

RCPNA 2019-2020 RIP Questionnaire Summary

By T. DeRidder, AICP, Jan. 16, 2020

There were 208 respondents to this questionnaire that was open for 8 days, from Dec. 29 2019 to Jan. 5th. 2020. The following summary is presented by survey question #:

1. When asked if respondents support duplexes on all "Single Dwelling" zoned lot then 44% stated yes, 45% stated no, and 11% stated Maybe. *Note: Shows ½ support existing ADU regulations for adding a smaller unit in addition to the primary house while ½ support 2 equal sized homes(duplex) on same lot.*
2. Not quite 1/3 (31%) are supportive of 3 dwelling units on R5 parcels containing 4,500 sq. ft. 56% said No while 13% were Maybe.
3. There is even greater opposition to 4 dwelling units on R5 parcels containing 4,500 sq.ft. with 66% voting no, 24% yes and 11% maybe
4. When asked if respondents support allowing 3 and 4 living units on all properties zoned R5 with lot area containing 4,500 sq.ft. or more if they included the following:
 - A. Require 1 or more accessible unit – 55% voted no, 29% yes, and 16% maybe
 - B. Require 1 or more affordable unit – 51% voting no, almost 1/3(31%) voting yes, 18% being maybe.
 - C. Require off-street parking required for at least 1 dwelling unit- 45% voted no, 39% voted yes, and maybes are 15%. *Note: Requiring some off-street parking appears to increase some support for density.*
 - D. If located only on corner lots came up with 52% no and an almost even split with 25% maybes and 23% yes votes.
Note: There are 37 comments at the end of this question.
5. There was a clear no to 3-units on R2.5 zoned properties with 3,200 sq.ft or more with 63% No, 27% Yes, and 10% maybes.
6. The number of Nos increased to 73% when asked about 4-units on the same R2.5 parcel containing 3,200 sq.ft. or more lot area. 18% said yes and 9% were Maybes.
7. When asked if respondents support allowing 3 and 4 living units on all properties zoned R2.5 with lot area containing 3,200 sq.ft. or more if they included the following:
 - A. Require 1 or more accessible unit – 63% voted No, 22% Yes, and 15% were maybe.
 - B. Require 1 or more affordable unit – 57% voted No, 26% voted Yes, and 16% were maybe. *Note: There appears to be greater support for affordable units than accessible dwelling units.*
 - C. Require off street parking – 50% voted No, 26% voted yes, and 18% voted maybe. *Note: Even with off-street parking this is not a popular idea.*
 - D. If they were only located on corner lots- 58% No, 14% Yes, and 28% maybe
Note: there are 27 comments on this question.
8. When asked if they supported the rezoning of the identified Historically Narrow lots from R5 to R2.5 52% voted No, 28% voted Yes, and 20% voted Maybe. *Note: the high Maybe*

votes helped generate 20 comments that included questions about whether these lots had proximity access to transit and urban services.

9. When asked if they supported a citywide 2,500 sq.ft maximum area at 2 ½ stories in the Single Dwelling zone 51% voted “No - the maximum house size should be varied to better match the size of the existing housing stock in each neighborhood.” 32% voted yes for the 2,500 sq.ft. max house size. Then 7% voted that the max. house size should be larger while 3% stated the house size should be smaller than 2,500 sq.ft. The last 5% stated *Maybe*. *Note: there are 17 comments on this question.*
10. When asked if respondents support basing the maximum total square footage of housing allowed on a lot on the number of dwelling units it has, assuming development on a 5,000 sq.ft.lot, the responses increased in opposition with the increased size as follows:
 - A. 2,500 sq. ft. for 1 dwelling unit – 50% approve, 27% disapprove, 22% neutral
 - B. 3,000 sq.ft. for 2 dwelling units – 38% approve, 42% disapprove, 19% neutral
 - C. 3,500 sq.ft. for 2 dwelling units if original house preserved or 1 unit affordable – 40% approve, 39% disapprove, and 20% remain neutral. *Note: There is nearly equal support and opposition for this option. It is unclear whether the support is due to support for preservation of the existing home, providing for an affordable unit, or both.*
 - D. 3,500 sq.ft. for 3 or 4 dwelling units if one unit is accessible-24% approve, 56 disapprove, and 19% remain neutral
 - E. 4,000 sq.ft. for 3 or 4 dwelling units if 1 unit is accessible and if original house is preserved, or one unit is affordable - 23% approve, 57% disapproved, and 19% remained neutral
11. When asked how well does the proposed RIP satisfy its Goals - the results were telling:
 - A. Provide clear rules for future development- 41% stated “well” and 42% stated “poorly”. 27% remained neutral
 - B. Provide diverse housing opportunities – 34% stated “well”, 42% stated “poorly”, and 24% remained neutral
 - C. Support housing affordability and extend access to neighborhood amenities to the lower income population – 23% stated ‘well”, 51% stated “poorly”, and 26% remained neutral
 - D. Fit the context of the existing neighborhood – 12% stated “well”, 67% stated “poorly” and 20% remained neutral.
 - E. Allow current and new housing to adapt over time – 27% stated “well”, 45% stated “poorly”, and 28% remained neutral
 - F. Avoid increasing the risk of displacement for the current households – 18% stated “well”, 60% stated “poorly”, and 22% remained neutral

Note: There are 26 comments on this question.
12. Optional question: Which of the following best describes you?
 - A. White or Caucasian – 80%
 - B. Black or African American – 2%
 - C. Hispanic or Latino - 3%

- D. Asian or Asian American – 2%
- E. American Indian or Alaska Native - .5%
- F. Another race- 5%
- G. Other – 7%

Note: 1) 87% of respondents responded to this question; 2) Niche.com demographics for RCP are 84% White; 6% Hispanic; 3% Asian, 3% African American, 4% two or more races 3) Given the number of Another and Other race responses the proportion of race representation is fairly representative of the population.

13. Optional: Which choice best describes your age?

- A. 18-24 - .5%
- B. 25-34 – 2%
- C. 35-44 – 25%
- D. 45-54 – 19%
- E. 55-64 – 22%
- F. 65+ - 30%

Note: 1) 89% of respondents answered this question; 2) Niche.com demographics of age for RCP neighborhood is 5% 18-24, 13% 25-34, 21% 35-44, 16% 44-55, 15% 55-64, 11% 65+; 3) There was a much larger proportion of respondent that are 65 years old and older reflected in this survey than the average in the neighborhood.

14. Optional: What best described your living situation?

- A. Owner of a single dwelling unit – 89%
- B. Renter of a single dwelling unit – 4%
- C. Renter of an apartment dwelling unit – 4%
- D. Other – 4%

Note: 1) 93% of respondents answered this question; 2) Point2homes.com demographics on home ownership for the Rose City Park neighborhood identifies 62% as owner occupied and 38% renter occupied; 3) There is a larger proportion of owner-occupied respondents than renter occupied respondents answering this survey.



RCPNA 2019-20 Residential Infill Project Questionnaire

Portlander's challenge: how can we accommodate about 123,000 new households in our city by 2035?

20% of the needed new households will be added to the existing "Single Dwelling" zoned areas. To achieve this, the City proposes allowing up to four units on each property while also reducing the bulk (maximum total square footage) of the homes by using the "a" Overlay. The majority of the "Single Dwelling" zoned properties citywide is proposed to be covered by the "a Overlay". In addition, half of the Historically Narrow properties are to be rezoned from R5 (typically 5,000 sq.ft.) to R2.5 (typically 2,500 sq.ft.). This proposal is called the Residential Infill Project (RIP).

This concept began 3 years ago as "Middle Housing" in the 2035 Comprehensive Plan.

Testimony on the RIP Recommended Draft is now open for the City Council public hearings scheduled on Jan. 15th at 2:00 pm and 16th at 5:00 pm. The Board encourages all residents to become well-informed about these proposed changes. See: <https://www.portlandoregon.gov/bps/67728> and the 8-page summary at <https://www.portlandoregon.gov/bps/article/738842>

The City Council's decision on the RIP is the final local decision. Appeals are to the state's Land Use and Conservation Commission. The City Charter does not allow voters to require a public vote. Only a majority vote of the City Commissioners can require a public vote on this matter.

Included here are:

1. A brief summary of a relevant 2019 housing bill, House Bill 2001, requiring local housing density options (Section A), the City's proposal (Section B), and their joint effect on the Rose City Park neighborhood (Section C)
2. Survey questions about your thoughts on the RIP
3. A few optional demographic questions

The Rose City Park Neighborhood Association (RCPNA) Board of Directors seeks your feedback through this survey. We invite you to join us on Tues. January 7th Special Board Meeting to review results from this questionnaire and in hopes of voting on a recommendation to City Council representative of our neighborhood. This meeting takes place at the German American Society, 5626 NE Alameda from 7:00 - 9:00 pm.

Please - Only residents and/or business owners that are located within the RCPNA Boundary are to participate in this questionnaire. The neighborhood is bounded by NE 47th Ave., Fremont Street, NE 65th Ave. and the Banfield Freeway (I-84); see <https://www.rcpna.org/our-neighborhood/> for a map of the neighborhood boundaries.

A. Summary of House Bill 2001, approved by 2019 Legislature.

This bill requires cities to allow 2 units on all "Single Dwelling" zoned lots and allow 3-plexes and 4-plexes somewhere in "Single Dwelling" zones.

Cities of more than 10,000 residents (including Portland) must allow duplexes on all "Single Dwelling" zoned lots and local governments must allow other middle-housing types somewhere in "Single-Dwelling" zones.

Middle Housing types include:

- Duplexes and attached/ detached dwellings, accessory dwelling units (ADUs)
- Triplexes
- Four-plexes; and
- Cottage clusters

Portland must adopt rules by June 30, 2022, to comply with the bill's requirements. The proposed Residential Infill Project complies with most of this new law.

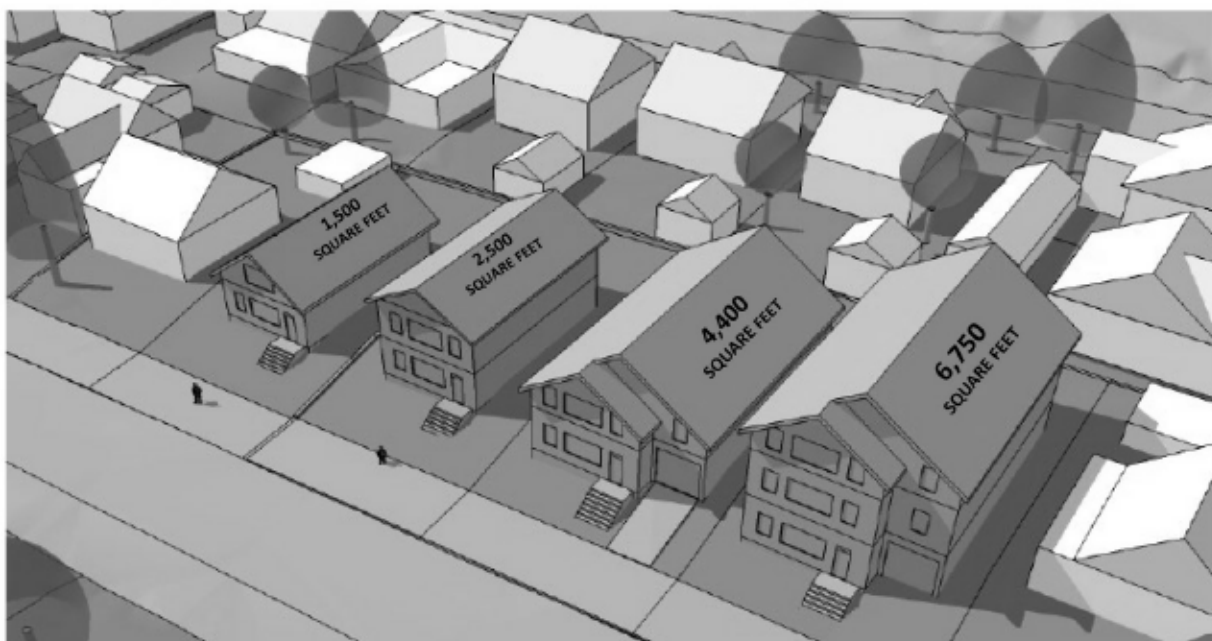
More info: <https://olis.leg.state.or.us/liz/2019R1/Downloads/MeasureDocument/HB2001/Enrolled>

B. The RIP is designed to address these concerns:

1. The additional housing needed in Portland is expected to increase by 123,000 households by 2035. 20% of these units are planned to be added in "Single Dwelling" zoned areas.
2. Existing housing is increasingly expensive in the Portland area. Between 2011 and 2015, the median home sale price citywide rose 44%—or more than \$100,000.
3. The use of built housing space has changed over time:
 - In 1920 the average household had 4.3 members living in 1,326 sq.ft. of space.(308 sq.ft./person)
 - In 2010 the average household had 2.6 members living in 2,430 sq.ft. of space (934 sq.ft./person)
4. Because of increasing population and limited housing, housing prices and rents in the Portland area have already become unaffordable for many lower and middle income residents, including the millennial children of existing residents.
5. The increase in home and rental prices is forcing lower income residents, including diverse populations, out of the Portland area.
6. Housing needs in the Portland area have changed and are continuing to change.
 - A smaller percentage of households has with children, reducing the need for larger homes.
 - An aging population and smaller numbers in families owning current homes means that while current house sizes remain the same, there are fewer people living in them.
 - For those who want to downsize and/or age in place, the current zoning restrictions that allow only 1 Accessory Dwelling Unit (ADU) per lot make it fairly expensive to do so.
 - The Portland area's racial and cultural diversity has grown. Many in this population have difficulty finding affordable housing in the current Portland market.
7. New construction currently favors larger replacement single family houses on existing single and double lots (McMansions) and large multiple housing structures (apartments only and mixed-use structures with ground floor retail).
8. Current zoning prohibits some types of housing that had once been included in some of Portland's older single-dwelling neighborhoods, such as duplexes (currently allowed on corner lots), triplexes and fourplexes.

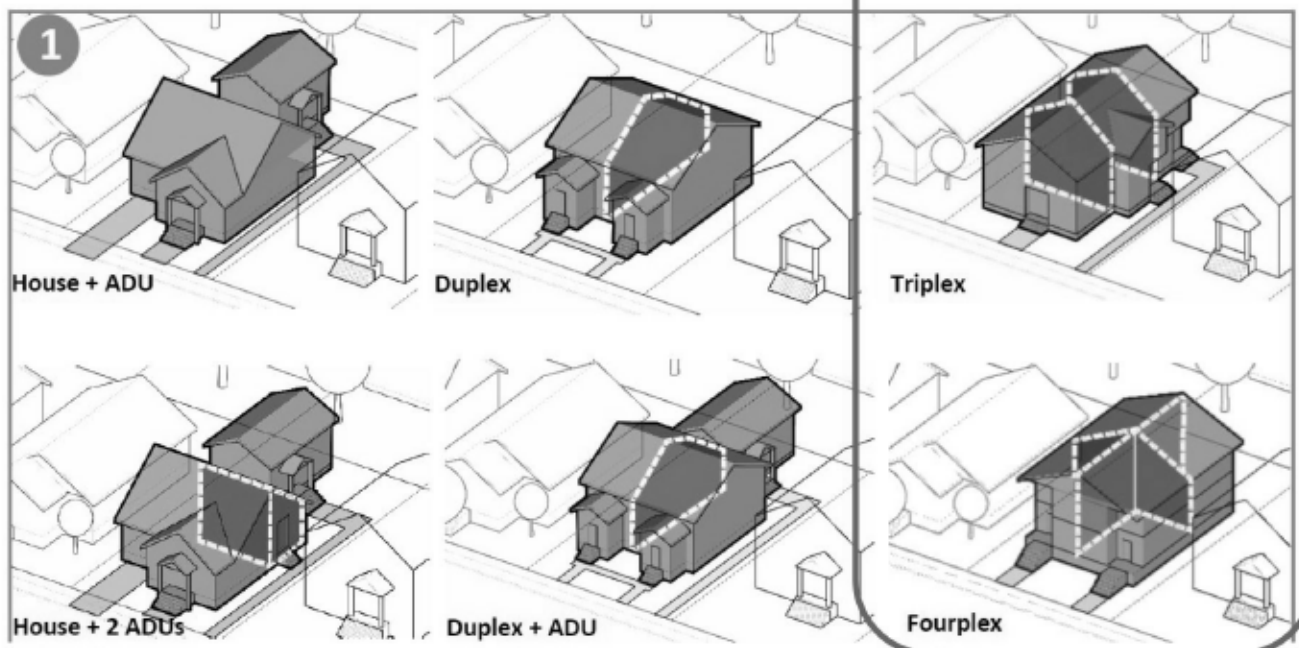
**Planning and Sustainability Commission (PSC) recommendations:
Reduce allowed house size**

1. Reduce the scale of houses



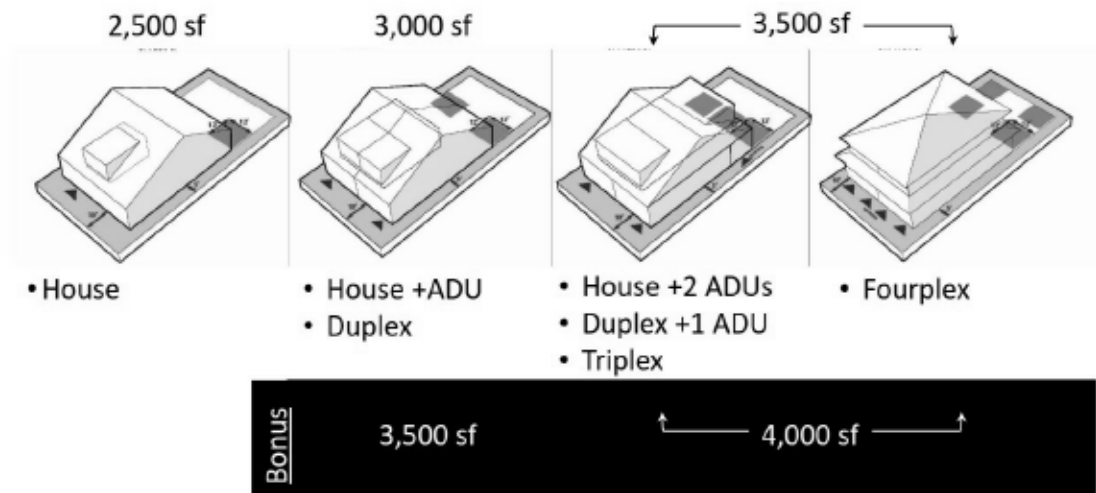
PSC: Allow more housing types in "Single Dwelling" zones

2. Allow more housing types

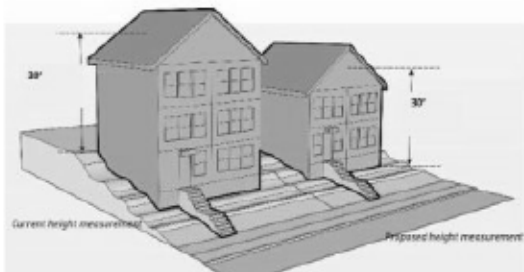


PSC: Revisit structure size as incentive**3. Revisit size of structures**

- Use floor-to-area ratio (FAR)
- Vary FAR by number of units
- Bonus FAR for affordability or preserving house

