A ROAD MAP FOR AGE-FRIENDLY COMMUNITIES

Ramona Mullahey
June 16, 2017

Age friendly cities

According to the WHO, an age-friendly city is "an inclusive and accessible urban environment that promotes active aging." In practical terms, an age-friendly city adapts its structure and services to be accessible to and inclusive of older people with varying needs and abilities.
AMERICA IS AGING

By 2030, the U.S. population aged 50 or over will increase to 132 million. In this time, the number of adults aged 65-74 will nearly double from 21.7 million in 2010 to 38.6 million in 2030.

132 million
In the next 20 years, the population aged 50+ will increase from 109 million to 132 million.

1 in 5 people will be 65 and over in 2030.

1 in 8 people will be 75 and over in 2040.

“I keep active so I can do the things that I love.”
—Rise, age 64

Retirement

$
United States - AN AGING POPULATION

Source: Census 2000 analyzed by the Social Science Data Analysis Network (SSDAN)
Housing Challenges for an Aging Population

The U.S. is at the beginning of a 20-plus-year surge in the older population, and is thus at a critical point for putting in place the affordable housing options, accessibility features, and in-home care services that will be needed over the next two decades.

Over the next 20 years, the population aged 65 and older is expected to increase from 48 million to 79 million.

By 2035, one in five people in the U.S. will be aged 65 and over. Up from one in seven today.

Housing design features that increase accessibility can allow those with mobility disabilities much more independence in the home. Currently, only 9% of the housing stock offers all five of these features:

- Zero-step entrances into the home
- Single-floor living
- Wide halls and doorways to accommodate a wheelchair
- Electrical controls reachable from a wheelchair
- Lever-style handles on faucets and doors

CAREGIVERS IN THE USA STATISTICS

* There are 65,700,00 caregivers in the U.S. -- that's 29% of the population

66% of caregivers identify as female

Informal caregiving is valued at $450,000,000,000

The population 65 and older will double between years 2000-2030

Exceeded Medicaid spending in 2010 by 112%

On average, caregivers spend between 20-40 hours a week providing care

71,500,000

Source: Joint Center for Housing Studies of Harvard University

“Projections and Implications for Housing a Growing Population: Older Households 2015-2035”

California Association of Realtors®

www.caregiversurvivalnetwork.com

Stats provided by National Alliance for Caregiving and AARP 2010
The aging of the population demands a fundamental shift in planning in order to minimize the economic, social and health challenges that will otherwise overwhelm communities.

https://www.planning.org/policy/guides/adopted/agingincommunity.htm

**Six Guiding Policies for Planners:**

1. **Actively engage the aging perspective in the planning process.** This includes ensuring participation across age, language, race, gender, sexual orientation, immigration status, ability and technology barriers, and soliciting input in all dimensions of planning and policies.

2. **Provide a range of affordable and accessible housing options.** Promote housing development of differing sizes and costs. Tap underutilized housing resources by encouraging flexible housing options such as accessory dwelling units, shared housing, and the adaptive use reuse of community structures. Advance universal design and visitability standards to promote accessibility.

3. **Ensure access to a variety of quality transportation options.** Provide choices that facilitate the maximum degree of personal independence for people of differing abilities. Design and fund appropriate mobility components such as well-maintained sidewalks, benches, bus shelters, good lighting, well-marked and adequate crosswalks and crossing times.

4. **Use land-use and zoning tools to create welcoming communities.** Maximize connections among community features such as housing, transportation, health care, recreation, human services and community engagement, in order to facilitate health, participation, security and quality of life as people age.

5. **Support the economic well-being of older adults and their caregivers,** who are a boon to the local economy and its resilience and represent an under-recognized market segment. Advance local economic development policies and planning that support their remaining in the workforce longer, serving as employees, entrepreneurs and mentors.

