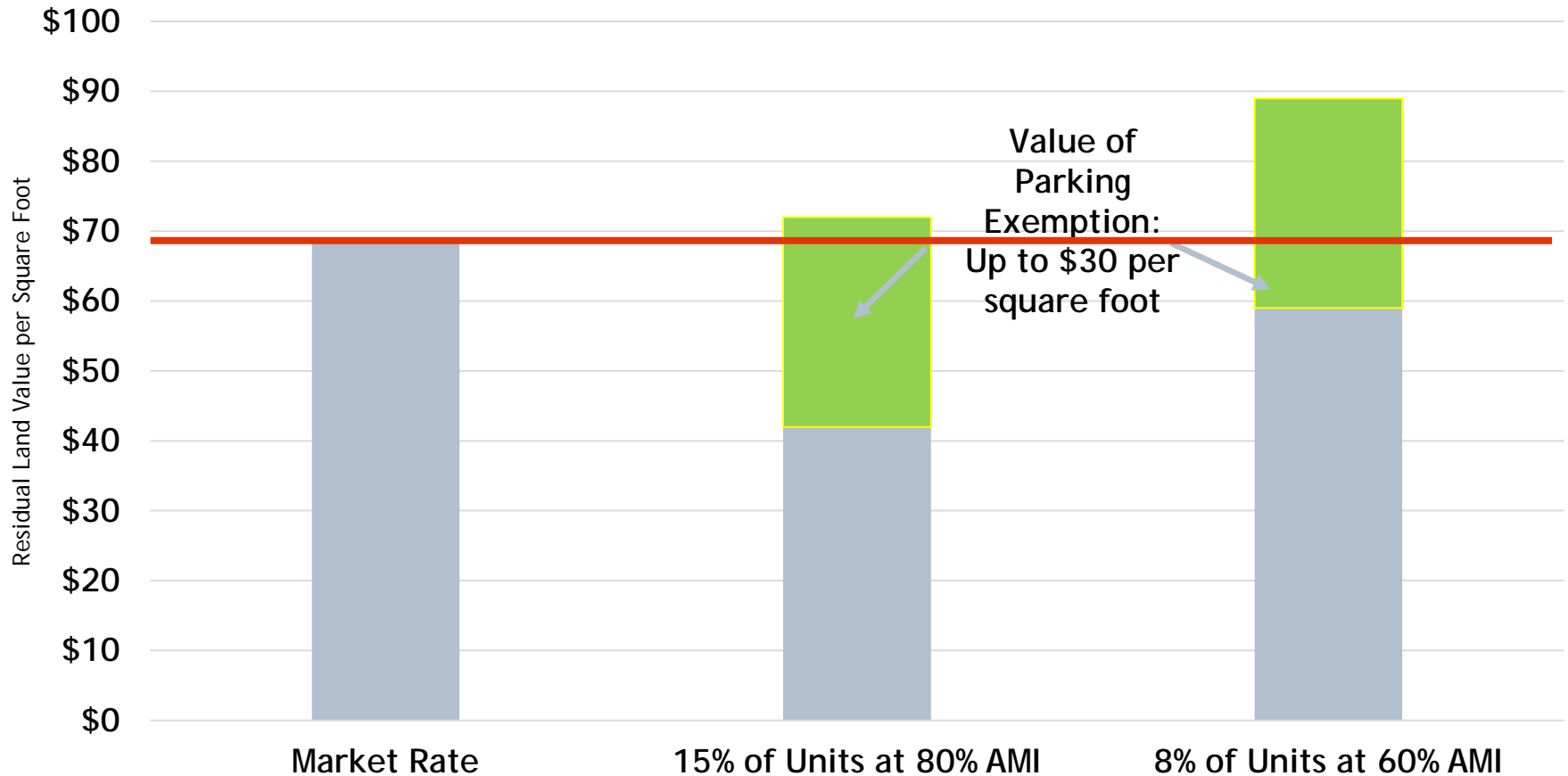
1. Affordable Units Required Off-Site
 - *20% of the total units at 60% MFI, or*
 - *10% of the total units at 30% MFI*
2. Sending site retains FAR bonus, no other incentives
3. Affordable units must be no more than 1/2 mile from sending site, or in an area with an equal or better opportunity mapping score
4. Receiving site affordable units receive CET exemption and SDC waivers on units at and below 60% MFI, but no other city subsidy

Off Site Option #2: Dedication of Existing Units

1. # of Affordable Units Required Off-Site
 - *25% of the total units at 60% MFI*
 - *15% of the total units at 30% MFI*
2. Sending site retains FAR bonus, no other incentives
3. Affordable units must be no more than 1/2 mile from sending site, or in an area with an equal or better opportunity mapping score
4. No supplemental city subsidy can support the off-site units