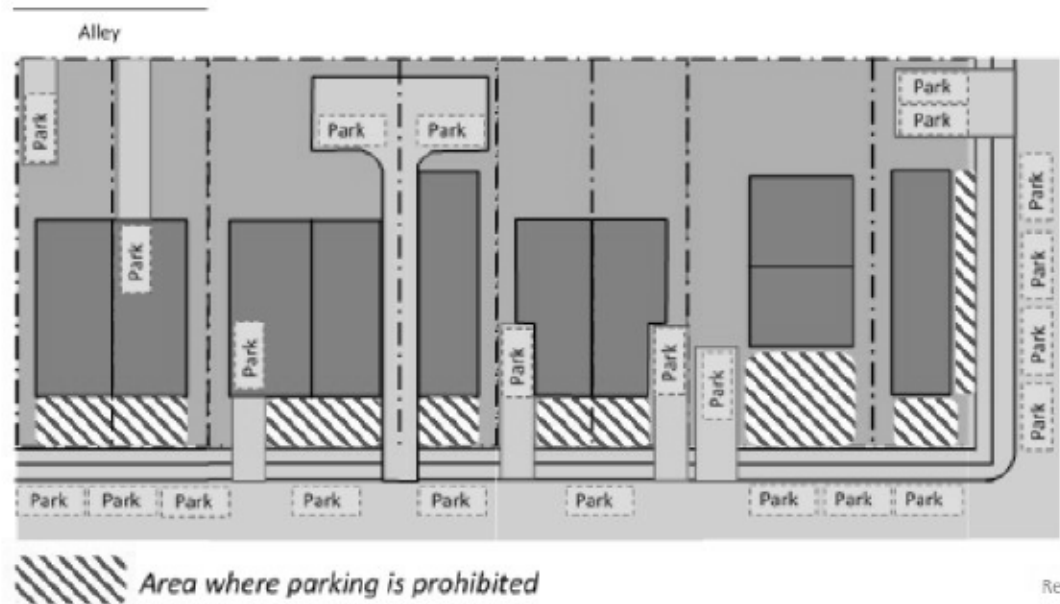
**PSC Recommendations 4 through 6****4. Allow 1 to 4 units on Single Dwelling Zoned Lots Everywhere****5. Rezone Historically Narrow Lots****6. Improve Building Design**

- Measure height from the low point
- Exclude Dormers from height measurement
- Continue to allow 2 and 1/2 stories houses
- Allow 2 ft. eave projections



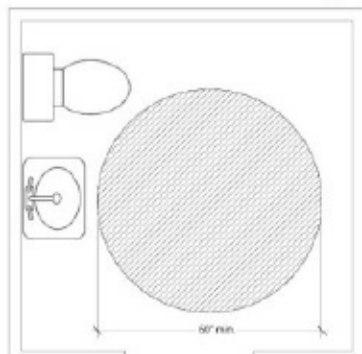
PSC: Reduce parking impacts**7. Improve public realm (parking)**

- Eliminate minimum parking requirement
- Limit parking location

**PSC: Increase number of accessible units****8. Increase accessible units**




1 of 3 or 4 units must have:

- No-step entry
- Wider doorways
- Ground floor bathroom
- Ground floor living space



Proposed “a” Overlay Impacts Almost All Residential Neighborhoods East of the Willamette River and now Includes More Properties East of I-205

Legend

-  R7, R5, R2.5 Base Zones
(Additional housing types allowed as ‘a’ Overlay)
-  ‘z’ Constrained Sites Overlay Zone
(Additional housing types not allowed)
-  RF, R20, R10 Base Zones
(Additional housing types not allowed)

R5 = 5,000 sq. ft. typical sized lot
R2.5 = 2,500 sq. ft. typical sized lot



C. Summary of how House Bill 2001 and proposed RIP affect the Rose City Park Neighborhood

The major impacts of the proposed RIP on the Rose City Park neighborhood include:

- Allowing additional living units to be built on most single dwelling properties (see the map below, yellow and purple areas). The same is true for most single dwelling properties throughout Portland.
 - If the property is in the R5 zone and is at least 4,500 sq. ft., then up to four units may be built. Smaller properties of at least 3,000 sq. ft. may have up to two units.
 - If the property is in the new R 2.5 zone and is at least 3,200 sq. ft., then up to four units may be built. Smaller properties of at least 1,600 sq. ft. may have up to two units.
 - If the property has 3 or 4 units, at least 1 must have a no-step entry, wider doorways, and a bathroom and living area on the ground floor so that it is visitable to someone with mobility impairments (uses a wheelchair, walker, etc.).
- Significantly reducing the maximum building size so that the square footage of all units on the site combined can be, at most, no more 60% of what is allowed currently.
 - The actual maximum building size varies per property and is calculated based on:
 - lot size,
 - the number of units,
 - whether the original home and its street facing façade(front) remains substantially unaltered and
 - whether one of the units is affordable to a household earning no more than 80% of median family income.
- Changing the zoning designation of most historically narrow lots from R5 to R2.5.

The diagrams below depict these proposed changes.

The "a" Overlay impacts all "Single Dwelling" zoned property in the Rose City Park neighborhood

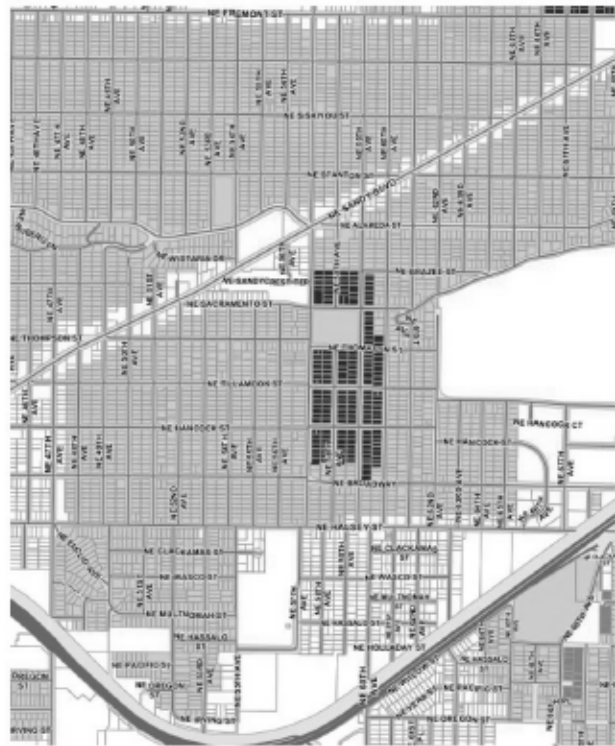
"a" Overlay in RCPNA District

Existing R5 & R2.5 zones (Yellow) or
NEW R2.5 zone (Purple) Allowing 1 – 4 units
per property, including:

- Single Family Unit (SFU)
- Duplexes*/SFD with 1 Accessory Dwelling Unit (ADU)
- New Triplexes**/ SFU + 2 ADUs
- New Four-Plexes**/ SFU + 3 ADUs
- Max height 30'/2-1/2 Story





* 25' wide lots zoned R5 allows Common-wall/
Town home or smaller ADU behind SFD

** If 1 unit is "Visitable"



Proposed Rezone R5 properties to R2.5

Legend

-  Existing R2.5 zoning
-  Proposed R2.5 Comprehensive Plan Map and Zoning Map
-  Concentrations of R5 Historically Narrow Lots
-  City Boundary



Proposed Rezone & Development Options for Existing Historically Narrow Lots

Historically Narrow lots in the RCPNA District will either be rezoned from R5 (typically 5,000 sq.ft. lots) to R2.5 (typically 2,500 sq.ft. lots) or remain R5 with development options to accommodate infill:

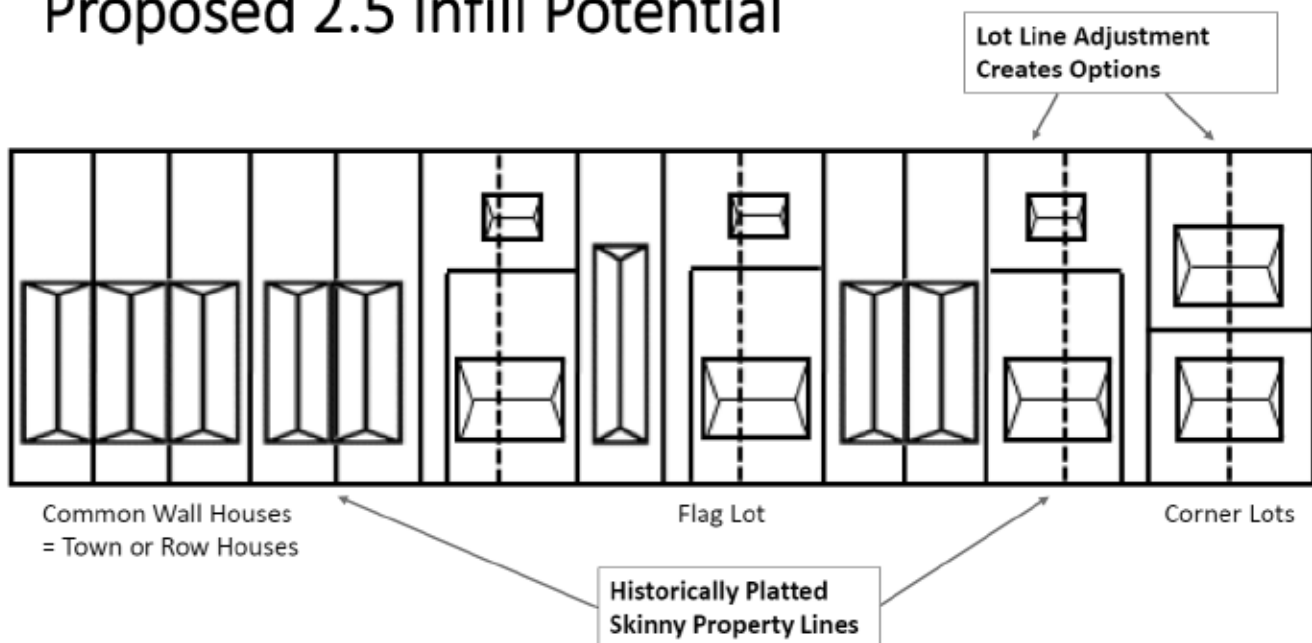
Areas rezoned to R2.5 allow

1. Flag lots
2. Stand-alone housing units
3. Corner lots can rotate property lines for detached houses on wider lots
4. Duplexes allowed on 1,600 – 3,199 sq.ft. lots
5. Triplexes and 4-plexes allowed on lots 3,200 sq. ft. or larger
6. 2 ½ story height limit

Areas Remaining R5 allow

1. Flag lots allowed
2. Pair of attached houses
3. House on flag lot limited to 1,000 sq.ft size and 20 ft. max. height

Proposed 2.5 Infill Potential



* 1. Do you support RIP allowing duplexes on all "Single Dwelling" zoned properties as required by HB 2001?

Note: All Single Dwelling zoned properties currently allow 2 units, a primary structure and accessory dwelling unit(ADU)

Yes

Maybe

No

Other (please specify)

* 2. Do you support RIP allowing 3 living units on all property zoned R5 that contain 4,500 sq.ft. or more in area?

Note 1: This option includes 3-plexes, a duplex with 1 ADU or a primary structure with 2 ADUs, one may be internal to primary, or 3 cottages.

Yes

Maybe

No

If No or Maybe: Where?

3. Do you support RIP allowing 4 living units on all property zoned R5 that contain 4,500 sq.ft. or more in area?

Note: This option includes a 4-plex, a primary structure with 2 internal ADUs and 1 external ADU, 2 duplexes, a 3-plex with 1 ADU, or 4 cottages.

Yes

No

Maybe

If no or maybe - Where?

* 4. Do you support allowing 3 and 4 living units on all properties zoned R5 with lot area containing 4,500 sq.ft. or more if they included the following:

	Yes	No	Maybe
Require 1 or more fully accessible unit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Require 1 or more affordable unit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Require off-street parking for 1 unit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If they were only located on the corner lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other requirement (please describe)

* 5. Do you support RIP allowing 3 living units on all properties zoned R2.5 that contain 3,200 sq. ft. or more in area?

Note: This option includes 3-plexes, a duplex with 1 ADU or a primary structure with 2 ADUs, one or both may be internal to primary, or 3 cottages.

- Yes Maybe
- No

If No or Maybe: Where?

6. Do you support RIP allowing 4 living units on all property zoned R2.5 that contain 3,200 sq.ft. or more in area?

Note: This option includes 4-plexes, a primary structure with 2 internal ADUs and 1 external ADU, 2 duplexes, a 3-plex with 1 ADU, or 4 cottages.

- Yes
- No
- Maybe

Other (please specify)

* 7. Do you support allowing 3 and 4 living units on all properties zoned R2.5 with lot area containing 3,200 sq.ft. or more if they included the following:

	Yes	No	Maybe
Require 1 or more accessible unit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Require 1 or more affordable unit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Require off street parking	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
If they were only located on the corner lots	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other requirement(please specify)

* 8. Do you support the rezoning of the identified Historically Narrow lots from R5 to R2.5?

- Yes
- No
- Maybe

Other (please specify)

9. Do you support a citywide 2,500 sq.ft. area at 2 1/2 story height as maximum size for a single house in the "Single Dwelling" zone?

Note: House sizes vary in size and height throughout the Portland area.

- Yes, the same maximum house size should be applied citywide
- No, the maximum house size should be varied to better match the size of the existing housing stock in each neighborhood.
- No, the maximum house size should be larger
- No, the maximum house size should be smaller
- Maybe

Other (please specify)

10. Do you support basing the maximum total square footage of housing allowed on a lot on the number of dwelling units it has?

See: Diagram of PSC recommendation based on 5,000 sq.ft lot

	Strongly approve	Approve	Neutral	Disapprove	Strongly Disapprove
2,500 sq.ft. for 1 dwelling unit	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3,000 sq.ft for 2 units	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3,500 sq.ft. for 2 dwelling units if original house is preserved or one unit is affordable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
3,500 sq.ft for 3 or 4 dwelling units if 1 unit is accessible	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
4,000 sq.ft for 3 or 4 dwelling units if 1 unit is accessible and if original house is preserved or one unit is affordable	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

* 11. How well does the proposed RIP satisfy its Goals?

	Very Well	Fairly Well	Neutral	Poorly	Very Poorly
Provide clear rules for future development	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Provide diverse housing opportunities	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Support housing affordability and extend access to neighborhood amenities to the lower income population	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Fit the context of the existing neighborhood	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Allow current and new housing to adapt over time	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>
Avoid increasing the risk of displacement for current households	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>	<input type="radio"/>

Other (please specify)

12. Optional: Which of the following best describes you?

- White or Caucasian
- Black or African American
- Hispanic or Latino
- Asian or Asian American
- American Indian or Alaska Native
- Native Hawaiian or other Pacific Islander
- Another race
- Other (please specify)

13. Optional: Which choice best describes your age?

- Under 18
- 18-24
- 25-34
- 35-44
- 45-54
- 55-64
- 65+

14. Optional: What best describes your living situation?

- Owner of a single dwelling unit
- Renter of a single dwelling unit
- Renter of an apartment dwelling unit
- Renter of a room in a shared dwelling unit
- Houseless
- Other (please specify)

This concludes our survey. *Please share it with your neighbors!*

Property owners will not be mailed a public notice for the hearing on the "a" Overlay. City staff has determined that an overlay is not considered a zone change.

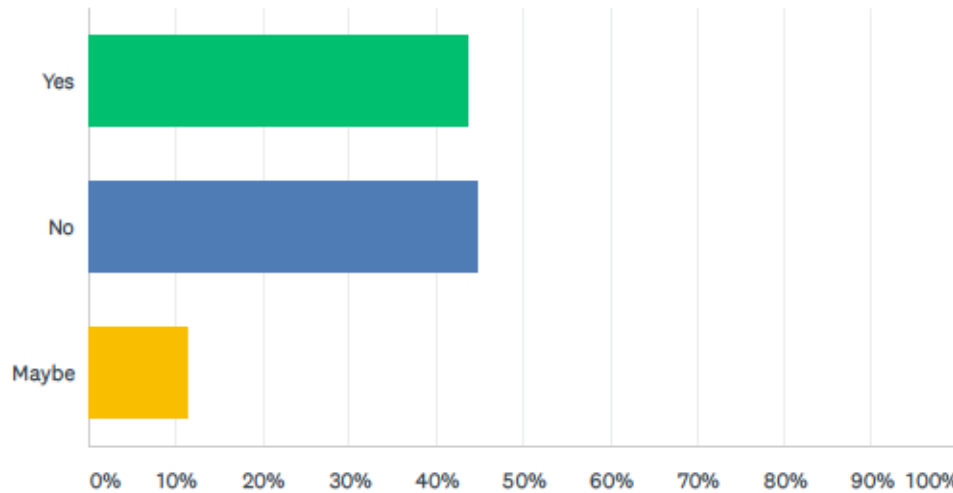
The City Council's decision on the RIP is the final local decision. The City Charter does not allow voters to require a public vote. Only a majority vote of the City Commissioners can require a public vote on this matter.

Thank you so much for your time and consideration.

**Board of Directors
Rose City Park Neighborhood Association**

Q1 Do you support RIP allowing duplexes on all "Single Dwelling" zoned properties as required by HB 2001? Note: All Single Dwelling zoned properties currently allow 2 units, a primary structure and accessory dwelling unit(ADU)

Answered: 208 Skipped: 0

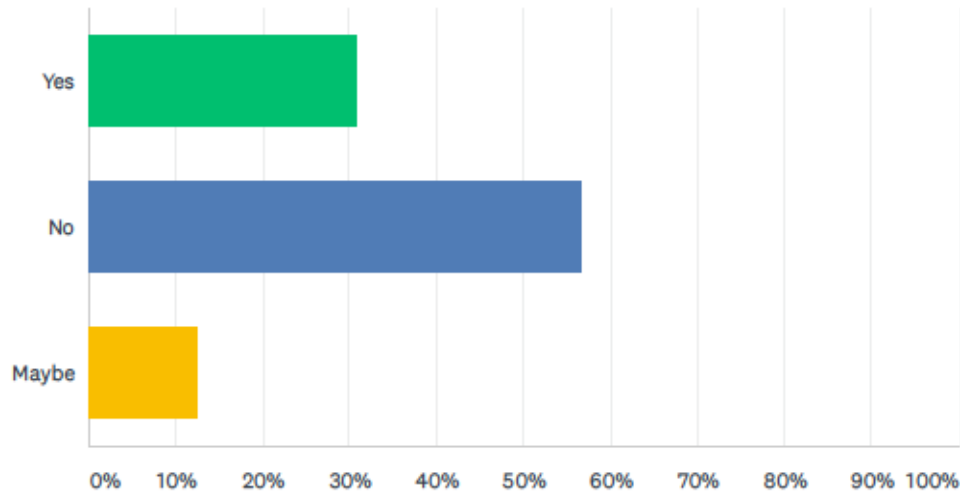


ANSWER CHOICES	RESPONSES	
Yes	43.75%	91
No	44.71%	93
Maybe	11.54%	24
TOTAL		208

#	OTHER (PLEASE SPECIFY)	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	Three main reasons: 1) Given what i am learning from PBOTs plans for Halsey, I see nothing related to how traffic for this proposed increase of residents can be sustained. I hear "they shouldn't drive" as a response. PEOPLE PREDOMINATELY DRIVE CARS and this reality needs to be addressed. 2) The impact on already filled street parking would be dramatic. There is no parking plan and as I read this, parking will be greatly limited for all residents because these new changes provide very little parking. And 3)This is an historically platted and wonderfully planned neighborhood. Although, I support and may even remodel my garage for an ADU, most of the properties in the "purple" stretch are viable homes. The influence of "flipper" developers has been growing. I am thankful for the size/particularly heighth restrictions but this effort shows nothing about maintaining the historic look/character of the homes in this neighborhood.	1/5/2020 11:37 PM
3	It will only add a fraction of the housing promised. Might as well let the state impose it on us rather than this dumb plan.	1/5/2020 10:56 PM
4	I would support only if a livable SFD is not removed in order to build a duplex or any other configuration.	1/5/2020 6:49 PM
5	one affordable multiple dwelling per city block	1/4/2020 6:33 PM
6	on available lots, yes. i don't want existing homes torn down unless they are dilapidated or tiny	1/4/2020 3:22 PM
7	I think there should be a limit per block and must depend on available parking and maintaining space for trees & vegetation; okay on corners	1/4/2020 8:10 AM
8	Would want design review and assurance of consideration of air space and sunshine	1/4/2020 6:38 AM
9	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
10	Only on corner lots	1/3/2020 3:27 AM
11	The local neighborhood (the people living within a block of the site) should be asked to share their opinion on the proposed living space.	1/3/2020 2:01 AM
12	The rezoning of ALL lots is troublesome, and can lead to unplanned development with unintended negative impact	1/2/2020 5:10 AM
13	the existing code allowing ADU's on all lots is adequate	1/2/2020 12:15 AM
14	If a new building is built, it needs to match the look and feel of the neighborhood	12/31/2019 10:09 PM
15	Yes but only is the maximum size is the same as single family house. And it needs to be scaled further to fit into the specific street, e.g. we could say20% bigger than the average house on that street	12/31/2019 4:14 AM
16	If we are to increase housing units City should limit increase to the carrying capacity of the neighborhood. A formula could include existing congestion, existing multi-family homes (adus, apartments, duplexes-4plexes, etc), traffic, amount of available existing and future on-street parking, utility capacity and other necessary quality of life criteria. Also, all existing and new units should have off-street parking (2 spaces per unit). To do otherwise pushes NW 23rd Ave lack of parking problems off to future businesses and families.	12/31/2019 3:57 AM
17	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
18	On not more than 25% of lots on a block.	12/30/2019 6:15 PM
19	Not without off-street parking required for each unit and building footprints, heights, setbacks and yards that are similar in size to existing properties in the same block	12/30/2019 12:18 AM

Q2 Do you support RIP allowing 3 living units on all property zoned R5 that contain 4,500 sq.ft. or more in area? Note 1: This option includes 3-plexes, a duplex with 1 ADU or a primary structure with 2 ADUs, one may be internal to primary, or 3 cottages.

