

## “Shared Court” Housing – Concept Summary

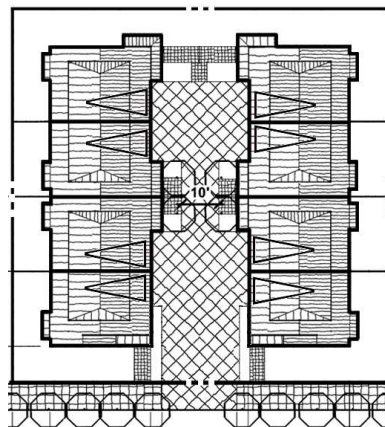
### Zoning Code Definition *(adopted 12/21/05)*

**“Shared Court.** A street that is designed to accommodate – within the same circulation space – access for vehicles, pedestrians, and bicycles to abutting property. Instead of a sidewalk area that is separate from vehicle areas, a shared court is surfaced with paving blocks, bricks or other ornamental pavers to clearly indicate that the entire street is intended for pedestrians as well as vehicles. A shared court may also include traffic calming measures to ensure safe co-existence of pedestrians, vehicles, and bicycles. Like a common green, a shared court may function as a community yard. Hard and soft landscape features and street furniture may be included in a shared court, such as trees, shrubs, lighting fixtures, and benches.”

Additional note: An intent of the shared court concept is that their design treats vehicles as “occasional visitors” into space designed to give priority to pedestrians and other community activities. Vehicles should move through shared courts at walking speed.

### Issues Addressed

- Allowing residential lots to front onto a shared court street tract provides additional homeownership opportunities for small infill sites zoned for higher density development. Such sites are often too small for condominium arrangements to be feasible, but sometimes are subject to density requirements or have site constraints that make rowhouses and common green arrangements impractical (many builders and architects avoid small-scale condominium projects because of liability issues and prefer fee-simple arrangements with each unit on a separate lot).
- Provides for a larger pedestrian-oriented area than a conventional street with sidewalk arrangements, since rowhouse-type projects at R1 and higher densities typically have sidewalks interrupted by frequent driveways.
- Allows for efficient use of limited site area.
- Preserves on-street parking and allows a more pedestrian-friendly public street frontage by allowing a single access point, rather than the multiple curb cuts common with rowhouses.
- By providing an alternative to the usual requirements for roadway-plus-sidewalks, allows for less impervious surface, thus contributing to minimizing stormwater impacts and urban heat island effects.
- If pervious pavers are used, could allow for additional stormwater management strategies.



*Shared courts provide the opportunity to create street frontage for 8 to 10 units on sites as small as 10,000 sq.ft., which would otherwise lack enough street frontage for conventional rowhouses.*