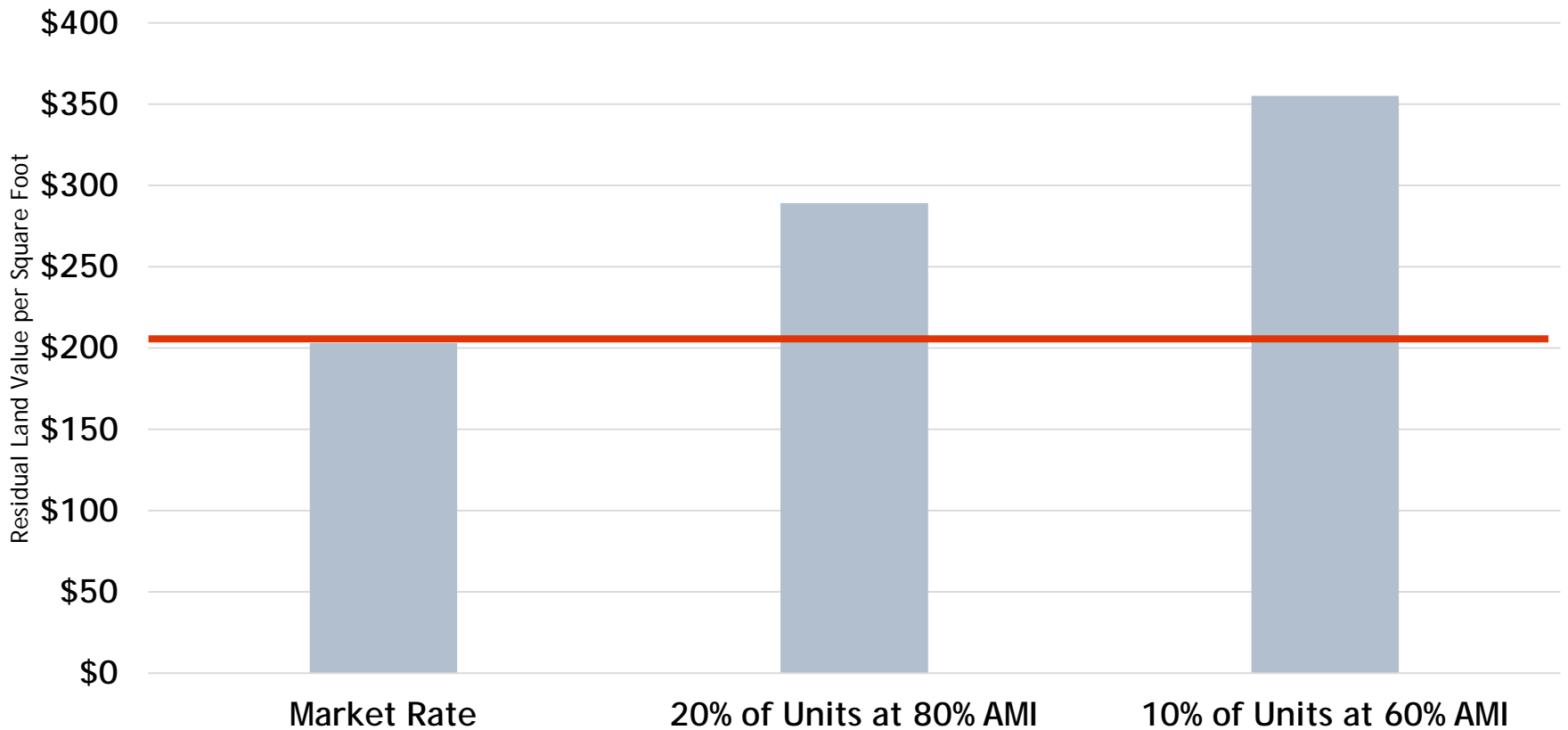
Mixed Use Zones

Residual Land Value Feasibility Analysis



Central City

Residual Land Value Feasibility Analysis *Greater than 6.0 FAR*



Mixed Use Zones Bonus

	CR	CM1	CM2	CM3	CE
Base Height Limit [†] (stories)	30' (2-3)	35' (3)	45' (4)	65' (6)	45' (4)
Base FAR	1:1	1.5:1	2.5:1	3:1	2.5:1
Maximum Height Limit with Bonus [‡] (stories)	n/a	35' (3)	55' (5)*	75' (7)	45' (4)
Maximum FAR with Bonus	n/a	2.5:1	4:1	5:1	3:1



CM2 Base



CM2 Bonus