Answered: 208 Skipped: 0



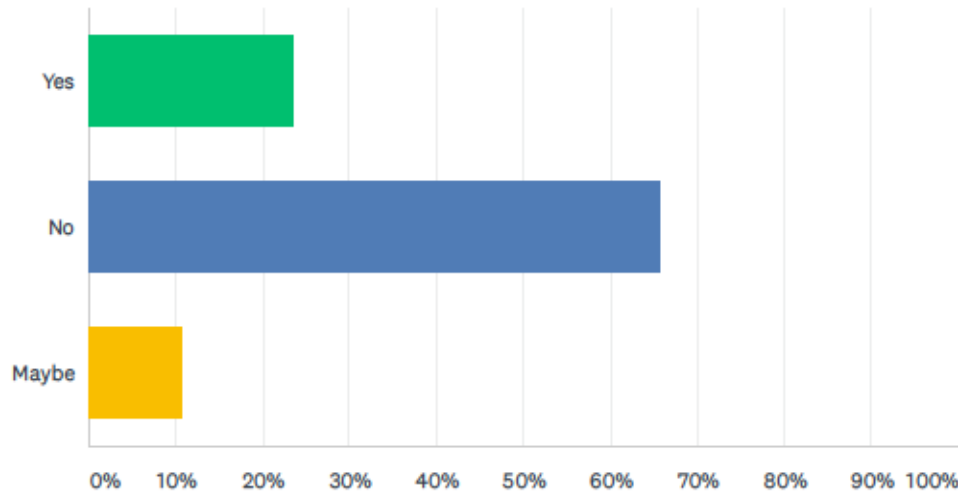
ANSWER CHOICES	RESPONSES	
Yes	30.77%	64
No	56.73%	118
Maybe	12.50%	26
TOTAL		208

#	IF NO OR MAYBE: WHERE?	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	Downtown, non-residential.	1/6/2020 12:09 AM
3	Once again, parking and traffic is not being addressed at all in RIP - or sold as an "improvement." It's a problem already, and this plan will only make it worse. I am very concerned about storm water and how more hard surface will impact drainage. I realize many don't like to garden and gardening can have its own environmental issues, but exposed soil is how nature recycles water. We have had some major sewer work on a couple streets - I endured the 60th st upgrade. The rest of the sewer system is very old and fragile. This would create more problems for the whole system.	1/5/2020 11:37 PM
4	Not with Chloe Eudaly's amendments.	1/5/2020 10:56 PM
5	I would support only if a livable SFD is not removed in order to build a duplex or any other configuration.	1/5/2020 6:49 PM
6	only on undeveloped land	1/5/2020 6:07 PM
7	Along major transportation/commercial routes	1/5/2020 5:46 PM
8	Needs to have parking requirements/minimums for 2+units	1/5/2020 5:24 AM
9	On Corner Lots and on major traffic thoroughfares	1/5/2020 4:59 AM
10	?	1/4/2020 7:46 PM
11	one affordable multiple dwelling unit per block	1/4/2020 6:33 PM
12	if some offstreet parking is provided	1/4/2020 3:22 PM
13	Allow on corners, or allow if building footprint & imperviousness won't increase. We need to preserve vegetation for aesthetic quality, habitat, air quality, Water quality and Stormwater management, local climate benefits and carbon sequestration!	1/4/2020 8:10 AM
14	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
15	no more than 50% of allowable lots in the area	1/3/2020 10:59 PM
16	options are agreeable EXCEPT 3-plexes, 3-plexes make the lot too crowded	1/3/2020 10:34 PM
17	3-plexes and 4-plexes should be aggregated in limited areas, e.g. 53rd Ave to 63 Ave south of Halsey.	1/3/2020 1:34 PM
18	Allow 3 unit residential buildings only on R-5 lots 6,000 square feet or larger, AND on corners and on high-frequency transit corridors.	1/3/2020 3:27 AM
19	The local local neighborhood association and the neighborhood (the people living within a block of the site) should be asked to share their opinion on the proposed living space.	1/3/2020 2:01 AM
20	Within 1 block major thoroughfare and mass transit line	1/2/2020 1:06 PM
21	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
22	only on main arterial streets such as 57th Ave, NE Halsey, NE 53rd South of Halsey	1/1/2020 11:01 PM
23	Only on properties that are directly on main thoroughfares (i.e., on Sandy Blvd).	1/1/2020 8:41 PM
24	Corner lots	1/1/2020 8:36 PM
25	Nowhere. Stop cramming more people in neighborhoods that can't accommodate the cars & traffic.	1/1/2020 12:58 AM
26	If a new building is built, it needs to match the look and feel of the neighborhood	12/31/2019 10:09 PM
27	Don't know	12/31/2019 8:09 PM
28	corner lots only	12/31/2019 3:58 PM
29	only on transit corridors	12/31/2019 4:14 AM
30	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM

31	Only on major streets such as Sandy and Fremont	12/30/2019 3:57 PM
32	On Corner lots only and only with off-street parking required for each unit as allowed by HB2001	12/30/2019 12:18 AM

Q3 Do you support RIP allowing 4 living units on all property zoned R5 that contain 4,500 sq.ft. or more in area? Note: This option includes a 4-plex, a primary structure with 2 internal ADUs and 1 external ADU, 2 duplexes, a 3-plex with 1 ADU, or 4 cottages.

Answered: 207 Skipped: 1



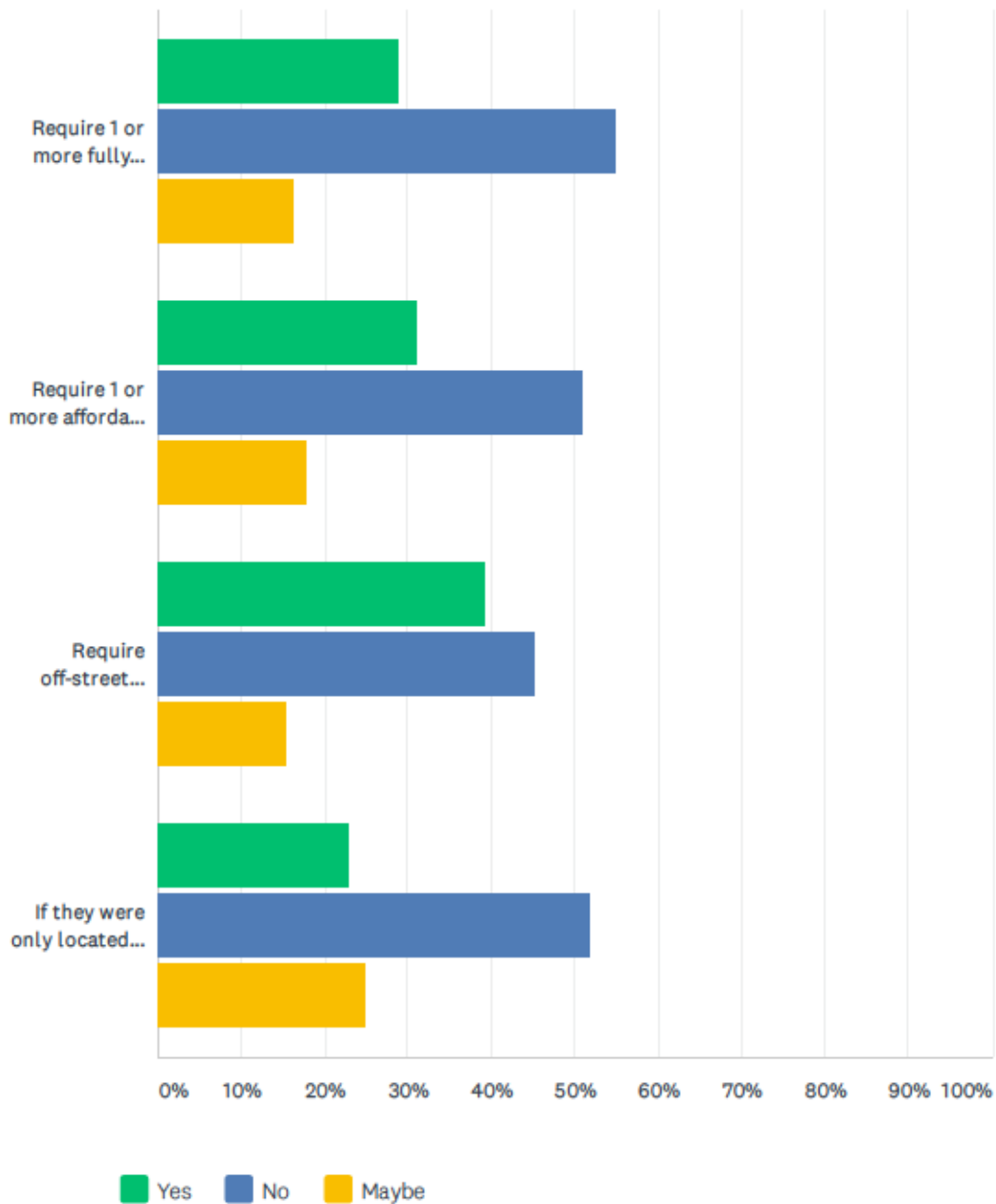
ANSWER CHOICES	RESPONSES	
Yes	23.67%	49
No	65.70%	136
Maybe	10.63%	22
TOTAL		207

#	IF NO OR MAYBE - WHERE?	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	I would support this higher density near higher density streets.	1/5/2020 11:43 PM
3	I like the idea of more "smaller spaces" but not if they allow developers to impose their profit on the rest of us - parking, traffic and storm water. Same issues as above - concern for FAR coverage of drainage and PARKING issues. No plan for parking is not just "no plan" but	1/5/2020 11:37 PM
4	Not with Chloe Eudaly's amendments.	1/5/2020 10:56 PM
5	Where there are existing apartment complexes and commercial areas	1/5/2020 6:49 PM
6	only on undeveloped land	1/5/2020 6:07 PM
7	Along major transportation/commercial routes	1/5/2020 5:46 PM
8	On major traffic thoroughfares only as a part of multi-family or commercial/mixed-use development	1/5/2020 4:59 AM
9	At corners	1/5/2020 2:24 AM
10	City of Portland just went through a long process to adjust zoning in the City. Density of this type should have been contemplated by rezoning areas to R1. We have a zone for this density.	1/4/2020 9:41 PM
11	?	1/4/2020 7:46 PM
12	hard to imagine a lot that big	1/4/2020 6:59 PM
13	one affordable multiple dwelling unit per block	1/4/2020 6:33 PM
14	on the west side	1/4/2020 3:22 PM
15	Too crowded, not enough own space; posing parking, environmental, etc. problems	1/4/2020 8:10 AM
16	With review	1/4/2020 6:38 AM
17	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
18	sliding scale: if 50 % allow 3 then only 25% allow 4 in any given area. Control density. PROVIDE OFF STREET PARKING	1/3/2020 10:59 PM
19	R5 only when along major streets	1/3/2020 10:34 PM
20	3-plexes and 4-plexes should be aggregated in limited areas, e.g. 53rd Ave to 63 Ave south of Halsey	1/3/2020 1:34 PM
21	Allow 4-unit buildings in R-5 only on lots 8,000 square feet or larger, on corners, and on high-frequency transit streets.	1/3/2020 3:27 AM
22	The local neighborhood association and the neighborhood (the people living within a block of the site) should be asked to share their opinion on the proposed living space.	1/3/2020 2:01 AM
23	Not within a neighborhood core, possibly within 1 block of major thoroughfare with bus/max line	1/2/2020 1:06 PM
24	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
25	only on main arterial streets such as 57th Ave, NE Halsey, NE 53rd South of Halsey	1/1/2020 11:01 PM
26	With conditions set for maximum height to conform with existing neighborhood home average.	1/1/2020 9:55 PM
27	Again, ONLY on main thoroughfares. I rent an apartment - I do not own a home - and yet I recognize the value that single-family neighborhoods provide. They allow greenspace, relative solitude, and a respite from noise and congestion. These are not optional things to quality of life. The changes that are being proposed will be the last nail in the coffin of this city. I am saying that as a lifelong Portlander. You are on the verge of destroying the last good things about Portland.	1/1/2020 8:41 PM
28	Corner lots	1/1/2020 8:36 PM
29	Nowhere. Stop cramming more people in neighborhoods that can't accommodate the cars & traffic.	1/1/2020 12:58 AM

30	With a 4-plex, there won't be any outdoor space for children to play in. Outdoor space is important for additional creative play for children.	12/31/2019 10:09 PM
31	Don't know	12/31/2019 8:09 PM
32	On on transit corridors	12/31/2019 4:14 AM
33	Try the west side for a change.	12/31/2019 2:54 AM
34	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
35	corner units.	12/31/2019 2:20 AM
36	Nowhere.	12/30/2019 6:15 PM
37	Only directly on corridor streets only and only with off-street parking required for each unit along with building footprints, heights, setbacks and yards that are similar in size to existing properties in the same block.	12/30/2019 12:18 AM

Q4 Do you support allowing 3 and 4 living units on all properties zoned R5 with lot area containing 4,500 sq.ft. or more if they included the following:

Answered: 208 Skipped: 0



	YES	NO	MAYBE	TOTAL
Require 1 or more fully accessible unit	28.85% 60	54.81% 114	16.35% 34	208
Require 1 or more affordable unit	31.25% 65	50.96% 106	17.79% 37	208
Require off-street parking for 1 unit	39.42% 82	45.19% 94	15.38% 32	208
If they were only located on the corner lots	23.08% 48	51.92% 108	25.00% 52	208

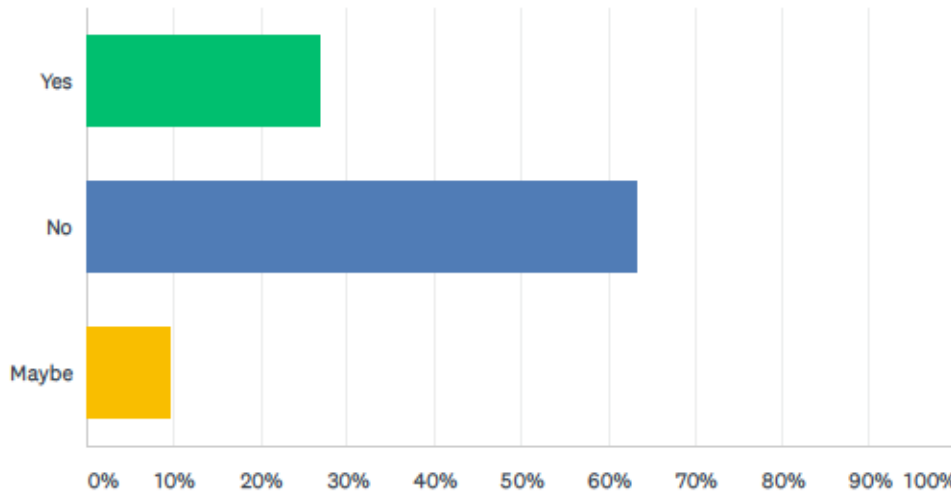
#	OTHER REQUIREMENT (PLEASE DESCRIBE)	DATE
1	NOT ON ALL - MAYBE CORNER LOTS	1/6/2020 1:49 AM
2	MUST require off street parking for ALL units	1/6/2020 12:55 AM
3	As someone who spent time in a wheelchair, I very much appreciate accessibility. I couldn't stay in my home for almost 20 weeks because it was not accessible. But that will also be hard depending upon the lot - particularly the topography. I very much like the new construction that has a daylight basement type garage as off street parking needs to be part of the development. That then limits the accessibility - a quandary. There are other ways developers can provide access without having the door on the ground. I would like to see these options as an incentive. Parking has to be addressed! Very much like incentives for lower income units.	1/5/2020 11:37 PM
4	Not with Chloe Eudaly's amendments.	1/5/2020 10:56 PM
5	Corner lots and regular lots	1/5/2020 5:00 PM
6	This question and its answers are poorly worded and no outcome of the results should be used to make a representative statement about RCPNA preferences	1/5/2020 4:45 PM
7	Need more than one parking space for 4 units.	1/5/2020 5:24 AM
8	This development can not reduce off-street parking for neighboring properties. Portland neighborhoods have a high number of shared driveways.	1/5/2020 4:59 AM
9	require parking (street or off-street) 1 per unit	1/4/2020 9:32 PM
10	I would support 3 units with the above important. Incentives need to focus on affordability. Accessibility is important, too. 3 units is too many mid-block if one unit is not internal/wiring existing footprint	1/4/2020 8:10 AM
11	Would want a max number per xx area, so that an entire block couldn't be jammed with them	1/4/2020 6:38 AM
12	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
13	Require off street parking for 3 or 4 units	1/3/2020 11:15 PM
14	at least 2 parking on property	1/3/2020 10:59 PM
15	allowable if the R5 is along a major street. parking should be required.	1/3/2020 10:34 PM
16	3-plexes and 4-plexes should be aggregated in limited areas, e.g. 53rd Ave to 63 Ave south of Halsey	1/3/2020 1:34 PM
17	If 3 and 4 unit dwellings are permitted on R-5 lots, then ALL of the units must be affordable.	1/3/2020 3:27 AM
18	The local neighborhood association and the neighborhood (the people living within a block of the site) should be asked to share their opinion on the proposed living space.	1/3/2020 2:01 AM
19	Require off street parking for ALL units and property	1/2/2020 4:48 PM
20	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
21	adequate parking for units is necessary	1/1/2020 11:50 PM
22	Any 4-plex requires at least 1 accessible or affordable unit to be incorporated. 4-plex required to include at least 2 off street parking spots. Any 3-plex requires at least 1 off street parking spot.	1/1/2020 9:55 PM
23	Again, ONLY directly on main thoroughfares. If we destroy our neighborhoods, we will never, ever get them back.	1/1/2020 8:41 PM
24	Located within 1/2 mile of frequent transit	1/1/2020 8:36 PM
25	Off-street parking for ALL units. Our narrow streets cannot take any more cars.	1/1/2020 12:58 AM
26	Not sure I understand how to parse the multiple lines of the question	12/31/2019 10:21 PM
27	4 units on a R5 lot is too much. Not enough outdoor space.	12/31/2019 10:09 PM
28	I think this plan has completely omitted the usage of automobiles. No matter how hard the city/state pushes, the residents of the Northwest are not going to give up their automobiles. We are	12/31/2019 8:44 PM

lovers of the out of doors and we use our cars to transport us to areas outside of the city. Furthermore, we do not have the infrastructure to handle all these new residents into the inner city neighborhoods. You get a mass transit system that could handle all these families, I would maybe alter my stance.