## Regulatory Details

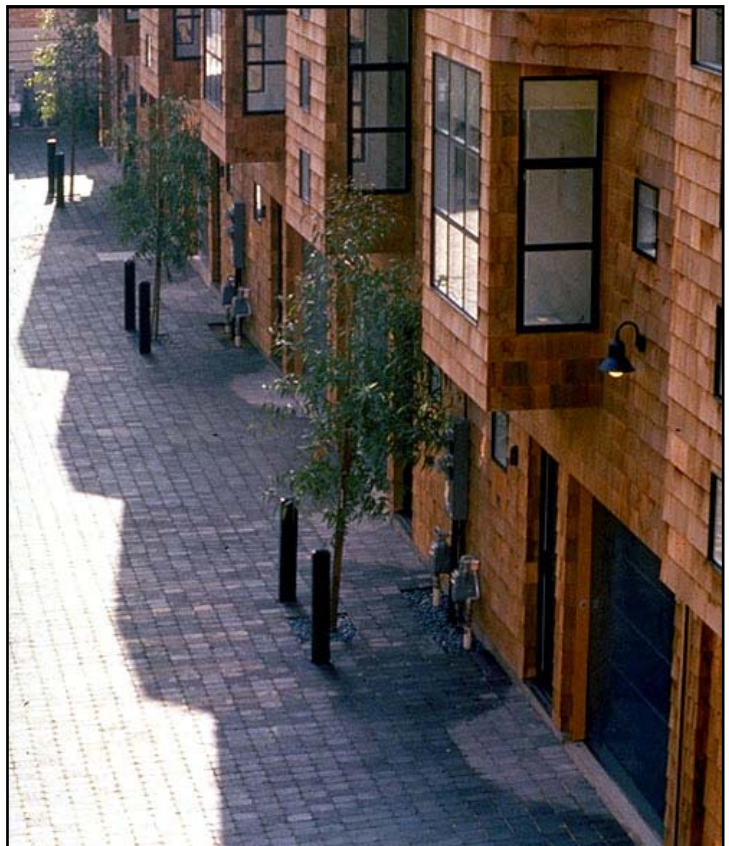
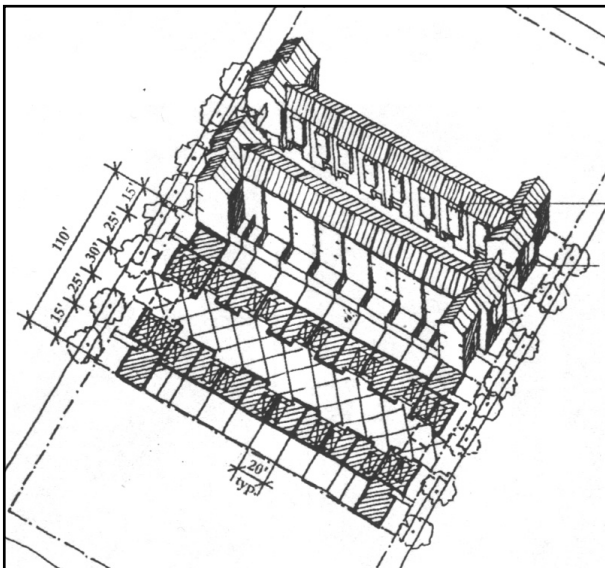
### Zoning Code Purpose Statement

“The purpose of the shared court standards is to allow streets that accommodate pedestrians and vehicles within the same circulation area, while ensuring that all can use the area safely. Special paving and other street elements should be designed to encourage slow vehicle speeds and to signify the shared court's intended use by pedestrians as well as vehicles. Access from a shared court is limited to ensure low traffic volumes that can allow a safe mixing of pedestrians and vehicles. Shared courts are limited to zones intended for more intense development to facilitate efficient use of land while preserving the landscape-intensive character of lower-density zones.”

### Zoning Code Regulations

- Shared courts are allowed only in the multidwelling, commercial, and employment zones (not in single-dwelling zones);
- Up to 16 lots may front onto a shared court;
- Lots fronting onto a shared court may only be developed with attached houses, detached houses, and duplexes;
- Length of the right-of-way is limited to 150 feet;
- Fire Bureau must approve the land division for emergency access;
- Must be a private, dead-end street; and
- BDS is responsible for approving the right-of-way width and elements within the right-of-way. ***(BDS will be crafting private street standards for shared courts)***

*Fulton Grove Townhouses,  
San Francisco*





## Precedents – Dutch “Woonerfs”

Dutch *woonerfs* are characterized by special paving and other features that provide traffic calming and emphasize a pedestrian-friendly environment, with little or no grade-separated sidewalk areas. *Woonerfs* have become a standard street type in rowhouse neighborhoods in the Netherlands, particularly for residential streets that are not intended to be through ways for automobile traffic.





## Shared Courts – Portland/Regional Precedents

The images on the following pages are of condominium projects (primarily in Portland) that include features similar to what would be allowed by the shared street concept, such as circulation space designed for both cars and pedestrians.



*“Jake’s Run” townhouses,  
NW Portland*



*Shared court housing, Seattle*





# Shared Courts – Portland Precedents

*River Place, Portland*





## Shared Courts – Portland Precedents



*Townhouse cluster with central driveway, SW Portland. General configuration is similar to what would be facilitated by the shared court concept. In contrast to typical rowhouse projects, public street curb cuts are minimized and end units reflect the massing of detached houses.*



## Surfacing Treatments – Ideas



*Permeable pavers*