6. **Strengthen the community assets of and supports for older adults.** Shift the housing and service design model and ensure that community services and assets are accessible to older adults. Conversely, promote and nurture the rich human asset of older adults who wish to give back to the community—through caring for grandchildren, contributing to household support, and engaging civically and voluntarily in the community.

https://www.planning.org/policy/guides/adopted/agingincommunity.htm
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Community Connections: The Key to Age Friendly

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Cornell University

Webinar: A Road Map for Age-friendly Communities
June 16, 2017
APA Private Practice Division

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Funding provided by the USDA National Institute for Food and Agriculture APA Divisions Council Grant, Engaged Cornell
How do we build more age friendly communities?

• Need a broader approach
  o Not Just Aging - All Ages – children, caregivers, elders
  o Not Just Physical – Physical and Social
  o Not Just Design – Design, Maintenance and Use
  o Not Just Planning – Participation and Institutional Partnerships

• Evidence
  o National Surveys (APA 2008, AARP 2010, ICMA 2013)
  o Case studies from Rome, Italy (2017)
Not Just Aging – All Ages

Child-Friendly Cities

Basic Services
Safe Water
Safe Streets
Opportunity to Play
Civic Participation
Family Support
Protection from Exploitation

Many Common Elements

Age-Friendly Cities

Housing
Transportation
Services (Health)
Outdoor Spaces
Communication
Civic and Social Participation
Respect
Not Just Physical – Physical and Social

Early Life   Adult Life   Older Age

Full Capacity in an Enabling Environment

Improved Capacity
Average Capacity

Service Provision
Inclusive Design
Multi-generational Planning

Good Design can be undermined by poor maintenance and violating uses.
Not Just Planning – Participation and Institutional Partnerships

Physical environment

Top-down governance

Bottom-up governance

Social environment

Traditional Planning
Comp Plans, Building & Zoning Codes, Design

Multi-generational Planning
Participation, Services Institutions
Where is Current Practice?

- 2008 Family Friendly Planning Survey (APA)
  - 944 planners responded

- 2010 Maturing of America Survey (AARP, ICMA, n4A)
  - 1413 city managers responded

- 2013 Planning Across Generations Survey (ICMA)
  - 1478 city managers responded

- 2014 Planning for Women and Aging Survey (APA)
  - 624 planners responded

- Common themes –
  - Planning codes and zoning matter
  - Participation is key

- 2017 Rome Case Studies social layer
Built Environment Not Optimal

Planning Across Generations Survey, 2013, 1478 city managers responding

- Neighborhood Schools
- Sidewalk system connecting
- Park/play ground within 1/2-mile...
- Access to fresh food markets
- Public gathering spaces
- Retail, services, and housing mix
- Complete Streets
- Bikelane

Percent of community with more than a half of community covered

Metro Core (N=209)
Suburban (N=720)
Rural (N=466)
Zoning Regulations Can Build a Better Future
ICMA Planning Across Generation Survey, 2013 (1,478 city managers responding)

- Mandate sidewalk system
- Promote parks or recreation facilities in all neighborhoods
- Street connections between adjacent developments
- Pedestrian-friendly design guidelines
- Allow child care centers
- Require complete streets
- Allow child care business in residential units by right
- Allow mixed-use
- Allow accessory dwelling units

Metropolitan (n=194)
Suburban (n=675)
Rural (n=360)
Separate Services for Children and Elders

ICMA Planning Across Generation Survey, 2013 (1,478 city managers responding)

- Youth center
- Inter-generational programs...
- Home visiting for seniors
- Home modification services for seniors
- Publicly supported preschool
- Family literacy/parenting programs
- Community center shared by all ages
- Adult day care
- Senior center
- Home-delivered meals or...
- Summer camps
- After-school programs

Rural (N=494)
Suburban (N=759)
Metro Core (N=225)
Integrate Services to Promote Mobility

ICMA Planning Across Generation Survey, 2013 (1,478 city managers responding)

- School buses used to transport seniors
- Volunteer driver program
- Larger lettering on street/traffic sign
- Taxi vouchers for seniors
- Public funding for community groups to use vans
- Walk-to-school programs
- Public restrooms in commercial districts and parks
- Enhanced crosswalks
- Street furniture/places to sit and rest
- Demand-response transit

Rural (N=494)
Suburban (N=759)
Metro Core (N=225)
Cross Agency Partnerships

Are any of the following engaged in cross-agency partnerships to serve children or seniors?