29	Require off-street parking for all units	12/31/2019 8:16 PM
30	This seems to be not what is proposed by RIP. I support the RIP as currently written including the visitable requirements, FAR bonus for affordable, change in parking standards, and interior as well as corner lots,	12/31/2019 7:54 PM
31	Off street parking for at least two to three units	12/31/2019 5:14 AM
32	They need to require that ALL of units are affordable at say 80% MFI	12/31/2019 4:14 AM
33	Increasing density without increasing parking locations is already problematic. Adding yet more density with little to no parking will likely be a nightmare.	12/31/2019 2:38 AM
34	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
35	Building footprints, heights, setbacks and yards need match the existing porperties average on a given block	12/30/2019 12:18 AM
36	Only on corner lots, with off-street parking for all types of units except ADUs (an accessible or affordable ADU would be consider accessible or affordable, not an ADU)	12/30/2019 12:04 AM
37	3 and 4 unit properties should not be limited to corner lots	12/30/2019 12:01 AM

Q5 Do you support RIP allowing 3 living units on all properties zoned R2.5 that contain 3,200 sq. ft. or more in area? Note: This option includes 3-plexes, a duplex with 1 ADU or a primary structure with 2 ADUs, one or both may be internal to primary, or 3 cottages.

Answered: 208 Skipped: 0



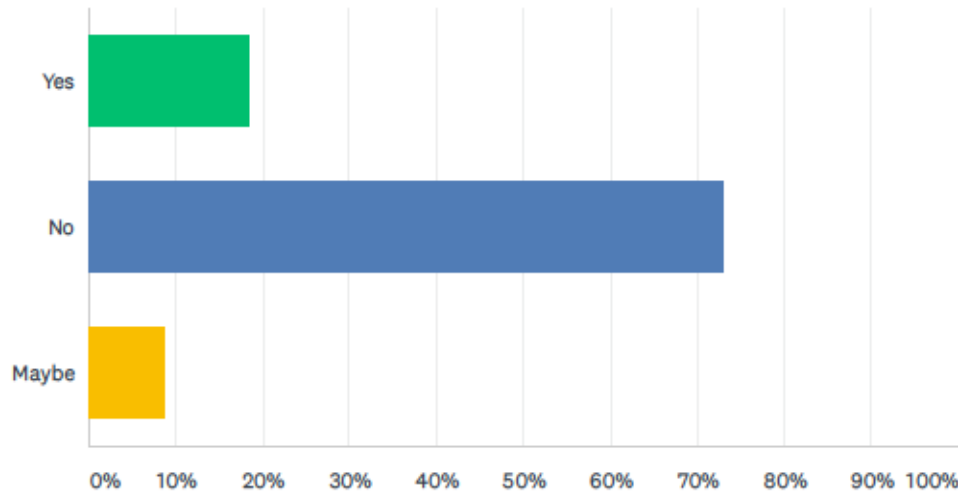
ANSWER CHOICES	RESPONSES	
Yes	26.92%	56
No	63.46%	132
Maybe	9.62%	20
TOTAL		208

#	IF NO OR MAYBE: WHERE?	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	I would support this higher density near higher density streets.	1/5/2020 11:43 PM
3	Want to see utility improvements as part of the city/developer responsibility - not falling on the current residents. I want to see a limit in how much construction can happen simultaneously. We have had nightmare situations of congestion and inconvenience. It can be done better. And still very concerend about the envronemntal impacts of less soil/vegetation as hard surfaces cover the property.	1/5/2020 11:37 PM
4	Not with Chloe Eudaly's amendments.	1/5/2020 10:56 PM
5	I would support only if a livable SFD is not removed in order to build a duplex or any other configuration.	1/5/2020 6:49 PM
6	only on undeveloped land	1/5/2020 6:07 PM
7	Along major transportation/commercial routes	1/5/2020 5:46 PM
8	In areas not densely populated and where streets are not narrow	1/5/2020 10:43 AM
9	On corner lots and major traffic thoroughfares.	1/5/2020 4:59 AM
10	Not on Existing lots in neighborhood where a home already exists	1/4/2020 11:07 PM
11	In R1 and above zoned lots.	1/4/2020 9:41 PM
12	some neighborhoods closer to mass transit make sense; others do not	1/4/2020 9:32 PM
13	?	1/4/2020 7:46 PM
14	one affordable multiple dwelling unit per block	1/4/2020 6:33 PM
15	on 5000 sq ft lots	1/4/2020 3:22 PM
16	It seems really crowded. Need open space. Allow on corners, transit corridors.	1/4/2020 8:10 AM
17	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
18	see above comments on controlling density	1/3/2020 10:59 PM
19	only when along major streets	1/3/2020 10:34 PM
20	3-plexes and 4-plexes should be aggregated in limited areas, e.g. 53rd Ave to 63 Ave south of Halsey	1/3/2020 1:34 PM
21	No more than 2 units per lot, which may be a duplex or single-family dwelling with an ADU, and all units must be affordable.	1/3/2020 3:27 AM
22	The local neighborhood association and the neighborhood (the people living within a block of the site) should be asked to share their opinion on the proposed living space.	1/3/2020 2:01 AM
23	Within 2 blocks of mass transit bus/max line	1/2/2020 1:06 PM
24	only on existing R2.5	1/2/2020 1:47 AM
25	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
26	on lots at least 4500 sq ft	1/1/2020 11:50 PM
27	nowhere, not an option	1/1/2020 11:01 PM
28	Height restrictions to reflect surrounding area. At least 1 off street parking spot.	1/1/2020 9:55 PM
29	Only directly on main thoroughfares. We cannot afford to turn the entirety of this city into high-congestion areas. It would make living here, with absolutely nowhere to go, nowhere to walk ourselves and our pets, that isn't just an ugly, claustrophobic nightmare.	1/1/2020 8:41 PM
30	Corner lots	1/1/2020 8:36 PM
31	Just no. Nowhere.	1/1/2020 12:58 AM

32	It would depend on the location and how much outdoor space there is.	12/31/2019 10:09 PM
33	same reason as above, you will destroy what makes our city unique. Would like to know what happen to design revue because what I see being built will look like crap in 10 years.	12/31/2019 8:44 PM
34	Don't know	12/31/2019 8:09 PM
35	corner lots only	12/31/2019 3:58 PM
36	On wider corner lots	12/31/2019 5:14 AM
37	too many units for such a small property	12/31/2019 4:14 AM
38	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
39	Nowhere.	12/30/2019 6:15 PM
40	On Primary corridor streets only with off-street parking required for each unit.	12/30/2019 12:18 AM

Q6 Do you support RIP allowing 4 living units on all property zoned R2.5 that contain 3,200 sq.ft. or more in area? Note: This option includes 4-plexes, a primary structure with 2 internal ADUs and 1 external ADU, 2 duplexes, a 3-plex with 1 ADU, or 4 cottages.

Answered: 207 Skipped: 1

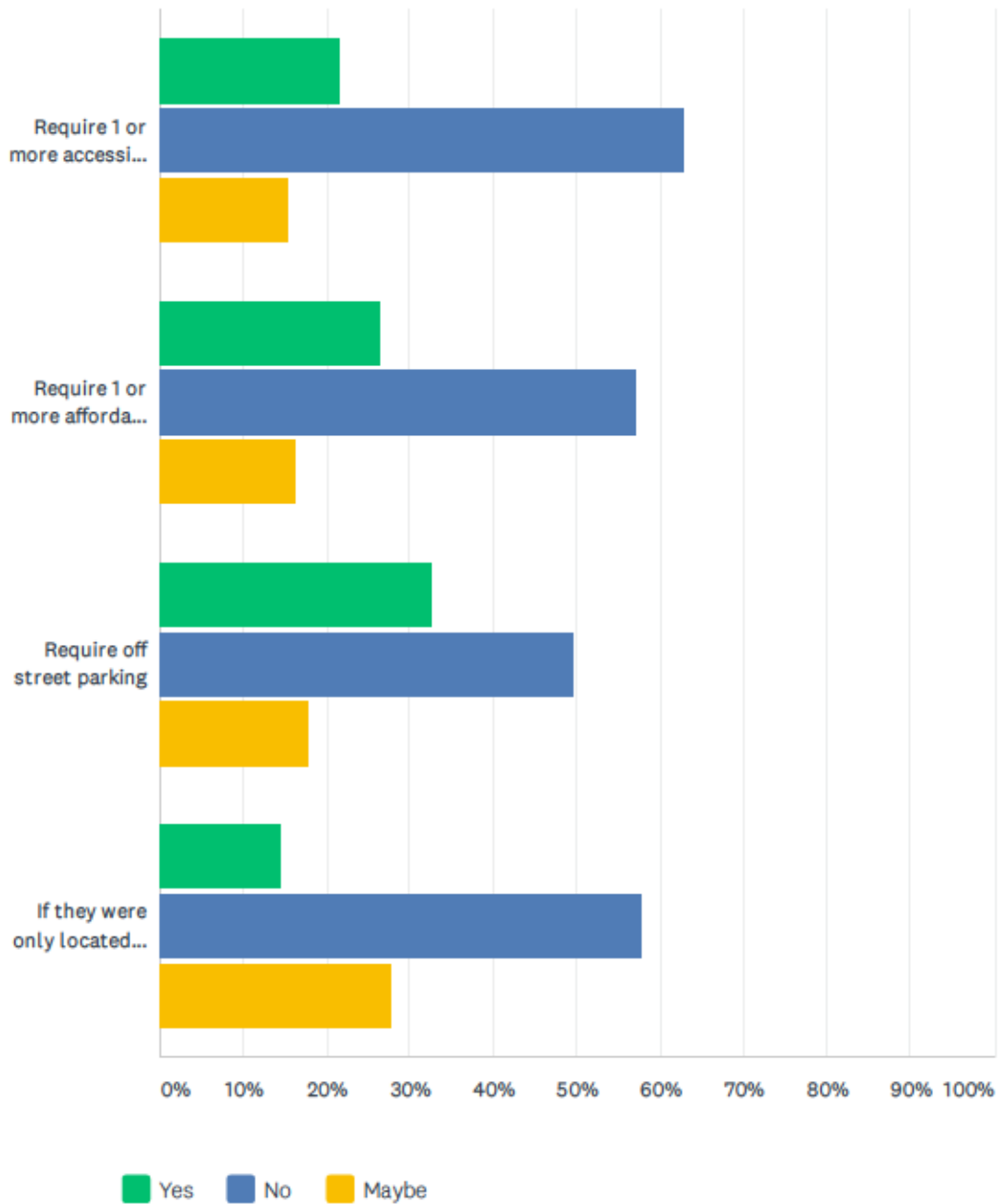


ANSWER CHOICES	RESPONSES	
Yes	18.36%	38
No	72.95%	151
Maybe	8.70%	18
TOTAL		207

#	OTHER (PLEASE SPECIFY)	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	I would support this higher density near higher density streets.	1/5/2020 11:43 PM
3	Same arguments as above - parking/traffic and environmental impacts	1/5/2020 11:37 PM
4	Not with Chloe Eudaly's amendments.	1/5/2020 10:56 PM
5	Too small, not enough parking options	1/5/2020 5:24 AM
6	This is a very dense development and I think it will further drive out families.	1/5/2020 4:59 AM
7	In R1 and above zoned lots. Oregon land use was created so that density could be centered around services and options would still exist for single families to have a small yard. This zoning will drive up land costs because the rental value of a 4 plex is much higher than a single-family home. Therefore, the land value goes up with this zone making it less affordable to purchase a small single-family home.	1/4/2020 9:41 PM
8	some neighborhoods closer to mass transit make sense; others do not	1/4/2020 9:32 PM
9	one affordable multiple dwelling per block	1/4/2020 6:33 PM
10	Again, seems really crowded. If units are small and stacked and there's still open space / vegetation, then maybe. Focus on corners, transit ways.	1/4/2020 8:10 AM
11	Too squished	1/4/2020 6:38 AM
12	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
13	control square footage per unit. Almost 1000sq.ft per person is unnecessary.	1/3/2020 10:59 PM
14	there needs to be space for outdoor yard and for off street parking	1/3/2020 10:34 PM
15	3-plexes and 4-plexes should be aggregated in limited areas, e.g. 53rd Ave to 63 Ave south of Halsey	1/3/2020 1:34 PM
16	On high-frequency transit streets only.	1/3/2020 3:27 AM
17	All single unit properties need to remain single unit properties!	1/2/2020 4:48 PM
18	Within 2 blocks bus/max bike	1/2/2020 1:06 PM
19	only on existing R2.5	1/2/2020 1:47 AM
20	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
21	only on main arterial streets such as 57th Ave, NE Halsey, NE 53rd South of Halsey	1/1/2020 11:01 PM
22	Inner City and regional centers only	1/1/2020 8:36 PM
23	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
24	corner lots best	12/31/2019 2:20 AM
25	Absolutely not	12/30/2019 12:18 AM

Q7 Do you support allowing 3 and 4 living units on all properties zoned R2.5 with lot area containing 3,200 sq.ft. or more if they included the following:

Answered: 208 Skipped: 0

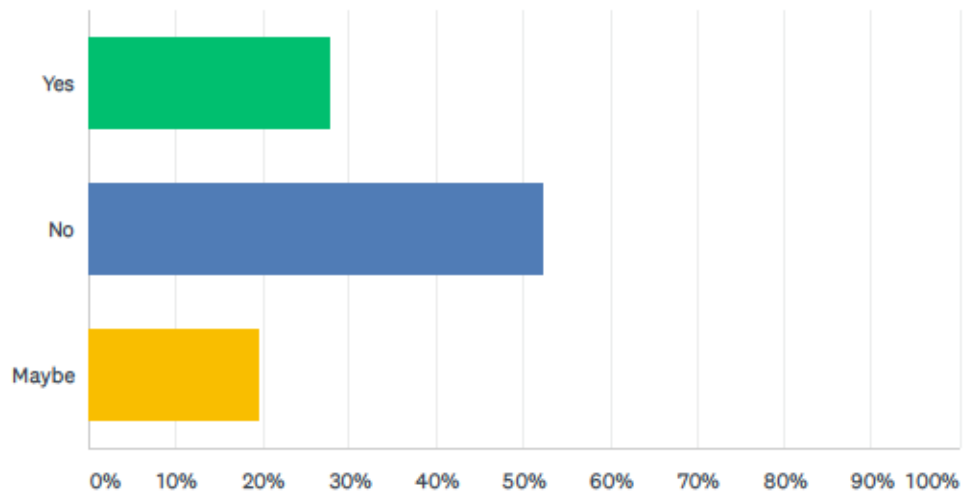


	YES	NO	MAYBE	TOTAL
Require 1 or more accessible unit	21.63% 45	62.98% 131	15.38% 32	208
Require 1 or more affordable unit	26.44% 55	57.21% 119	16.35% 34	208
Require off street parking	32.69% 68	49.52% 103	17.79% 37	208
If they were only located on the corner lots	14.42% 30	57.69% 120	27.88% 58	208

#	OTHER REQUIREMENT(PLEASE SPECIFY)	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	I don't support this many units on R2.5	1/5/2020 11:37 PM
3	Corner lots and regular lots	1/5/2020 5:00 PM
4	This question and its answers are poorly worded and no outcome of the results should be used to make a representative statement about RCPNA preferences	1/5/2020 4:45 PM
5	Too crowded!	1/5/2020 4:59 AM
6	require parking (street or off-street) 1 per unit	1/4/2020 9:32 PM
7	3,200 sf just too small; lot would be crammed full and ugly	1/4/2020 6:59 PM
8	one affordable multiple dwelling per block	1/4/2020 6:33 PM
9	I am so disappointed in this antidensity agenda being pushed by my neighborhood. Change is a fundamental requirement to all living communities and this most certainly includes a need to embrace density issues with a constructive and open mind, traits I do not see represented in the communications of RCPNA. I do not support car centric urban based living nor do I support this over riding fear of change exhibited here. We must embrace aspects of community minded livability that embraces the growing needs of our future neighbors.	1/4/2020 6:12 PM
10	that is still an awfully small space	1/4/2020 3:22 PM
11	I would want all of the above criteria met; and there's needs to be a minimum threshold of open space on each block	1/4/2020 8:10 AM
12	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
13	when along a major street. parking should be required.	1/3/2020 10:34 PM
14	3-plexes and 4-plexes should be aggregated in limited areas, e.g. 53rd Ave to 63 Ave south of Halsey	1/3/2020 1:34 PM
15	Lot is on a high-frequency transit street.	1/3/2020 3:27 AM
16	With off street parking; and/or within 2 blocks of bus/Max	1/2/2020 1:06 PM
17	only on existing R2.5	1/2/2020 1:47 AM
18	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
19	Only on main thoroughfares	1/1/2020 8:41 PM
20	In inner central urban, regional, and town centers	1/1/2020 8:36 PM
21	Off-street parking for ALL units. Our narrow streets cannot take any more cars.	1/1/2020 12:58 AM
22	Not sure how to parse this question	12/31/2019 10:21 PM
23	As in question 4 I support the RIP as currently written.	12/31/2019 7:54 PM
24	only on transit corridors	12/31/2019 4:14 AM
25	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
26	Not 4 units.	12/30/2019 12:18 AM
27	Only on corner lots, with off-street parking for all types of units except ADUs (an accessible or affordable ADU would be consider accessible or affordable, not an ADU)	12/30/2019 12:04 AM

Q8 Do you support the rezoning of the identified Historically Narrow lots from R5 to R2.5?

Answered: 208 Skipped: 0

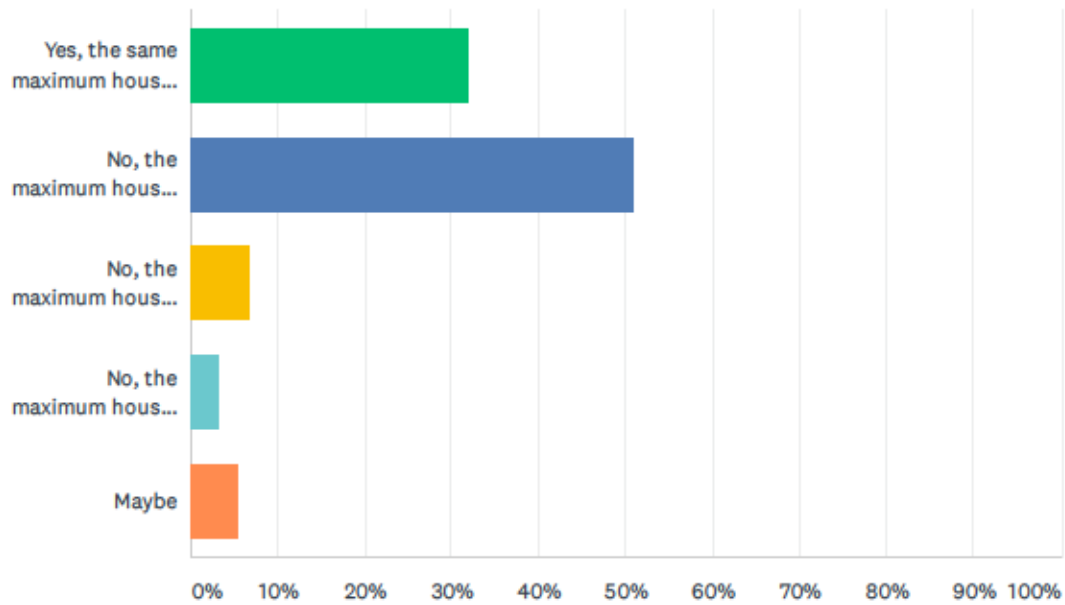


ANSWER CHOICES	RESPONSES	
Yes	27.88%	58
No	52.40%	109
Maybe	19.71%	41
TOTAL		208

#	OTHER (PLEASE SPECIFY)	DATE
1	It'd be a lot by lot thing...	1/5/2020 11:37 PM
2	See notes below	1/5/2020 10:43 AM
3	This will only drive up land costs and doesn't serve anyone but developers. The area within the neighborhood currently designated for this change has only 2 of the 2500sf lots without current housing - 1 lot with 2 200+year old trees and another serving as a back yard. Taking advantage of this rezoning requires demolitions, a process that always drives up housing cost.	1/5/2020 4:59 AM
4	The location of the R2.5 line is arbitrary and does not reflect good zoning practice. If higher density is desirable near services, the up zone should be closer to Sandy. Yes, this would require developers to partition lots but it is the right thing to do. Additionally, the line is arbitrary because it does not include all historically platted R2.5 lots. The line is not equitable. Larger homes with higher home values are saved from the up-zone, while lower value homes/lots are rezoned.	1/4/2020 9:41 PM
5	would prefer this be looked at as a variance, individually	1/4/2020 9:32 PM
6	one affordable multiple dwelling per block	1/4/2020 6:33 PM
7	It isn't clear to me which lots these mean. What is Historically Narrow?	1/4/2020 3:34 PM
8	I don't completely understand the implications.	1/4/2020 8:10 AM
9	I support this more than 4 unit solution	1/4/2020 6:38 AM
10	Only if the building height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
11	again, control density. Look at the area don't just rely on maps and charts	1/3/2020 10:59 PM
12	If adopted this should be limited to band adjacent to all High Frequency Transit	1/2/2020 12:15 AM
13	Historically Narrow Lots is too vague. Need to better understand how these lots were created.	1/1/2020 11:01 PM
14	Within 1/2 mile of frequent transit	1/1/2020 8:36 PM
15	I loathe the way neighborhoods are destroyed with the infill plans the city continues to implement.	1/1/2020 12:58 AM
16	It would depend on the location of the lot in question.	12/31/2019 10:09 PM
17	I support the approach as currently written in the RIP.	12/31/2019 7:54 PM
18	The narrow lots were just a marketing game in the 1920s. They were never meant to be real lots	12/31/2019 4:14 AM
19	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
20	But not the blocks South of Rose City Park School where the proximity of most services are too distant to fit the reasoning for the zone change.	12/30/2019 12:18 AM

Q9 Do you support a citywide 2,500 sq.ft. area at 2 1/2 story height as maximum size for a single house in the "Single Dwelling" zone?Note: House sizes vary in size and height throughout the Portland area.

Answered: 206 Skipped: 2

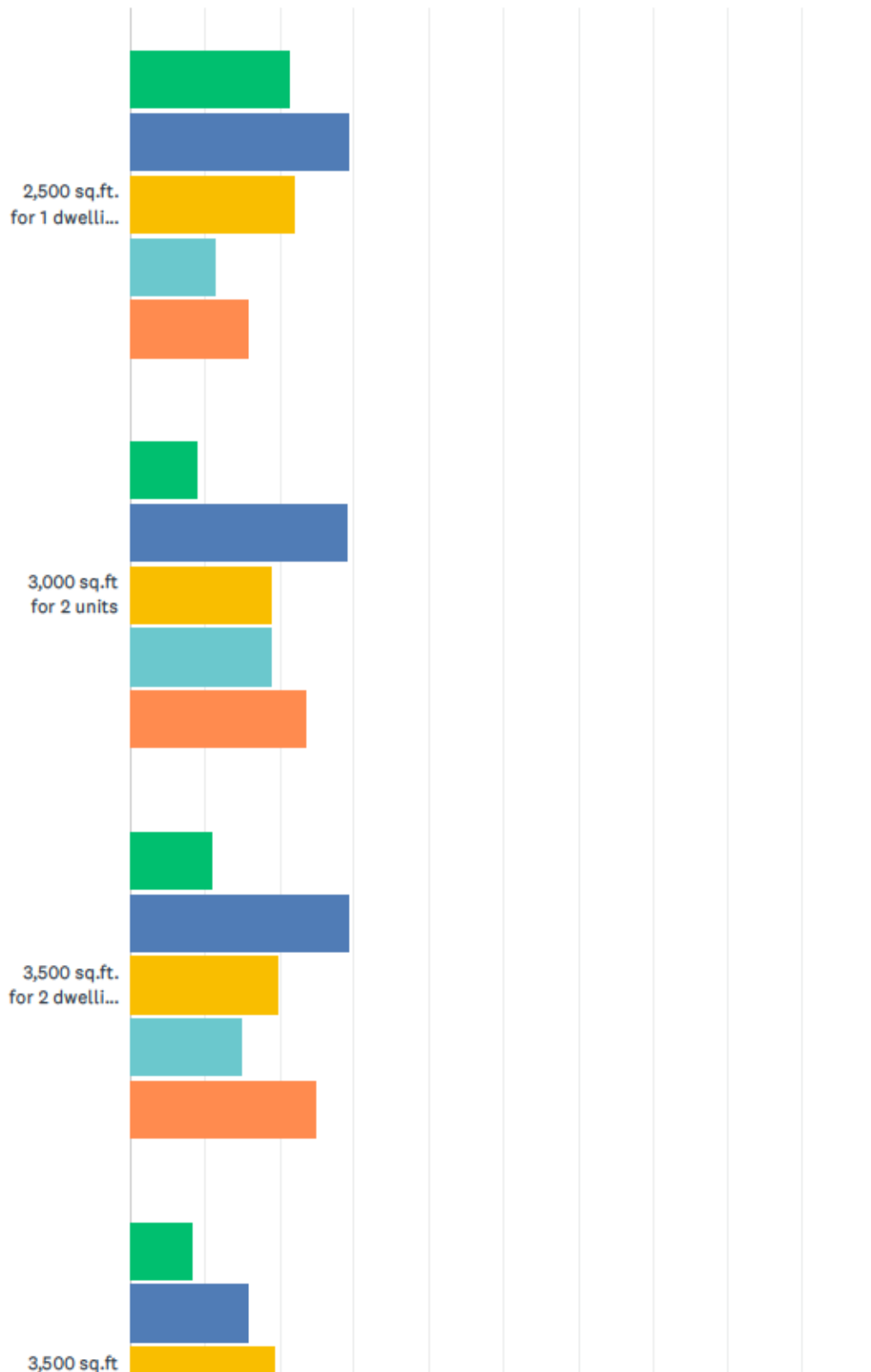


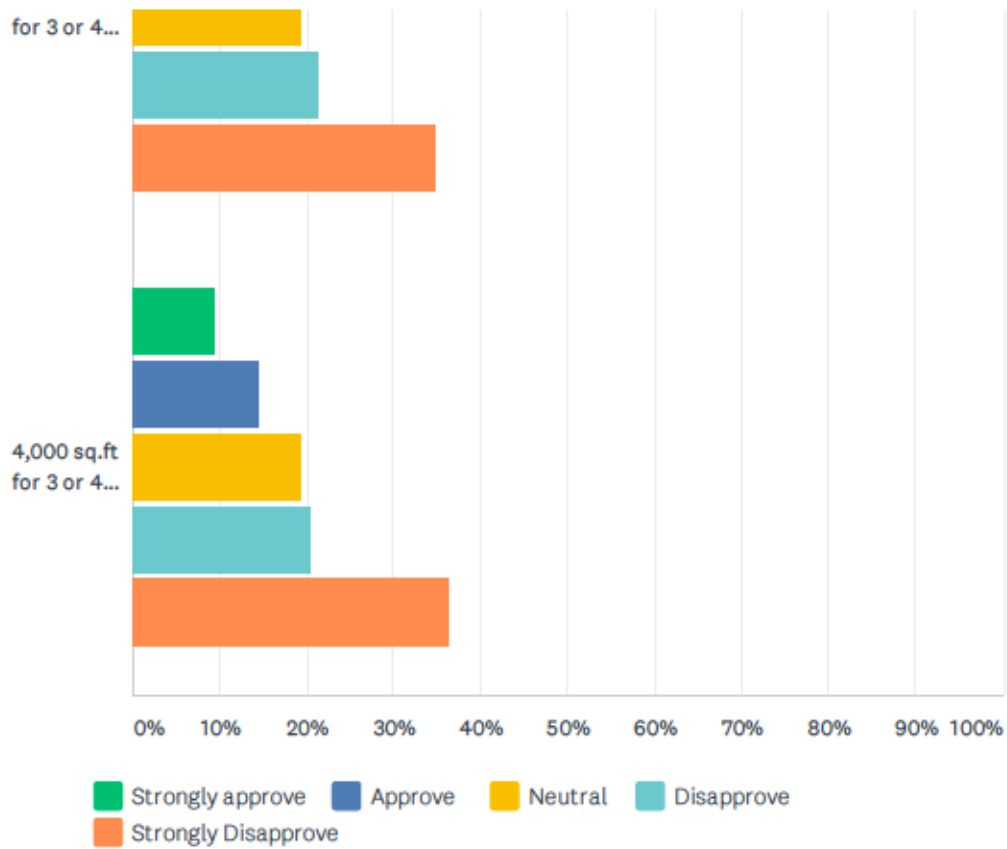
ANSWER CHOICES	RESPONSES	
Yes, the same maximum house size should be applied citywide	32.04%	66
No, the maximum house size should be varied to better match the size of the existing housing stock in each neighborhood.	50.97%	105
No, the maximum house size should be larger	6.80%	14
No, the maximum house size should be smaller	3.40%	7
Maybe	5.34%	11
TOTAL		206

#	OTHER (PLEASE SPECIFY)	DATE
1	MUST require off street parking for ALL units	1/6/2020 12:55 AM
2	The two giant box houses on 62nd/Sacramento/Brazee are a travesty and will forever be an example of developers run amuck. I am glad the City is trying to correct this issue albeit too late for our neighborhood.	1/5/2020 11:37 PM
3	Maximum house size should be varied to match existing stock in each neighborhood: within 6 walkable blocks maybe, and larger than 2500 allowed ONLY if intended for more than 1 family/resident	1/5/2020 5:00 PM
4	New housing opportunities should first be sought where there is space, first, before totally changing neighborhoods, especially with narrow streets.	1/5/2020 10:43 AM
5	Max needs to be proportional to lot size as well as surrounding houses.	1/5/2020 2:38 AM
6	The size restrictions on homes should not be based on square footage. If we are looking at livability of neighborhoods, size restrictions should be based on the external dimensions of homes, just like most other zoning code. Zoning restriction could be put into place that restrict the pitch of roof tops or articulation of façade to combat the boxy maximum setback homes that have been built in recent years. Additionally, if a basement is furnished and counts toward the square footage of a home, that does not detract from the neighborhood.	1/4/2020 9:41 PM
7	same rules should apply east and west. we don't want to force families, even with more than 2 children to move out to suburbs	1/4/2020 3:22 PM
8	I definitely support the height limit. Would prefer 2 story limit. Basement living okay as third level. Maybe 2.5 high okay on transit ways. I support some sort of size limit but not a single home >2,500 sf seems restrictive, but maybe necessary if we value affordability. Definitely should apply with tear-downs, which I strongly oppose. Maybe energy star Homes can have a variance to exceed the 2500 limit slightly with conditions, e.g. 10% more sf if you have a green roof, on-site Stormwater management, etc.	1/4/2020 8:10 AM
9	Especially with increased density, this will help with sight lines and access to air and sun	1/4/2020 6:38 AM
10	Not sure	1/4/2020 5:06 AM
11	Only if the height limit is 2 stories, not 2.5.	1/4/2020 1:56 AM
12	This City in general needs more variety in the size and type of dwelling units.	1/2/2020 4:03 AM
13	This is a poorly worded question. Height is different than maximum size.	1/1/2020 11:01 PM
14	I'd like to answer that the house size should be varied, but I do not trust the city to accurately judge and fairly implement that.	1/1/2020 12:58 AM
15	No. This is poorly written as a survey question. I support the RIP FAR and height standards as currently written.	12/31/2019 7:54 PM
16	When you say city wide, please specify. There is extreme inequity between the east and west sides of Portland.	12/31/2019 2:36 AM
17	One size does not fit all neighborhoods.	12/30/2019 12:18 AM

Q10 Do you support basing the maximum total square footage of housing allowed on a lot on the number of dwelling units it has? See: Diagram of PSC recommendation based on 5,000 sq.ft lot

Answered: 202 Skipped: 6

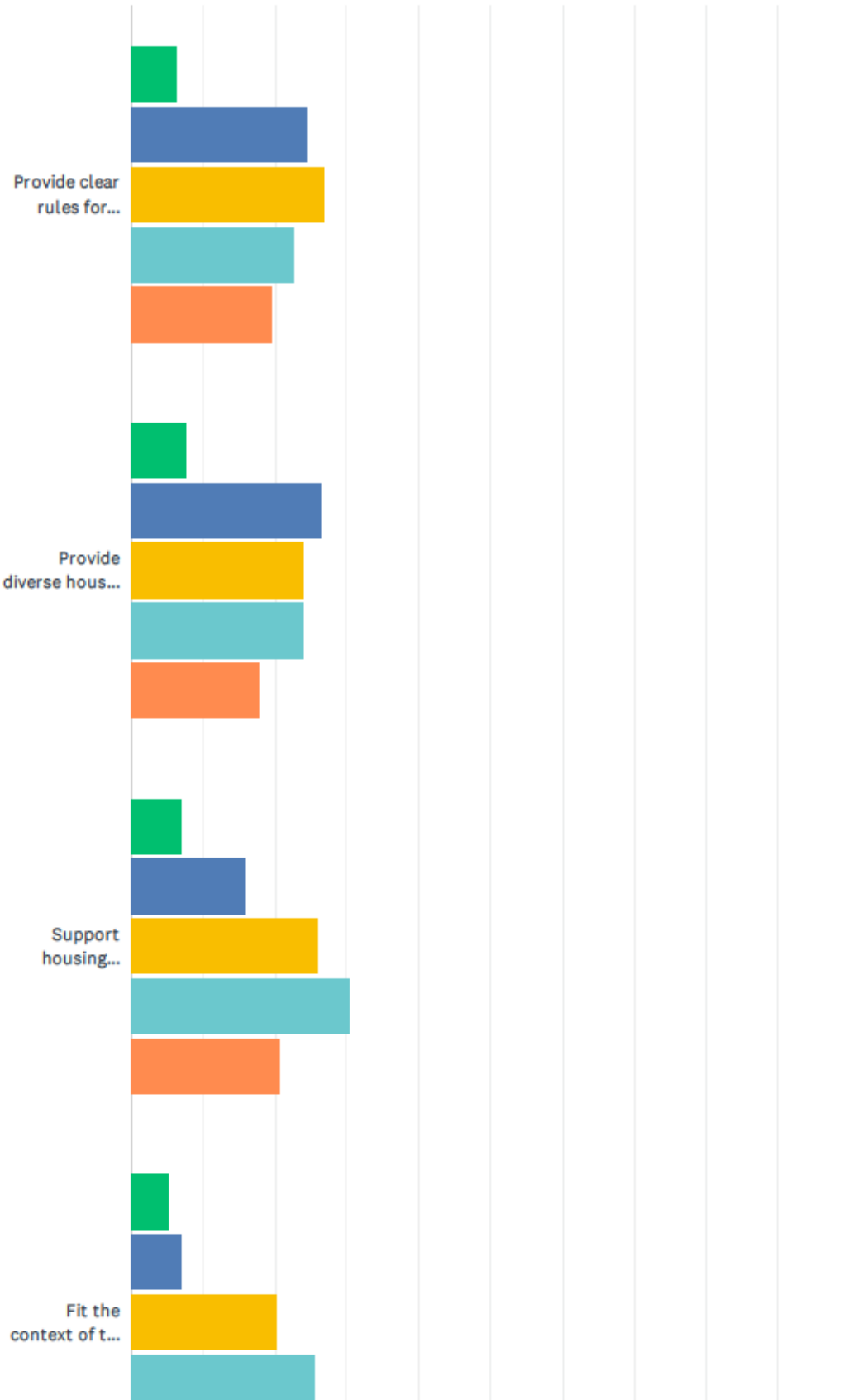


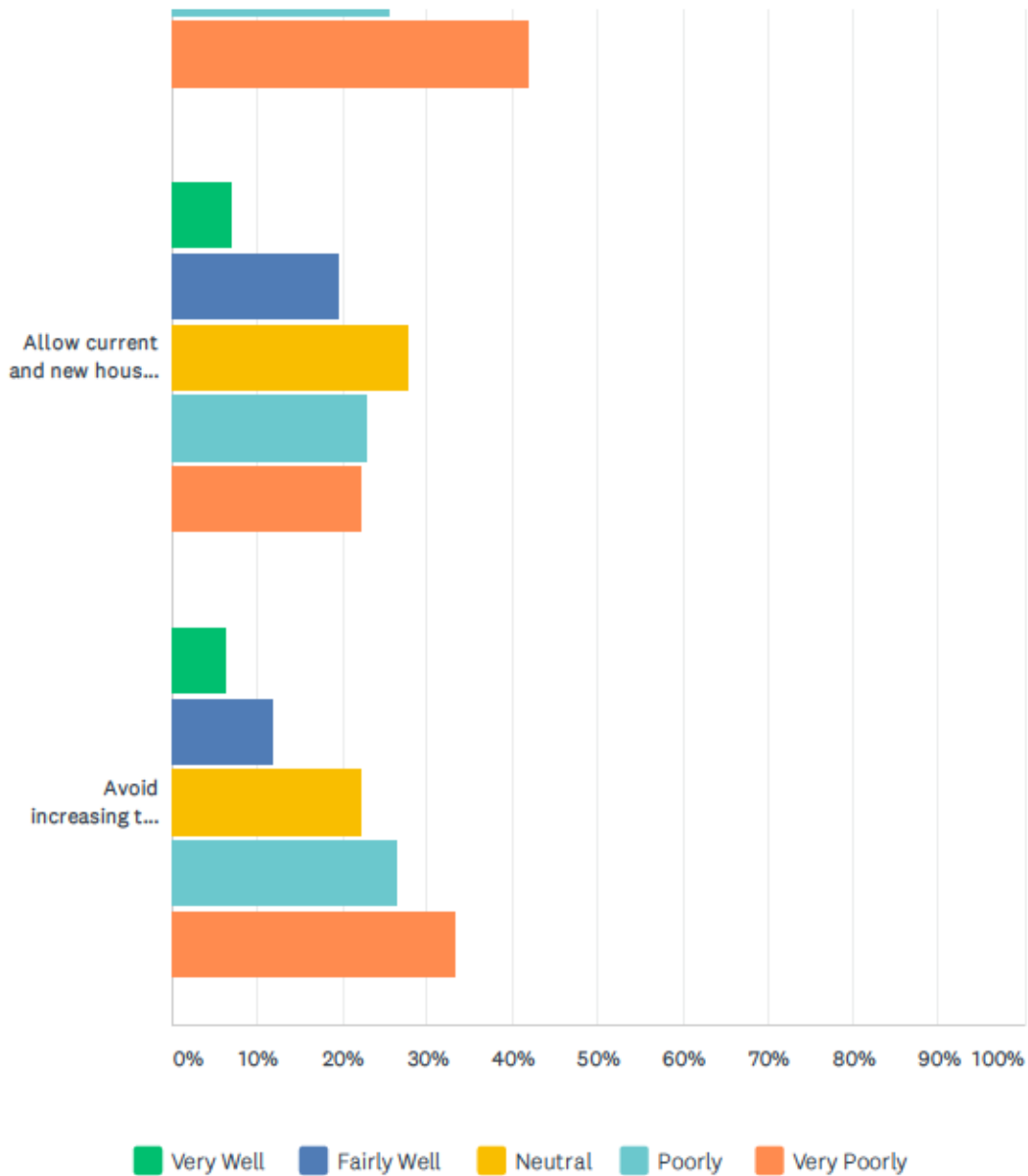


	STRONGLY APPROVE	APPROVE	NEUTRAL	DISAPPROVE	STRONGLY DISAPPROVE	TOTAL	WEIGHTED AVERAGE
2,500 sq.ft. for 1 dwelling unit	21.39% 43	29.35% 59	21.89% 44	11.44% 23	15.92% 32	201	2.71
3,000 sq.ft for 2 units	9.05% 18	29.15% 58	19.10% 38	19.10% 38	23.62% 47	199	3.19
3,500 sq.ft. for 2 dwelling units if original house is preserved or one unit is affordable	10.95% 22	29.35% 59	19.90% 40	14.93% 30	24.88% 50	201	3.13
3,500 sq.ft for 3 or 4 dwelling units if 1 unit is accessible	8.46% 17	15.92% 32	19.40% 39	21.39% 43	34.83% 70	201	3.58
4,000 sq.ft for 3 or 4 dwelling units if 1 unit is accessible and if original house is preserved or one unit is affordable	9.45% 19	14.43% 29	19.40% 39	20.40% 41	36.32% 73	201	3.60

Q11 How well does the proposed RIP satisfy its Goals?