- Libraries
- Parks and recreation department
- School district
- Police department
- Area agency on aging
- Public health department
- Hospital or health care providers
- Fire department
- Housing agency
- Economic development agency
- Planning department
- Community colleges
- Child care resource and referral agency
- Transportation or highway department

Planning Across Generations Survey, 2013, 1478 city managers responding

- Metro Core (N=217)
- Suburban (N=672)
- Rural (N=418)
What Leads to Change?

- **Participation** of elders and families with children
- **Community Leadership** – elected officials, developers, planning and zoning board
- **Planning** – comprehensive planning and zoning and building codes

Planning Across Generation Survey, 2013 (1,478 city managers)
Rome Workshop 2017
Planning Child and Age Friendly Cities
Planning typically centers on the role of urban design, transportation planning, and housing policy in creating child and age-friendly cities...

We emphasize the role of institutions in making a place more livable for children and elders.

“Local Institutions Matter” (2017)
Libraries and Schools Support Inter-Generational Planning

Tufello, Rome, Italy
Mapping exercises, Photo Voice Participation is key to engaging residents’ vision and support for multi-generational planning.
How do we get participation?

- Schools, Youth and Senior Centers, Libraries
- Platform for encouraging norms of reciprocity
- New residents/next generation integration

Pineta Sacchetti, Rome, Italy
Informal Institutions, Norms, Matter

“We feel unsafe in this neighborhood because there is too much drug dealing happening. We only go out in the morning for this reason.”

Tufello, Rome, Italy
Informal Institutions, Norms, Matter

- “Mothers feel safe leaving their children in the playground where they can watch them from the windows.”

Tufello, Rome, Italy
Good design can be obliterated by poor maintenance and inappropriate uses

Piazza Alessandria, Rome, Italy
Poor design can ameliorated by good norms of use

Pineta Sacchetti, Rome, Italy
Seeing Invisible Assets

- Slow Flow
  - Reduces conflict between users
  - Complete streets despite poor design
- Deeply Rooted Institutions
  - Reinforce neighborhood norms
  - Encourage intergenerational respect
- Strong Local Control
  - Creates a robust sense of place

Pineta Sacchetti, Rome, Italy
Design Must Consider All Users

- San Giovanni

TOD can negatively impact children and elders

- Congestion and Pollution
- Shift in Service Mix
- Loss of Public Space

San Giovanni, Rome Italy
Can Regeneration be Multigenerational?

YES

Piazza Alessandria, Rome, Italy
Need an All-Inclusive Planning Approach

Common Vision
Inclusive Design
Shared Services
Planning Across Generations
Rome Issue Briefs:
Available at [ww.mildredwarner.org/planning/generations](http://ww.mildredwarner.org/planning/generations)

**Walkability — It’s Not All About Design**
Building Complete Streets with Good Maintenance and Norms of Use
Adam Bronfin, Rachel Liu, Steven Switzer & Kai Walcott

Slow the flow to reduce conflict and promote “complete streets”
Some separation of land uses can enhance walkability

**Living Next to a Transit Corridor**
A Livability Audit for Children and Elders
Brooke Shin, Madeleine Galvin, Raphael Laude, & Shareef Hussam

- Traffic and construction can lead to the deterioration of public and green spaces
- Transient users in a well-connected neighborhood can push out local services

**Hearing the Voices of Children and Elders**
Raquel Blandon, Gray Brakke, Eduardo Carmelo Danobeytia, Joshua Glasser, Amelia Visnauskas

- Collaborate with local institutions—schools, libraries, and senior centers
- Use interactive activities—interviews, photovoice, workshops
- Be open to alternative visions—elders and children may see assets invisible to planners

**Local Institutions Matter**
Building a neighborhood for all generations
Ehab Ebeid, Lan Luo, Graham Murphy, Tishya Rao & Edna Samron
RESOURCES
Available at www.mildredwarner.org/publications