Answered: 208 Skipped: 0





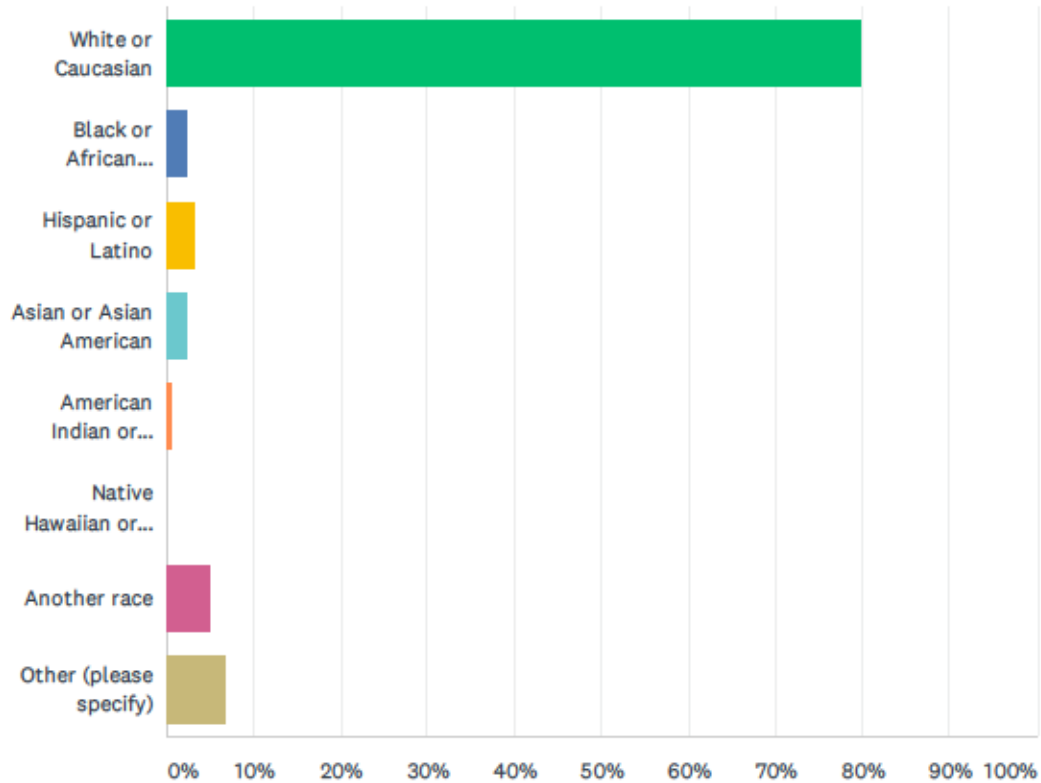
	VERY WELL	FAIRLY WELL	NEUTRAL	POORLY	VERY POORLY	TOTAL
Provide clear rules for future development	6.25% 13	24.52% 51	26.92% 56	22.60% 47	19.71% 41	208
Provide diverse housing opportunities	7.69% 16	26.44% 55	24.04% 50	24.04% 50	17.79% 37	208
Support housing affordability and extend access to neighborhood amenities to the lower income population	7.21% 15	15.87% 33	25.96% 54	30.29% 63	20.67% 43	208
Fit the context of the existing neighborhood	5.29% 11	7.21% 15	20.19% 42	25.48% 53	41.83% 87	208
Allow current and new housing to adapt over time	7.21% 15	19.71% 41	27.88% 58	23.08% 48	22.12% 46	208
Avoid increasing the risk of displacement for current households	6.25% 13	12.02% 25	22.12% 46	26.44% 55	33.17% 69	208

#	OTHER (PLEASE SPECIFY)	DATE
1	It is noteworthy that the wealthier zipcodes in Portland (e.g. the West Hills) are protected from the RIP plan. It is also an incredible hypocrisy that the City allowed Extra Space Storage to build off 60th/I-84 where a wonderful lower-income apartment complex steps from a MAX station could have gone. Rose City Park is already hamstrung by traffic as it sandwiched between 84 and the over-used and underreported Sandy Blvd as a main arterial. I want to see a corresponding proposal for parking, traffic flow and environmental impacts of pushing through this dramatic change. I DO support some of the changes, particularly as working to make housing "fit the neighborhood" is too often ignored. I want to see more diversity (socio-economic and racial/cultural.) We already have a wonderful SE Asian community and more young families with still a very solid group of honored elders still living here, most I've spoken with planning to end their days here. I've lived her only 24 years and many are second and third generation. We must honor those people, the "indigenous" and I don't see this plan doing that. ENVIRONMENTAL IMPACT, PARKING AND TRAFFIC HAS TO BE ADDRESSED!	1/5/2020 11:37 PM
2	A weak-ass plan that pisses off the neighbors and allows housing that won't actually get built while keeping housing that will illegal.	1/5/2020 10:56 PM
3	Rest in peace PORTLAND	1/5/2020 3:04 AM
4	Randomly dropping high density into a low density area is absurd. Water, sewer, and electric may not be able to handle the load. Parking must be addressed. Density should be focused along existing transportation corridors, and, oft overlooked, near and on top of Max train stations, like the Hollywood station. Existing bus routes on Sandy can easily support more density. Putting affordable housing near bus and train makes sense. Putting it where a car is required is not.	1/5/2020 2:38 AM
5	More trees, more parking, less people thank you.	1/4/2020 11:18 PM
6	Less people will own because land prices will increase. We will be a City of landlords.	1/4/2020 9:41 PM
7	no guarantee of affordability; lots of unknowns	1/4/2020 6:59 PM
8	one affordable multiple dwelling per block	1/4/2020 6:33 PM
9	large or multigeneration families need room, we want to retain families, not have them move out, parking issues need to be addressed realistically. it destroys the neighborhoods that make portland a desirable place to live.	1/4/2020 3:22 PM
10	I don't feel qualified to comment	1/4/2020 8:10 AM
11	Frankly, has anyone talked with nonwhite residents about this? Won't it just be young trust fund babies and older Boomers taking advantage of the new houses? I don't see people historically marginalized people giving a good g-ddamn about moving into a cutesy small unit in an established white neighborhood.	1/4/2020 6:38 AM
12	The city has failed in allowing large developers to develop monster, unaffordable housing units. How has this happened in one of the most liberal cities in the country? Going into single family neighborhoods to fix the problem is not the answer, though I do support one ADU + 1 primary home.	1/4/2020 5:21 AM
13	I applaud the RIP for addressing the McMansion issue. However, I do not support 2.5 story heights. The developers can excavate basements, not reduce sunlight for vegetable gardens. My other concern is that these rules are implemented throughout the city—not just on the Eastside. This needs to be implemented everywhere if the city truly believes in equality of opportunity for all.	1/4/2020 1:56 AM
14	each neighborhood needs to be seriously looked at to avoid antagonizing the current residents and scaling the new constructs to blend with the existing houses.	1/3/2020 10:59 PM
15	You and the city are destroying our neighborhoods with multiple family structures being built on single family dwelling properties!	1/2/2020 4:48 PM
16	Small bungalows in our neighborhood were affordable. The new construction is not.	1/2/2020 12:14 AM
17	This plan will destroy one of the most appealing things about living here - our beautiful old houses and, quiet, uncongested, tree-lined streets.	1/1/2020 8:41 PM
18	Needs to require off-street parking for at least 1 unit	1/1/2020 8:36 PM

19	While I understand the complexities of the population explosion in Portland, you have done a piss poor job of dealing with it. I have zero faith in your ability to not further destroy what historically has made Portland special and unique.	1/1/2020 12:58 AM
20	Not Sure	12/31/2019 10:21 PM
21	I would like to see this proposal go up for vote. I think you have forgotten the residents of this city. Of course I lived on the west side I would be delighted to know I am not affected by these changes.	12/31/2019 8:44 PM
22	I support the RIP with an expectation that over time that "context of the existing neighborhood" to change to better adapt to issues of affordability, equity and climate change adaption.	12/31/2019 7:54 PM
23	These rules never say the rent will be affordable so how can they support affordability!	12/31/2019 2:54 PM
24	The people of Oregon should have been allowed to vote on this!	12/31/2019 2:36 AM
25	RTP will accelerate the demolition of the most affordable homes sought out by first time buyers. New housing will always cost more.	12/30/2019 12:18 AM
26	To the extent it allows the character of an existing neighborhood and its homes to be lost, I strenuously object.	12/30/2019 12:04 AM

Q12 Optional: Which of the following best describes you?

Answered: 180 Skipped: 28

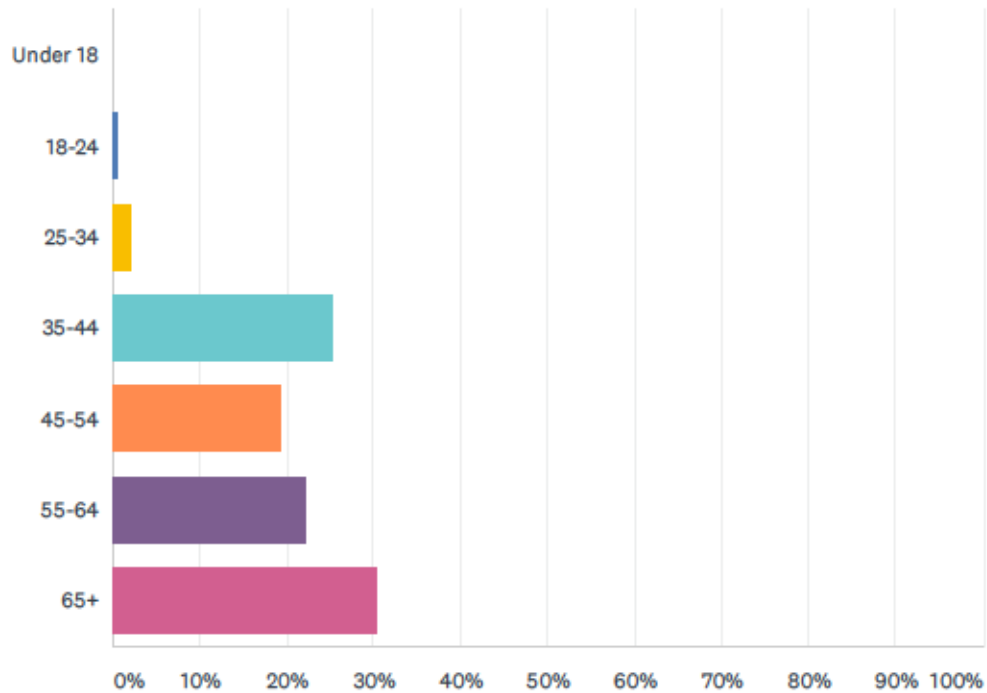


ANSWER CHOICES	RESPONSES	
White or Caucasian	80.00%	144
Black or African American	2.22%	4
Hispanic or Latino	3.33%	6
Asian or Asian American	2.22%	4
American Indian or Alaska Native	0.56%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	5.00%	9
Other (please specify)	6.67%	12
TOTAL		180

#	OTHER (PLEASE SPECIFY)	DATE
1	Asian/Black	1/5/2020 5:46 PM
2	Decline to answer	1/5/2020 10:43 AM
3	White - please do not use the term Caucasian. The origin of this word has white-supremacist roots	1/4/2020 9:32 PM
4	Race is irrelevant. We are all of the human race.	1/4/2020 6:36 PM
5	not material to this survey	1/3/2020 10:59 PM
6	I am of 2 races and identify both equally	1/2/2020 7:39 PM
7	American	1/2/2020 1:47 AM
8	Do not wish to answer	12/31/2019 9:01 PM
9	Irrelevant	12/31/2019 4:53 AM
10	Other	12/31/2019 12:51 AM
11	Prefer not to be classified	12/30/2019 6:52 AM
12	None	12/30/2019 1:09 AM

Q13 Optional: Which choice best describes your age?

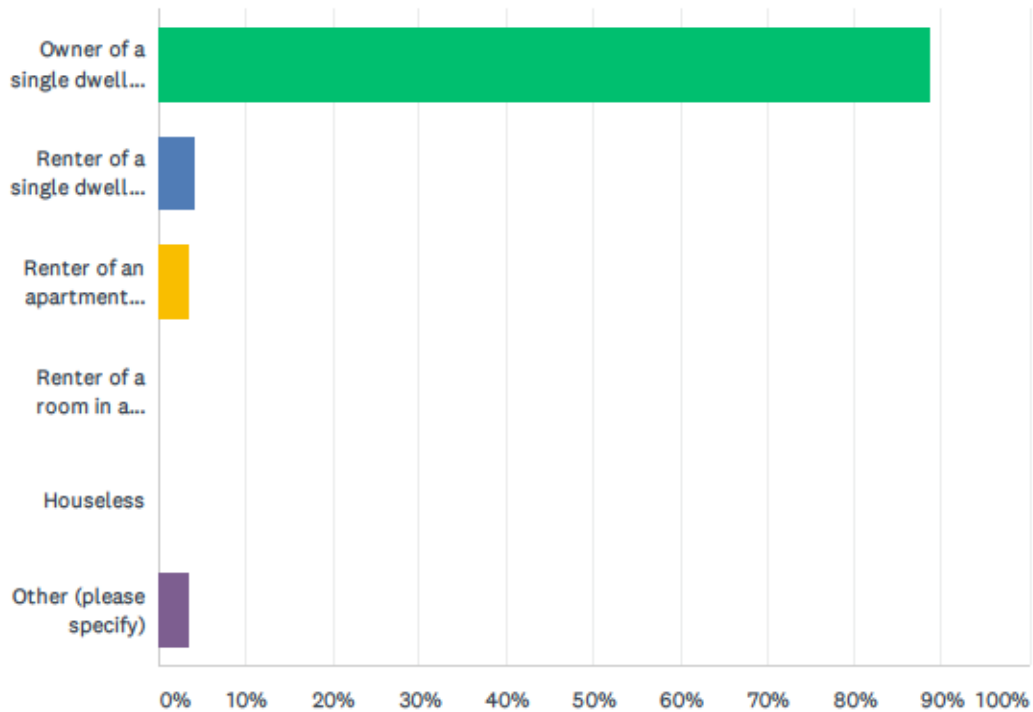
Answered: 185 Skipped: 23



ANSWER CHOICES	RESPONSES
Under 18	0.00% 0
18-24	0.54% 1
25-34	2.16% 4
35-44	25.41% 47
45-54	19.46% 36
55-64	22.16% 41
65+	30.27% 56
TOTAL	185

Q14 Optional: What best describes your living situation?

Answered: 194 Skipped: 14



ANSWER CHOICES	RESPONSES	
Owner of a single dwelling unit	88.66%	172
Renter of a single dwelling unit	4.12%	8
Renter of an apartment dwelling unit	3.61%	7
Renter of a room in a shared dwelling unit	0.00%	0
Houseless	0.00%	0
Other (please specify)	3.61%	7
TOTAL		194

#	OTHER (PLEASE SPECIFY)	DATE
1	owner of duplex I occupy	1/4/2020 6:59 PM
2	I am an owner of a single dwelling unit. I am very disappointed at the antidensity centering of this and past communications coming from the RCPNA. As a living community we must embrace that change is a requirement for our happiness and ability to welcome more neighbors. In this needed change we must embrace that car centric living is not a responsible trait of living in Rose City Park. I look forward to welcoming our future neighbors that the changes RIP promotes.	1/4/2020 6:12 PM
3	owner of a single dwelling unit, will be forced to move to a house with ADU soon	1/4/2020 3:22 PM
4	owner of triple apt dwelling unit on corner lot	1/3/2020 2:01 AM
5	A taxpayer in the NE who has no representation but is being taxed. The city council is unfair and not representative of the neighborhoods in the east side. We should be allowed to vote on issues, not have city council decide.	12/31/2019 2:36 AM
6	owner of duplex	12/30/2019 10:40 PM
7	Renter of a single-family home on a historically narrow corner lot	12/30/2019 12:04 AM

Tamara DeRidder

#83172 | June 16, 2017

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Please submit the attached documents as testimony for the City Council's review of the Residential Infill Project that is scheduled for public hearing today, Jan. 16th at 5 pm. Enclosed you will find 3 documents: Exhibit A, Executive Summary of RCPNA 2019-2020 RIP Questionnaire Exhibit B, SurveyMonkey Summary of Questions and Responses Exhibit C, Copy of Survey Monkey Questionnaire The RCPNA Letter to City Council was submitted separately.

Testimony is presented without formatting.



City of Portland
Historic Landmarks Commission

190093

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Portland, Oregon 97201
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www.portlandonline.com/bds

November 30, 2017

To: Morgan Tracy, Bureau of Planning & Sustainability

Re: Residential Infill Project Discussion Draft

Thank you for briefing the Portland Historic Landmarks Commission (PHLC) on October 23, 2017 regarding the Residential Infill Project Discussion Draft. We appreciate and support much of the work in the discussion draft; however, we have concerns that not enough has been included to limit demolitions and provide incentives to retain older housing, and that neighborhood compatibility may be compromised by certain provisions.

Preservation of properties on HRI and of non-inventoried properties

The PHLC deals frequently with residential-scale infill development proposals in Historic Districts or with proposals that are part of designated Historic Landmarks, unlike the Portland Design Commission, which more often reviews larger-scale projects. Infill projects require sensitivity to context whether or not the site is part of a formally designated historic district. We are concerned with protecting undesigned historic resources in the older areas of Portland (most of which are in the proposed "a" Additional Housing Opportunity Overlay zone). Some of these resources have been identified through past studies—such as the 1984 Historic Resource Inventory (HRI)—but many others with historic value have not yet been surveyed or identified, and have no protection from demolition, unlike those classified as contributing structures in Historic Districts or Historic Landmarks. Preservation of older resources helps Portland achieve sustainability goals, defines the unique character of Portland's neighborhoods, and typically does not prevent greater density on a site. Since the proposed "a" overlay zone potentially covers thousands of these historic properties, the PHLC wants to ensure that the ability to construct additional dwelling units in the form of duplexes and triplexes does not further incentivize demolition of older houses. **Rather than adding restrictions to the demolition of these undesigned, additional incentives should be provided to help retain historic resources.**

Expand incentives to preserve housing older than 50 years

Additional density allowances are proposed for historic resources in section 33.405.070 of the Discussion Draft code. As proposed, these provisions may apply to houses and duplexes in Historic or Conservation Districts, Historic or Conservation Landmarks, or those with Rank I, II, or III on the HRI. **We encourage you to consider applying these additional standards and incentives for preservation more broadly—to any structure older than 50 years.** We acknowledge that some houses that are not historically significant will be eligible for this incentives "track," but since it is a voluntary option it may help to save older resources. This is particularly important given the amount of time that has elapsed since the last Historic Resource Inventory, as structures 50 years or older are generally considered eligible to be considered for historic resource designation at the state or federal level.

We would also like to discuss avenues for providing additional incentives for preservation of designated and undesignated historic houses. These incentives could help to tip the scale in favor of preservation of existing older houses, reducing the number of demolitions of undesignated but potentially-historic houses, without burdening property owners with additional fees or onerous process.

Neighborhood Compatibility

Three of the potential code changes are raising concern among the PHLC: provisions simplifying the creation of cottage cluster developments, the allowance for two detached ADUs in Historic Districts, and provisions for the addition of floor area to an existing historic structure. Any Historic District must be understood as a single historic resource. The most critical aspect of a historic district is not any individual building, but the cohesion of the district's component parts, both new and old. One should be able to visibly see a relationship of the collection of structures to each other within a Historic District. Scale and massing are often the most critical aspects of compatible design in a historic district, because compatibility cannot be achieved through materials and detailing alone. **The cohesion of an entire Historic District can be negatively affected by a single development that is significantly out of scale with the others, thus jeopardizing the historic status of all properties within the district.**

- **Cottage cluster-type development** is not always in keeping with the character of any of Portland's existing or potential Historic Districts. Many historic districts do, however, have low-scale, multi-family housing that should be studied as an appropriate model for infill in older single-dwelling residential neighborhoods. Some of these historic models, such as courtyard apartments, use land and resources much more efficiently than freestanding "cottages." Additionally, though cottage clusters of up to 10 units may be reviewed through a staff-level, Type IIx planned development review, this should not supersede any historic resource review requirements that may also apply, and it should be noted that the PHLC may not support cottage cluster developments proposed in certain Historic Districts because this model may not support the neighborhood context.
- While the allowance proposed in 33.405.070.C to allow up to **two detached ADUs on historic properties** is admirable in its attempts to preserve existing historic housing, the same allowance could lead to consequences that are out of scale and character with other development in the neighborhood, creating a jumble of smaller units and losing open space or tree cover. In some scenarios, it may make more sense to allow these two detached ADUs to be able to be combined into one accessory structure. This needs to be weighed against the concern that the accessory structures should not generally be larger in scale or height than the primary structure.
- Third, we have concerns that provisions allowing for the **addition of up to 800 square feet, or the addition of up to 100% of existing foundation footprint area**, to existing historic structures will significantly change the historic character of these houses. These provisions should be excluded from historic districts and historic landmarks entirely, as any exterior alteration requires historic resource review. The area allowed for expansion on other historic structures should also be further restricted, though it should be noted that we support the ability for owners to make small changes to these properties without triggering onerous standards or reviews.

The PHLC is also concerned about some of the proposed development standards that would impact the character of new houses and accessory structures in historic neighborhoods. Discussion Draft development standards encourage the development of **tuck-under garages** to reduce their perceived impact on the relationship of the building to the street and to reinforce a pattern of wider facades on

narrow-lot houses. The application of Floor Area Ratio limits to residential uses will further promote the creation of tuck-under garages since they will not count towards a site's floor area if they are located four feet or more below grade. Yet tuck-under garages of this depth have a large and often negative impact on the streetscape of older or historic districts in two ways:

- They create a **visual interruption of the street pattern**. The garage ramp forms a void cutting through the entire street setback area of a residence, interrupting what is generally a common block topography and creating hard surfaces on three sides. Detached garages set behind the primary house are almost always more appropriate and should be promoted rather than penalized.
- The incentivization of tuck-under garages also tends to result in **porches high above the ground plane**. Porches above tuck-under garages are often located well-above those on other nearby houses, which can have negative impacts on the pedestrian realm and the character of historic districts and older neighborhoods. A consistent porch height, allowing for some variation, should be encouraged through development standards in the same manner as the new front setback standards.

The PHLC has some concerns with the proposed setback standards, too. These standards—in particular the front setback standards—should be more flexible to require that setbacks match the context of existing neighborhoods better, rather than presenting an arbitrary distance that may be visually disruptive to the character of a neighborhood or district. Additionally, the proposed changes to the side setback standard exceptions to allow an eave to project two feet into a five-foot setback would be disruptive to the side yard character of many districts, and would also further diminish light that a neighboring house would receive.

Finally, we recommend the following actions that could help to further refine the proposals in the Residential Infill Project:

- The Bureau of Planning & Sustainability should engage the Bureau of Development Services to **reconsider existing SDC waivers and grant those preferentially to projects which retain and preserve historic houses**, such as the addition of ADUs or the division of a large house into a duplex or triplex; waivers granted to demolition of existing houses should be rescinded.
- The PHLC volunteers to attend a workshop with Bureau of Planning & Sustainability staff to work to identify additional incentives that could be included in the Recommended Draft to preserve historic structures.

We thank you for your time and consideration of these requests, and we look forward to continued discussion with you, Brandon, and BPS staff regarding these proposed policy and regulatory changes.

Sincerely,



Kirk Ranzetta
Chair



Kristen Minor
Vice Chair

cc
Brandon Spencer-Hartle, BPS

Hillary Adam, BDS
Benjamin Nielsen, BDS

Kirk Ranzetta

#133733 | November 30, 2017

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Letter from Portland Historic Landmarks Commission (PHLC) attached.

Testimony is presented without formatting.

My address is 5451 SW 54th Avenue, Portland. I have lived in my neighborhood for 12+ years. All of my three children went to the neighborhood elementary school, Hayhurst as well as Robert Gray Middle school and now Wilson High. We moved to this neighborhood for the large backyards and single family housing in the immediate and surrounding neighborhoods which has provided the feel of a small town community.

Before buying this house we had looked for over a year. Many neighborhoods those 12+ years ago that were considered 'desirable' were out of our price range and the housing availability at that time was nearly non-existent. We bought a house much smaller than intended but ended up very happy with our decision. Just like my parents at my age who also had to make concessions and couldn't afford to be in the 'desirable' neighborhoods that they had originally intended to live in either. The price of housing continues to be expensive and I find it disturbing that the "solution" to this issue is to seriously change the faces of old established neighborhoods that families have lived in, raised their children in, and are currently very happy with.

Yes, it will be a struggle to keep my house as I age. Just like it was difficult for my grandmother to keep her house when she grew older. I don't see how adding additional units to properties will help people 'keep their property'. Instead what will happen is current owners who are aging will sell their house for far more than what they would have gotten before this change because developers will sweep in and put duplexes where there used to be just one house, or one house and two additional units that can be 'rented' out. The person selling the house will no longer be in the neighborhood, but we will be, and we are the ones who will be affected by this change.

A few points to the current infill project that I have significant issue with are as follows:

*Duplexes being built where a single house currently stands will put a strain on various utilities in the area. Also with off-street parking not required to be included with these structures, our narrow streets will be overfilled with cars. We don't have sidewalks, people and children on their way to school walk in the street.

*Our neighborhood was chosen because it was near a major transit line. If you ask anyone who currently lives in our surrounding neighborhood 90% of the people who use the transit are the high school kids getting to school. If you can afford to buy a house in the neighborhood you are going to own a car or two and you are NOT taking transit. Which reemphasizes the concern already mentioned above of duplexes and that is probably four cars now added to the neighborhood using on street parking.

*The argument that this new housing will be more affordable I believe is untrue. I have seen what duplexes sell for in surrounding areas. Now there will be two houses, and the person who owns them will 'rent' each for the amount of what the one house that used to be on the property cost. Housing costs will not decrease, the developer and 'owner' (who probably will not live in either unit) will make a nice profit though.

Essentially I feel that the city is turning a blind eye and ear to the long term residents who have been engaged in helping to build and sustain family neighborhoods. We sent our children to the neighborhood school, we have been paying our taxes, and we built a life for ourselves in neighborhoods we love AS IS. As a Thank You, the city will forever change this neighborhood to make it 'better'. Better? I don't think you heard the current residents of your old established neighborhoods complaining. But I hope you do hear our voices filled with concern and disappointment in this current plan.

Sincerely,

Janna Niedermeyer

(503) 341-7185

RECEIVED
MAY 22 2018

City of Portland
Bureau of Planning and Sustainability

Joanna Niedermeyer

#72833 | May 22, 2018

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Letter attached

Testimony is presented without formatting.

Brad Larrabee

#62710 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Encouraging more speculative real estate development with market rate housing will not benefit ANY people in Portland save for the developers who have crafted this demolition and displacement bill. You're lying about both its intent and about its ramifications. This ridiculous real estate lobby legislation will continue the displacement of poor people from Portland's central city and result in a dramatic and continuing increase in the price of homes and rentals in this city. It's a displacement bill that will enrich developers at the expense of us all. Shame on you for lying about it.

Testimony is presented without formatting.

Alucard Taylor

#62711 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

YES TO DENSITY! YES TO HOUSING CHOICE! Let home owners developers and other stake holders use the existing land efficiently. We must enforce a growth boundry to prevent sprawl and allow dense housing for more housing stock and options. If Portland weaks to be sustainable, walkable, bikable and more, let us build more housing close to jobs and community centers, bars, restruants, parks and other venues insteading of sprawling out and creating more traffic or need for bigger freeways.

Testimony is presented without formatting.

Jenny Tester

#62712 | December 16, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I do not believe that those making decisions understand that when parking is not a part of an apartment complex, the livability of the surrounding neighborhood declines. Our homes in SE were built in the 40's before everyone had cars. Nobody has a two car driveway and two car garage like most modern homes do. I have a small, single garage, but with our lawnmower and baby stroller in it, there is not room for a car! I actually don't think a car has ever parked in the garage. While the developers are creating more cash flow for themselves, the neighborhoods are deteriorating. Do you appreciate when you come home from the grocery store or a camping trip or loading up your kids for school, that you can do so right in front of your house? Would if you have to walk a block or two? Do you want to live there anymore? No you don't. You have lost part of your livability. We all can't bike everywhere all the time. People do own cars. People live in apartments do won cars too. Do I want the person that lives in the apartment complex near by to part in front of my house for a month? It would be nice to park in front of my own house. Parking spots / underground parking- whatever it needs to be should be apart of a developers permitting process. It should be required and not given away as part of a reward for doing other things. Their projects can still pencil. How much infill can some of these neighborhoods take? What about other areas? Put infill in your neighborhood. Build a large apartment complex next to your house and let them park in your driveway. There is not enough room for everyone to park. And there are so many units that are not completed yet and are not even in this mix yet. I wonder what it will be like a year from now, after the city has ignored that people have cars and do park cars and we in SE do not all have driveways or garages.

Testimony is presented without formatting.

MICHAEL ROBBLEE

#62713 | December 16, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I do not support the Residential Infill Project as currently shown. The concentration of R2 and R2.5 lots is mostly along Lombard in North Portland versus more affluent neighborhoods throughout Portland. It's clear those who are responsible for drafting the proposal do not live in St Johns or the surrounding neighborhood. Within the past month, multiple businesses along Lombard have been robbed at gun point. No criminals have been arrested. The area needs more police not more housing. Why not reduce the size of lots in areas with better schools to provide more opportunities for children to get a decent education. North Portland continues to be the quadrant Portland city officials ignore. I don't mind large homes built in North Portland. Hopefully the schools will improve since most who live in large homes have great jobs and value education.

Testimony is presented without formatting.

Christopher Browne

#62714 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Why does R5 have a far of .5 and R7 have a far of .4 ? The lot size for an R7 with a far of .5 still has more yard space for a yard and distance from neighbors than a .5 far house on a R5 lot. We could have a FAR of .5 and increase the setbacks proportionately. Six feet on the sides and back and 12 ft in front. If all the houses are small then where will the bigger/extended families live?

Testimony is presented without formatting.

Jim Wygant

#62715 | December 16, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I am opposed to the general thrust of the Residential Infill Project (RIP), which I believe is destructive to existing neighborhoods and does not recognize the value of livability. I have visited China and Russia and have seen the blocks and blocks of ugly apartment buildings. They are dehumanizing. If that is where we are headed, our society as we know it is doomed. Manhattan went through a similar agony in the era of Robert Moses. They were smart enough to stop him from building a freeway through the middle of Manhattan. If you haven't read Jane Jacobs' classic "The Death and Life of Great American Cities" you should be in another job. That book was first published in 1961, and things have only gotten worse since then. In Seattle, they have been thinking along the same lines as advocates of the RIP: to resolve traffic congestion they decided to build more freeways. Seattle is now barely navigable, chopped into pieces by spaghetti strings of new freeways, and traffic crawls along more congested than ever. Please stop talking about residential infill and start looking at the vast stretches of paved parking lots, empty residential tracts, and other poorly used space in the suburbs, particularly in Clackamas County to the south and Washington County to the west. I know those are outside your official jurisdiction, but that does not mean you need to vandalize Portland to satisfy what you perceive as imminent needs. Encourage other jurisdictions to do their part. It is wrong to talk to the existing inner neighborhoods of Portland about destruction of their communities while nothing is being done in the suburbs. Already the impact of development has been felt throughout the city. Taking advantage of relaxed codes, affordable houses in Eastmoreland have been torn down by developers and replaced by architectural monstrosities that cost twice as much. Apartment buildings thrown up next to single family dwellings accomplish nothing except enrichment of a developer's bank account. On Woodstock we await the construction of a full block of new apartments across from the Library. The project provides for half as many parking spaces as the number of rental units. The result will be congestion and reduced livability for that entire neighborhood, not just those who lives closest to the project. And nearby, the Sellwood-Moreland neighborhood is a prime example of the sudden and rapid growth of extreme congestion resulting from the construction of numerous apartment buildings along SE 17th and SE Milwaukie Ave. Long-time neighbors there feel as though they are complaining to the wind. Nobody listens. Removing minimal parking provisions does not get more people to use mass transit. It only results in more traffic. Business suffers, along with neighborly attitudes. It is time to reconsider the entire destructive building plan for Portland. We do not want to become another Seattle. And building more expensive housing projects is not the answer. Jim

Wygant 7505 SE Reed College Pl Portland OR 97202

Testimony is presented without formatting.

Brad Komenda

#62716 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

This proposal is about affordable housing in name only. It is clearly a gift to developers and will promote large scale demolitions which the city has a stated view against. It will destroy the fabric of neighborhoods. The housing expansion in the city should be focused on the whole city and not concentrated in Se, how is that fair or make sense? Old homes will be torn down to be replace by “luxury” apartments, which will only make the affordable housing situation worse.

Testimony is presented without formatting.

Tiffney Townsend

#62717 | December 16, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Developers tend to knock down homes that represent the best of Portland's architecture but which are also unaffordable and then build oversized duplexes that max out the lot, look out of place with the existing neighborhood, and present properties that are even more expensive than existing homes. Portland needs more housing, but it needs more variation in size. Instead of allowing builders to knock down a lovely home and then replace it with an oversized, blocky duplex, builders should be incentivized to take an existing lovely Portland home and turn the garage into a studio unit, the basement into a one bedroom unit, and the upper house into a two+ bedroom unit. This would better serve the needs of seniors, young families, and first time homeowners instead of replacing one unaffordable home with two unaffordable McMansions.

Testimony is presented without formatting.

Brad Baker

#62718 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Please adopt RIP. Please adopt the amendment to allow 6-plexes. If there are any further changes at this point, I ask that they are strict parking maximums and allowing of more density like 8 or 10-plexes. Thanks!

Testimony is presented without formatting.

Jynx Houston

#62719 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

RIP is a deceptive & thoroughly dishonest "program" because the units that make up the increased density ARE NOT AFFORDABLE. Please don't be duped.

Testimony is presented without formatting.

Northeast Coalition of Neighborhoods
Portland, Oregon
4815 NE 7th Ave. / 503.388.5004 / necoalition.org

November 19, 2019

Mayor Wheeler, City Council Commissioners

CC: Andrea Durbin and Morgan Tracy, Bureau of Planning and Sustainability

RE: Residential Infill Project Recommended Draft - Increase Affordable Housing in our Neighborhoods

Mayor and Commissioners,

Thank you for the opportunity to comment on the Residential Infill Project Recommended Draft (RIP). We appreciate the efforts by the Bureau of Planning & Sustainability (BPS) to fulfill the vision of the 2035 Comprehensive Plan by *“increasing the amount of affordable housing”* across our neighborhoods.

As our top land use priority is affordability, we’re encouraged how RIP will support long and short-term affordable housing options. BPS’s analysis projects the *legalization of 4-plexes will support the creation of units affordable* to residents earning 80% of the area’s median income (AMI). Additionally, we appreciate BPS’s responsiveness to our comments on the proposed draft. Specifically, *encouraging the creation of family-sized housing by increasing the floor area ratio and removing parking requirements*.

However, RIP’s support for affordability could be strengthened through two amendments:

- **Support creation of affordable housing** by allowing 6-plexes with at least 3 units affordable to residents earning 60% AMI. With the appropriate FAR increase, this could allow non-profit developers to expand affordable housing in our neighborhoods and serve as a pilot opportunity for the affordable housing bonds passed by Portland voters.
- **Protect existing affordable housing** through the concurrent implementation of the Anti-Displacement Action Plan. We believe the Plan should prioritize strategies for current low-income residents, including the “right to remain” in our neighborhoods.

We believe RIP will support the affordable housing our neighborhoods need to ensure residents of all income levels and family sizes are welcomed.

Regards,

Northeast Coalition of Neighborhoods Board

Jona Davis

#83261 | December 16, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Please see the attached letter that replaces our letter October 2019 regarding Residential Infill.

Testimony is presented without formatting.

Monique Gaskins

#62720 | December 17, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Please pass the residential infill project. This much needed update will help us create housing more affordably. Please also allow 6-plexes and consider setting maximum parking requirements, especially on transit corridors. Thank you!

Testimony is presented without formatting.

Dear Mayor Ted Wheeler, City Council, and City Staff,

My name is Brandon Brezic. I work for a non-profit affordable housing developer who works in every corner of the state, developing homes for Oregon families, workers, veterans, elderly, and disabled residents. Modest bungalows and ranch-style single-family homes where I live near Multnomah Village in Portland and throughout our city's older single-family communities, have already out-priced the affordability of their local median household income. Essentially all of our projects come in the form of multifamily dwellings, often duplexes, triplexes, and quads. We operate within the confines existing zoning. We cannot afford to go through a zoning change process and still make our subsidized housing pencil out. This zoning change would have significant impact on the ability of organizations like mine to operate effectively throughout our state.