US Articles

• Planning for Family Friendly Communities, PAS Memo, 2008
• Planners’ Role in Creating Family Friendly Communities, Journal of Urban Affairs. 2013
• Not Your Mother’s Suburb, Urban Lawyer, 2014
• Planning for Aging: Stimulating a Market and Government Response in Place, Journal of Planning, Education and Research, 2017
• Differences in Availability of Community Health-Related Service Provision for Seniors, Journal of Aging and Health, 2017

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ERA OF “DISRUPTION" Transportation Technology Innovations for an Aging America

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APA Webinar: A Roadmap to Age-Friendly Communities
June 16, 2017
A New Vision for Transportation in America
INNOVATIONS IN TRANSPORTATION

- Trip planning apps
- Integrated ride scheduling/dispatching
- First Mile/Last Mile Service
- Medical Transportation
- Volunteer transportation
- Ride sourcing
- Autonomous Vehicles
- **Mobility as a Service (MaaS)**
Trip Planning Apps
Moovit is the world's #1 transit app. Supports over 1200 cities worldwide!

GET IT ON Google Play  
Download on the App Store
If there’s a bus but no one knows about it, …Is there a bus?
Innovations in Rural & Intercity Bus: VTrans Mobility on Demand
Integrated Ride Scheduling & Dispatching
Seamless, customer-oriented trip information and scheduling

Level 5 Linkage – FindMyRidePA

PennDOT (7 Counties)

1. Central Repository
2. Matching Assistance
3. Trip Planning Assistance
4. Trip Booking Assistance
5. Direct Trip Booking
Autonomous Vehicles
Solutions

- Structure new transportation and land use policy around a commitment to Shared Use Mobility
- Manage curb-side parking:
  - Reevaluate parking requirements.
  - Reconsider transportation system pricing
Autonomous Vehicles
This is NOT universal design
Visit us on the Web!

AARP’s Livability Index
www.aarp.org/livabilityindex

AARP Public Policy Institute
www.aarp.org/ppi
@AARPpolicy

AARP Livable Communities Resources
www.aarp.org/livablepolicy
www.aarp.org/livable

AARP Great Places Blogs by PPI Livable Communities Team

Videos
https://www.youtube.com/playlist?list=PL9D2V-OS6wSHtBtaht73mxCkbtoHJ0g4kz
Improving Housing Policy for an Aging Population

Image credit: City of Portland (2017)

Portland State University
Institute on Aging

Age-Friendly
Portland & Multnomah County

Alan DeLaTorre, Ph.D. – June 16, 2017
Guiding Housing Policy for Planners
(APA Aging in Community Policy Guide, Talking Points for Planners)

2. Provide a range of **affordable** and **accessible** housing options. Promote housing development of **differing sizes and costs**. Better utilize existing housing resources, and advance **universal design and visitability standards** to promote accessibility in new housing.

Images: U.S. Housing and Urban Development, 2000
Context: Planning for an Aging Population

- Communities are aging in a rapid and unprecedented manner.
- Housing policies such as ADA/ABA only apply to specific developments and do not address single family homes.
- “Peter Pan” housing that does not consider one’s needs across the life course is ubiquitous in U.S. cities and communities.
- Universal design and visitability promote quality of life and well-being of people of all ages and abilities.
- The lack of affordable housing is having an impact on the social and economic stability of communities.
- Policies and programs (e.g., Section 8/202/811, LIHTC) are in danger of cuts and/or not sufficient to meet the needs of low income older adults and people with disabilities.
Where does VisitAbility sit in terms of other types of designs out there?

Basic Home Design
The vast majority of homes with no accessibility features

VisitAbility
Basic Physical Accessibility and Inclusion

Enhanced VisitAbility
Increased Level of Accessibility and Inclusion

Adaptable/Flex Housing
Design allows for easy and low cost adaptation or renovation to improve level of accessibility but design generally includes basic physical accessibility features in initial design

Accessible Design
Design ensures accessibility throughout entire home however certain design features are particularly customized to suit specific sets of circumstances

Universal Design
Housing with the most inclusive and accessible features incorporated into the existing design throughout a home

Winnipeg VisitAbility Task Force, 2015
How is Portland (OR) furthering age-friendly, visitable, and adaptable housing?

**City of Portland policies and projects**
- Accessory Dwelling Units
- Long range planning efforts
  - Portland Plan
  - Comprehensive Plan
- Residential Infill Project
- Better Housing by Design project
- Portland Housing Bureau’s Ordinance for the Green Building Policy

**Age-friendly Portland and Multnomah County Initiatives**
- Age-friendly Housing Committee
- Action Plan for an Age-friendly Portland
Accessory Dwelling Units

Portland is embracing Accessory Dwelling Units

- **SDC Waiver Policy**
  - $8,000-13,000 waiver of system development changes (e.g., transportation, parks, water)
  - Up for renewal in 2018

- **Portland charges short-term rental companies a lodging tax**

- **Portland State University’s Institute on Sustainable Solutions “Small Backyard Homes Initiative” is seeking to:**
  - Reduce construction costs
  - Increase financing options
  - Streamline processes for designing, financing, permitting, and constructing ADUs
  - Assure there are enough qualified general contractors and builders
  - Address concerns and issues homeowners have about being landlords

- **Multnomah County Pilot Project “A Place For You” intends to:**
  - Design and install ADUs in 4 privately owned yards
  - Homeless family lives there rent free for 5 years, after which homeowners has unrestricted use
  - Family tenants will be referred through joint government program
The Portland Plan – Early Policy Moving Toward Age-friendly Communities

• The Portland offered a strategic roadmap to help Portland thrive into the future

• 2+ years of research, including 20,000 public comments, led to the plan’s three integrated strategies and framework for advancing equity:
  o Healthy Connected City
  o Economic Prosperity and Affordability
  o Thriving Educated Youth

• “Portland is a *Place for All Generations*” insert (pp. 24-25) was the result of advocacy from the aging and disability communities and specifically called for further actions
“Portland [will be] a Place for All Generations”

1. Bolster framework for equity, including integration with City of Portland’s new Office of Equity and Human Rights
2. Develop an Age-Friendly Action Plan
3. Prioritize expansion and availability of accessible housing
4. Concentrate on age-friendly, accessible community hubs
5. Foster safe and accessible civic corridors (e.g., transit and infrastructure)
6. Increase access to and services within medical institutions
7. Increase inter-generational mentoring opportunities
Age-friendly Portland Action Area 1 – Housing
(Action Plan for an Age-Friendly Portland, 2013)

• Action Item 1.1 – Provide **education** to consumers, planners, and developers

• Action Item 1.2 – Improve **accessibility**

• Action Item 1.3 – Encourage **innovative approaches** to housing older adults

• Action Item 1.4 – Advance opportunities for **aging in community**
Comprehensive Plan

- Long-range plan that helps the City prepare for and manage expected population and employment growth, as well as plan for and coordinate major public investments.
- Built on foundation of the Portland Plan, the Climate Action Plan, and Portland’s 1980 Comprehensive Plan.
- Adopted by City Council on December 21, 2016.
- Pending review and acknowledgement by state Department of Land Conservation and Development, the new plan will take effect on January 1, 2018.
Chapter 5: Housing

What is this chapter about?
The goals and policies in this chapter convey the City’s intent to:

- Ensure adequate access to housing for a socially- and economically-diverse population.
- Support fair, equitable, healthy, resource efficient, and physically-accessible housing.
- Establish ways to mitigate gentrification and displacement.
- Concentrate new housing in and around centers and corridors near transit and services to reduce the housing/transportation cost burden.
- Maintain and promote a supply of permanently-affordable housing for Portland’s most vulnerable residents.

Why is this important?
While a place to live is a basic human need, not all Portlanders have safe and healthy housing. Ensuring a fair and equitable housing market is essential to providing the opportunities and security people need to live healthy and successful lives. Economic, social, and physical barriers limit many Portlanders’ access to adequate housing. People of color experience housing discrimination at much higher rates than do white Portlanders, and they often have fewer housing choices. Income, immigration status, Limited English Proficiency (LEP), sexual orientation, and disability can also limit choices.

In recent years, rising costs and declining incomes have strained household budgets for all but the most well-off. Greater housing and transportation costs mean that the cost burden is being felt not just by low-income households, but also by moderate- and middle-income households. In 2010, nearly one quarter of Portland’s renter households were cost burdened, meaning that they spent more than 50 percent of household income on housing and transportation. There were many cost-burdened homeowners as well. Metro’s long-range forecasts predict a steep increase in the number of cost-burdened households, particularly among low-income households.

- Chapter provides policies that will help Portland meet its need for quality, affordable homes for a growing and socioeconomically-diverse population, and to help ensure equitable access to housing.
- The challenge is to provide housing with a diverse range of unit types and prices in locations that help meet the needs of all, including low-income populations, communities of color, and people of all ages and abilities.
## Comprehensive Plan – Age-friendly Housing Policies

<table>
<thead>
<tr>
<th>Goal 5.B: Equitable access to housing</th>
<th>Portland ensures equitable access to housing, making a special effort to remove disparities in housing access for people with disabilities, people of color, low-income households, diverse household types, and older adults.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Policy 5.7: Adaptable housing</td>
<td>Encourage adaption of existing housing and the development of new housing that can be adapted in the future to accommodate the changing variety of household types.</td>
</tr>
<tr>
<td>Policy 5.8: Physically-accessible Housing</td>
<td>Allow and support a robust and diverse supply of affordable, accessible housing to meet the needs of older adults and people with disabilities, especially in centers.</td>
</tr>
<tr>
<td>Policy 5.9: Accessible Design for All</td>
<td>Encourage new construction and retrofitting to create physically-accessible housing, extending from the individual unit to the community, through the use of Universal Design Principles.</td>
</tr>
<tr>
<td>Policy 5.19: Aging in Place</td>
<td>Encourage a range of housing options and supportive environments to enable older adults to remain in their communities as their needs change.</td>
</tr>
<tr>
<td>Policy 5.53: Responding to social isolation</td>
<td>Encourage site designs and relationship to adjacent developments that reduce social isolation for groups that often experience it, such as older adults, people with disabilities, communities of color, and immigrant communities.</td>
</tr>
</tbody>
</table>
Sources: City of Portland, Better Housing by Design, 2017; Opticos Design, Inc., 2017
Residential Infill Project

CITY COUNCIL FINAL CONCEPT REPORT

Portland is changing.
By 2035, the city will grow by approximately 123,000 households. About 20 percent of this growth is expected to be in single-dwelling residential zones. The composition and housing needs of the population are also changing. The city is becoming more diverse and older. The average household will be smaller with fewer children per household.

The Residential Infill Project was initiated to address overlapping concerns related to these changes:
• The number of demolitions and the size of infill houses.
• Increasing housing costs and the loss of affordability.
• Lack of housing choices, especially in high-opportunity neighborhoods.
• The impact of narrow lot development rules on both neighborhood character and the loss of opportunities for needed infill housing.

The goal of the Residential Infill Project is to adapt Portland’s single-dwelling zoning rules to meet the needs of current and future generations.
Potential Study Area/Implementation Area

Map showing one option for establishing a study area for further boundary refinement.

Legend:
- Housing Opportunity Overlay study boundary
- R2.5, R5, R7 zones inside study area
- Other zones inside study area
- Outside study area

City of Portland, Residential Infill Project, 2017
Recommendation 4: Allow more housing types in select areas and limit their scale

Within the Housing Opportunity Overlay Zone in R2.5, R5 and R7 zones:

a) Also allow a:
   - House with both internal and detached accessory dwelling unit (ADU)
   - Duplex
   - Duplex with detached ADU
   - Triplex on corner lot

b) Establish minimum qualifying lot sizes for each housing type and zone.

c) Require design controls for all proposed housing projects seeking additional units.

d) Explore requirements and bonus units for age-friendliness, affordability and tree preservation (beyond what is minimally required by Title 11, Tree Code).

These additional housing types and number of units would be allowed in select areas of Portland's single-dwelling zones.
Recommendation 6: *Increase flexibility for cottage clusters on large lots citywide*

a) On single-dwelling zoned lots at least 10,000 square feet in size, allow cottage clusters subject to Type IIx land use review.
b) Cap the total square footage cottage cluster sites to the same FAR limit [see Recommendation 1] and limit each new cottage to 1,100 square feet.
c) Inside the Housing Opportunity Overlay Zone [see Recommendation 5], the number of cottages allowed equals the same number of units that would otherwise be permitted.
d) Outside the Housing Opportunity Overlay Zone, allow one ADU for each cottage.
e) Develop specific cottage cluster rules to ensure that development is integrated with its surrounding neighborhood.
f) Explore opportunities for additional units when the units are affordable and/or accessible.
Regulatory option for newly permitted residential infill

**Outcome**: Require visitable/accessible development as part of zoning code or other legislation; consider exemptions for site constraints (e.g., slope, existing structures)

**Impact**: *Strong* - In exchange for by right development, Portland’s new Residential Infill will be more equitable and will better meet the needs of its current and future generations.

**Examples**: Several municipalities (e.g., Austin, TX) have passed ordinances requiring visitability features for residential single family & duplex construction (many limited to new construction)

Menu of visitable/accessible options offered to Portland City Council, 2016
Incentive-based option for newly permitted residential infill

**Outcome**: Provide density bonuses, fee waivers, tax credits, and/or system development charge waivers in exchange for visitability/accessibility features.

**Impact**: *Limited* - Leads to visitable/accessible housing in some newly constructed/renovated units; requires a market response

**Example**: Several communities such as Babylon, NY offer universal design and accessibility incentives (e.g., expedited permits, lower permit fees)

Menu of visitable/accessible options offered to Portland City Council, 2016
Voluntary option for newly permitted residential infill

• **Outcome**: Declaration reaffirms former planning efforts (Portland and Comprehensive Plan), raises awareness of accessibility, and recommends action; education provides examples and guidance for developers.

• **Impact**: *Minimal* - Declaration would do little to address current shortage of accessible housing; education may support changes in demand and possible supply if market emerges.

• **Examples**: Rogue Valley Council of Government Lifelong Housing, OR and City of Irvine, CA use education and declarations.

Menu of visitable/accessible options offered to Portland City Council, 2016
Better Housing by Design Project

Addressing Equity

The Portland Plan and 2035 Comprehensive Plan direct the City to prioritize under-served communities in decision-making. Larger proportions of people of color, low-income households and renters live in multi-family housing compared to the general population. This project will address the needs of under-served Portlanders through better housing design, incentives for affordable housing and street connections.

Project Timeline

FALL 2016

Phase 1: Research and Assessment

WINTER – SPRING 2017

Phase 2: Concept Development

SUMMER 2017

Phase 3: Code Development

FALL 2017 – WINTER 2018

Phase 4: Public Hearings / Adoption

City of Portland, Better Housing by Design project, 2017
Better Housing by Design

• Project Purpose and Scope
  o Revise Zoning Code development and design standards to improve outcomes in Portland’s multi-dwelling zones outside the Central City (Bureau of Planning and Sustainability)
  o Develop new approaches to creating street and pedestrian connections in places that lack them (Bureau of Transportation)
Better Housing by Design

- The project will update the zoning code to align with the 2035 Comprehensive Plan to encourage:
  - Housing diversity, including affordable and accessible housing
  - Pedestrian-oriented street environments
  - Respect for neighborhood context
  - Housing that supports residents’ health and active living
  - Nature and green infrastructure in the urban environment
  - Resource-efficient design and development
  - Street and pedestrian connections that are safe and convenient
  - Bridge gap between these goals and what is being built

City of Portland, Better Housing by Design project, 2017
Contact Information

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Wheel Pad - Eco-friendly, modular house extension designed for wheelchair users

- 200 square feet
- "Bed-and-bath unit can be added on to an existing house without triggering zoning or building codes."
- It can be wheeled up to the house's side on its mobile, adjustable-height chassis base; a window or door of the house is removed for access between the two structures.
- An entry ramp needs to be added, and an insulated hose and extension cords attached to the house's system
- She expects to sell them for $60,000 apiece to those interested in permanent installation, or to lease them for $3,000 per month — a cost much lower than most nursing homes, she points out.
- Architect is a finalist in AARP's Innovation Challenge.