Housing affordability and a reduced carbon footprint are counter intuitive to single-family zoning. As a state and as a nation, we must dramatically reduce our reliance on fossil fuels in order to live sustainably on this planet. RIP would allow housing stock to be built in our existing neighborhoods! It would allow people to live in proximity to where they work instead of continually sprawling outwards to the edges of our Urban Growth Boundaries, prolonging our car-dependent society. I would urge city council to ensure the Residential Infill Project is passed and the recommendations of the Planning and Sustainability Commission to:

- Increase the range of permissible housing types (Especially if the development is majority Affordable)
- Expand the area where these housing types would be allowed.
- Scale the building size limits to increase incrementally with the second or third unit. *Make it more desirable to replace single-family homes with more new homes!*
- Remove minimum parking requirements and add new garage design requirements. *Parking requirements increase impervious surfaces of developments, take the place of bio-swales, and greenery, make the pedestrian experience in our neighborhoods much less safe. We must be building for the future and building housing for people, not housing for cars.*

Portland and the State of Oregon have always been a leader in our country with regard to revolutionary land-use policy, since the days of Governor Tom McCall. We are leading the nation once again as an inclusive, sustainable, livable, and affordable state. Allowing denser development is what will curb higher home prices, decrease our carbon footprint and ultimately create housing options for residents like myself, searching housing stability. I am calling all the honorable members of this council and the Mayor to please support and work to enact the proposal into code!

Thank you for your consideration.

Brandon Brezic

Brandon Brezic

#62721 | December 17, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Dear Mayor Ted Wheeler, City Council, and City Staff, My name is Brandon Brezic. I work for a non-profit affordable housing developer who works in every corner of the state, developing homes for Oregon families, workers, veterans, elderly, and disabled residents. Modest bungalows and ranch-style single-family homes where I live near Multnomah Village in Portland and throughout our city's older single-family communities, have already out-priced the affordability of their local median household income. Essentially all of our projects come in the form of multifamily dwellings, often duplexes, triplexes, and quads. We operate within the confines existing zoning. We cannot afford to go through a zoning change process and still make our subsidized housing pencil out. This zoning change would have significant impact on the ability of organizations like mine to operate effectively throughout our state. Housing affordability and a reduced carbon footprint are counter intuitive to single-family zoning. As a state and as a nation, we must dramatically reduce our reliance on fossil fuels in order to live sustainably on this planet. RIP would allow housing stock to be built in our existing neighborhoods! It would allow people to live in proximity to where they work instead of continually sprawling outwards to the edges of our Urban Growth Boundaries, prolonging our car-dependent society. I would urge city council to ensure the Residential Infill Project is passed and the recommendations of the Planning and Sustainability Commission to:

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- Expand the area where these housing types would be allowed.
- Scale the building size limits to increase incrementally with the second or third unit. Make it more desirable to replace single-family homes with more new homes!
- Remove minimum parking requirements and add new garage design requirements. Parking requirements increase impervious surfaces of developments, take the place of bio-swales, and greenery, make the pedestrian experience in our neighborhoods much less safe. We must be building for the future and building housing for people, not housing for cars. Portland and the State of Oregon have always been a leader in our country with regard to revolutionary land-use policy, since the days of Governor Tom McCall. We are leading the nation once again as an inclusive, sustainable, livable, and affordable state. Allowing denser development is what will curb higher home prices, decrease our carbon footprint and ultimately create housing options for residents like myself, searching housing stability. I am calling all the honorable members of this council and the Mayor to please support and work to enact the proposal into code! Thank you for your consideration. Brandon Brezic

Testimony is presented without formatting.

Philip Cox

#62722 | December 17, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I am absolutely opposed to the changes proposed on the blocks on either side of SE Hawthorne Boulevard. The Residential Infill Project, like many proposals by Planning Commission, isn't truly to the benefit of the citizens of Portland. I will be watching closely how the Council receives the recommendations and actions it may or may not take.

Testimony is presented without formatting.

Ervin Siverson

#62723 | December 17, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Portland City Council: I am writing to voice my strong displeasure to RIP. One's home is usually their biggest investment and one should expect stability in their zoning and land use laws. We bought our home 25 years ago expecting this. A neighborhood of single family homes in an R-5 neighborhood. Now you propose changing the land use/zoning of my property to R-2.5, and designating it with a special overlay that only three blocks of my neighborhood has to tolerate. If I understand your proposal correctly, my neighbor could build up to eight dwellings on his corner lot, and at the very least, it demands that the housing be attached. And ZERO provisions for parking, in fact, it would be prohibited. Do you actually believe people are going to move here without cars? The absolute wave of the future are electric cars, where are people supposed to charge them? Where are all these people supposed to park? Amanda Fritz, you stated publicly that changing R5 to R2.5 was off the table, non negotiable. Honor your word. And all of this change to supposedly benefit people who are not here, screwing the taxpayer like me who has been here. You may get your wish of affordable housing as people like myself with options will flee this city in droves. And stacking density like this will lead to social problems like no other. And what is supposed to happen with all the trees that will get cut down for all this density? How many homes will be torn down because of RIP, it is a developers dream. This city touts itself as sustainable yet the most sustainable house is one that is fixed up and cherished. You are ruining the character of vibrant neighborhoods, including mine. And finally, Mr. Mayor Ted Wheeler, is your home subjected to the same rules as mine? Why not? Shouldn't this "affordable housing crisis" equally affect all the residents of Portland, such as historic districts and neighborhoods like yours? Isn't Portland a city that touts equality? One last thing, when I testified last time, I was miffed to hear that the majority of people who testified had an agenda, they either owned a design company associated with home building, or owned a home building company, or worked for a 'nonprofit' associated with home building. Out of the 28 or so persons who testified, I believe only one other person was a homeowner. This was appalling. My guess is that other homeowners were too busy working to pay their mortgages and taxes. It seemed everyone who testified had a financial stake in RIP being implemented. Be aware of this as you hear testimony this time around. An example of this was Portland For Everyone. That had at least 20 individuals signed up to testify. That is absurd. They stand to benefit tremendously from passage of RIP, and their founder owns a construction company. Shame on them.

Testimony is presented without formatting.

teresa mcgrath

#62725 | December 19, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

rip won't address the concerns as the developers tear down affordable homes, that sell for 300k, and erect replacements that are 800k each...how does that address real affordable housing? we have submitted many examples with photos over the yrs, and more long time residents of portland of poc are displaced...toss this out, it's not a good plan..thx

Testimony is presented without formatting.

James Hunt

#62726 | December 19, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Hello, These infill code adjustments can be a good idea, but with all the inflexible PBOT requirements, that assign property owners the financial responsibility to either give property dedications to the city for street and sidewalk expansions, and or, making the owners responsible for the cost, makes it financially not viable to add 1 or 2 more units. For example: 7334 NE Halsey is about 6450 sq ft, 2 more additional units could be added, but PBOT wants the property owner to give them 5' dedications and rebuild the entire street corner. How is that supposed to make sense? Why would anyone add units with these kinds of infrastructure expenses? How can this be modified so 7334 NE Halsey can build out into a tri-plex without being responsible for PBOT's extreme requirements?

Testimony is presented without formatting.

Donna Brown

#62727 | December 19, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

We live in Dolph Park, a small area between Irvington and Grant Park. The houses in our neighborhood are expensive, usually selling from \$700,000 to over \$1M. I don't think that these new plans for infill will substantially affect our area, since every time an older home is torn down a new home is built and sells for over \$1M. With this new infill plan, my concern is for the folks who live in the more modest single-family neighborhoods like Beaumont (where duplexes have already been built), Cully, or Rose City. People in these areas are not as advantaged economically as those in our area, and my hunch is that many of them have finally been able to buy a single family home, modest as it is, and are happy to live and raise their families in these residential areas. Are these folks suddenly going to be faced with having houses around them torn down and duplexes or more put up beside them, thereby transforming the single-family neighborhood that they thought they bought into? This plan seems to assume that there is no reason for preserving single-family neighborhoods simply because there is a need for more housing and even after hundreds of new apartments are coming on-line all over the east side as we speak. Have the creators of this plan considered its impact on these modest single-family neighborhoods with regards to property values, taxes, and quality of life for the people who now live in these neighborhoods? How will the replacement of a single-family home with a duplex to fourplex affect the value of neighboring homes, especially those that abut the new building? It could possibly diminish the value of abutting homes but increase the value of the neighborhood generally, thus resulting in higher property taxes even for those homes that have not been changed or upgraded. How does this plan, with the elimination of minimum parking requirements, affect parking, traffic, bike and pedestrian safety on the already narrow streets of inner Northeast and Southeast Portland where parked cars already prevent no more than one car to pass down the street at a time? Have any of the city planners bothered to talk to the people living in the modest single-family neighborhoods about how they would feel about a multi-family building (that may even block their sunshine) being built next door to their small bungalow? Even if their house is not in updated, pristine condition, still it is their home and they may prefer to live next to other similar homes rather than to a fourplex. I can imagine how duplexes might in certain cases fit naturally into single-family areas, but three-plexes and four-plexes change the character of the neighborhood. Sincerely, Donna Brown 2550 NE 30th Avenue Portland, OR

Testimony is presented without formatting.

Matthew Wood

#62728 | December 19, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I do not support the Residential Infill Project Recommended Draft. A number of aspects in the draft are not acceptable. As a property owner in an R7 zone I wholeheartedly do not approve nor support the Recommended Draft. Key aspects of the draft which I find vexing are: 1. The proposed changes allowing within R7/R5/R2.5 zones to permit multi-unit housing such as triplexes or quadplexes. 2. The removal of off-street parking requirements (that is, no longer requiring some number of parking to be available on the lot in question). 3. Changes to allow additional flag lots. As a property owner in a single family housing neighborhood (R7) I am completely against the allowance of additional housing types. All of the above noted items that I take issue with are such, once implemented in my neighborhood, that will change the neighborhood detrimentally. I realize that BDS is largely made up of individuals and of a culture that has embraced the change of single family neighborhoods and that opinions like mine (which are against changing the single family neighborhood) are likely not widely held by the people proposing these rules. But, I say again and loudly that I am living where I am living now because it is a single family home neighborhood. Had these proposed infill changes been implemented now - well - I would move out of Portland all together. I tire of the constant changes and assault of my R7 zone by BDS and by the City. I don't agree with the changes and I'm ready to move, but, perhaps if I did the person buying would be one who supports what BDS and the City are suggesting in this infill project. Please stop trying to change my single family home neighborhood. I can appreciate the desire of the City to anticipate growth and also anticipate how the housing will flex to that growth. However, I do not agree with how the City Council and specifically the Bureau of Planning and Sustainability go about completing such a draft document. I highly suspect that the public comments provided to this draft will not be 'listened to' and that this draft will be rubber stamped by the City Council without considering the public input. What I would like to see, in addition to a summary of how the public comments and input have influenced the drafting of the infill project up until this point, is how the other bureau's of the city are also anticipating such a proposed change. For instance, is PBOT also recommending changes that will accommodate the removal of minimum parking requirements as proposed by this draft? How is the Water Bureau planning to accommodate the increased usage within the existing systems? Has BDS completed comprehensive review with sister bureaus within the City? What are the intended goals of the infill project? That is, how will the City measure the success of such a project? Who will hold BDS accountable to the results of the infill project? How is the City prepared to evaluate the interim results of whatever infill project language is passed by the Council? Please tell me who is to be

accountable to these changes once passed by the City? I'd like to see an interim review period of whatever infill project that is passed by the Council.

Testimony is presented without formatting.

Cameron South

#62729 | December 20, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I am writing to voice my opposition to the proposed infill zoning changes, specifically allowing for additional housing types (house with two accessory dwelling units, duplex with one detached ADU, triplexes and fourplexes). This change is effectively a rezone that takes away the very restrictions the "R5" or "R7" zones are designed to uphold. No longer will the lots on my street be restricted to one house per 5,000 square feet. Instead, the proposed changes permit duplexes, multiple ADUs, and even triplexes on corner lots. The effect of this is very clear. This will give more incentive for developers to demolish older homes in order to cram multiple units onto one lot. As a result, Portland will lose more and more historical homes that give the city much of the character that it has. We have already lost so many beautiful homes to developers that only seek profit, and could care less about the quality of housing that they build. Please do not promote this destruction with the zoning changes that are proposed. Even more troubling, is the proclamation that this rezoning will promote more affordable housing. In fact, it will do just the opposite. The current crop of skinny homes and duplexes being stuffed onto single family lots are far from affordable. The new duplexes and triplexes that are built will be no different. The way to more affordable housing is to promote true high-density housing (apartments and condos) in the core of the city, and along major arterial roads and vacant lots. Additionally, the city can work with Metro to expand housing options in the suburbs. Once the vintage homes in Portland are torn down, they are gone for good. This rezoning policy will only speed up and reinforce this destruction. If you were to ask anyone that grew up in Portland if any homes are "affordable" in their eyes, most would say no. Affordable homes in Portland are a thing of the past. This city is well on its way to becoming the next San Francisco in terms of real estate prices. To think that allowing multiple units on single lots will make this city affordable again is a pipe dream. The only chance for housing units that are even remotely "affordable" to the masses is to build high density housing. Even then, chances of a return to affordability in Portland are slim. Don't destroy what is left of old Portland, all for the illusion of cheaper housing. The results will not be pretty. For an example of how tearing down old buildings and building new ones has not worked to provide affordable housing, take a look at N. Williams Avenue, N. Interstate Avenue, and NE MLK Jr Blvd. All of these locations were forever changed by so-called "urban renewal". The plan was to get rid of so-called "blight" and improve neighborhoods. The housing and commercial real estate that was built is more expensive than at any other time in the history of these streets. Long time residents can no longer afford the rent, and the City of Portland is now putting in place programs to bring back these residents. Too little, too late.

You won't realize your folly until it is too late. Thank you for your time.

Testimony is presented without formatting.

Shawn Walsh

#62730 | December 20, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Building 55 units in this location across from a private school with ZERO parking and 120+ cars dropping off children twice a day is ludicrous. The project only has 8 planned spaces. The NE 42nd/Going St intersection is already extremely tricky with no traffic light and cars parking all up and down the street, it is unsafe to pull out. 4 stories of apartments right next to my house will block all my sun for the gardens I have installed over the last 12 years. The owners are making this low income and on a bus line to get out of parking rules. Our neighborhood is going to be a huge traffic jam with no street parking available for residents. There are ALREADY 20+ employee cars in the vacant lot (where the project is proposed) and on our street every day. NE 42nd/Going St is not wide enough to support this type of high-density construction AND a busy preschool with 120+ cars in/out daily.

Testimony is presented without formatting.

Brooke Hazard

#62731 | December 20, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Dear City Council, The issue we have with the Residential Infill Project draft is the deletion of minimum parking requirements, i.e. not "requiring" parking spaces/garages with these multi-unit constructions. We live literally across the street from the University of Portland. All year long, except during holidays, there is not a parking space to be had from 7 AM - 9 PM in the area circumvented by N Portsmouth Ave - N Willamette Blvd - N Olin Ave - N Princeton Street due to students who travel to the school. There is insufficient parking on the school campus to accommodate them. Many of the homes in this area are older, like 6733 N Haven Ave across from our home, which is on a large corner lot. If the owner should sell, the home would definitely be raised. Should it be replaced by a fourplex without off-street parking, it would further exacerbate the problem, plus owners/tenants would not be able to find parking adjacent to their units. If there are two cars per family, that's eight additional vehicles needing parking on a "short" block that currently has five homes. While we understand that infill construction on alleys will need to accommodate parking off the alley, which is currently done in our area, not all blocks in this area have alleys and much depends on how the building forward faces. In a nutshell, we believe the Residential Infill Project should evaluate unique neighborhoods, such as ours, and that new constructions should be required to have off-street parking. Respectfully, Brooke Hazard and Mary E Nobriga

Testimony is presented without formatting.

Gehl Babinec

#62732 | December 21, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

This testimony is from: Gehl P. Babinec 3842 SW Dolph Court Portland, Oregon 97219-3651
 December 21, 2019 Portland City Council 1221 SW Fourth Avenue, Room 130 Portland, Oregon 97204
 c/o Council Clerk cctestimony@portlandoregon.gov cputestimony@portlandoregon.gov Re: Residential Infill Project (“Project”) Testimony Ladies and Gentlemen: Please do not adopt this proposed Residential Infill Project (“Project”). Despite the city's own studies showing adequate land for the next 20 years of growth, the Mayor, Commissioners and their representatives appear to be in league with developers to try to give a huge entitlement to build multifamily throughout the city, increasing density by 300%, with no requirement for affordable housing. This Project will NOT provide affordable housing, but will increase land prices and cause an increase in speculative building and demolitions. The Project’s stated purpose is “To ensure that new or remodeled houses are well integrated and complement the fabric of neighborhoods.” Despite this purpose and the representations and promises made by the City, the City’s committee was dominated by builders, realtors, lobbyists and housing advocates. It is appalling that the City’s committee pushed through this self-serving agenda to rezone most of the city to allow multifamily housing in single family zones. This was borrowed from a failed Seattle initiative and falsely marketed as an answer to affordability. The city’s own studies show that there is enough land already zoned to handle the next 20 years of growth. Every corner lot already is zoned for a duplex. The project has gone so far off the rails that it is almost unrecognizable. I don’t know the Who, the Why, but it has been given the bureau’s blessing. We all want suitable and affordable housing, but this Project would not create affordable housing, but would cause widespread demolitions throughout the city. I object to the claims it would offer “affordable housing for everyone”, when there is no evidence, no analysis and no requirement for builders to build what we would consider affordable housing. It is a false promise, and we ask you not to accept it. There was overwhelming opposition in public meetings, but the City’s staff largely ignored it. Of the 31 Neighborhood Associations who provided thoughtful comment, 27 were strongly opposed to widespread “middle housing”, with only 4 in support. Why not consider those 4 neighborhoods as “test sites” to evaluate the success of this unprecedented “overlay” in those communities. The proposed Project makes no attempt to respect neighborhood character, despite being a top priority voiced in public testimony; has no truth in zoning, making zoning designations meaningless. It would escalate land prices, and encourage demolitions. Southwest neighborhoods, would be devastated if this Project passes because as they are not well served by mass transit and sidewalks, are on steep hills, are in landslide zones, have traffic gridlock

and overcrowded schools. ?If Council accepts this Project, you would be handing an entitlement for builders who would be allowed to increase density in R5 zoning by 200-300 %, more density than R2.5. That would allow up to 10 units on the equivalent of 2 adjacent 5000 sq. ft. lots. This betrays the communities you serve! We all love this city but the Project before you is a collection of hastily considered proposals that promote a density agenda, high jacked by the housing crisis, wrapped in the flag of affordability that it will not provide. ?It does not achieve the objective of having new housing which “complement the fabric of the neighborhood”. ? Please consider the well-balanced proposal put forth by a third of the RIPSAC appointees. It accommodates new residents, and respects current residents without destroying the neighborhoods that we already have. I ask you to review this carefully crafted and considered proposal. It will serve the needs of the city. ?We are part of the way there, please don't quit until we get this right. Once done, it can't be undone. Please add this to the record. Thank you, Gohl P. Babinec 3842 SW Dolph Court Portland, OR 97219 cc: Mayor Ted Wheeler, Mayorwheeler@portlandoregon.gov Commissioner Amanda Fritz, Amanda@portlandoregon.gov Commissioner Nick Fish, nick@portlandoregon.gov Commissioner Chloe Eudaly , Chloe@portlandoregon.gov Commissioner JoAnn Hardesty, JoAnn@portlandoregon.gov City Auditor, Mary Hull Caballero, AuditorHullCaballero@portlandoregon.gov City Council Clerk, karla.moore-love@portlandoregon.gov Susan Anderson, Susan.Anderson@PortlandOregon.gov

Testimony is presented without formatting.

Alexandra Degher

#62733 | December 22, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

To Portland City Council: As you are all (hopefully) well aware, climate change is the biggest issue facing our society today, and this is especially true for low income and minority residents. I know that the City of Portland is beginning to develop goals to limit greenhouse gases but any expert in this field knows that we are well past the time for reduction-only efforts and need to immediately begin implementing carbon sequestration strategies. Currently, one of the most effective and feasible carbon sinks are trees. And not only do they sequester carbon but they reduce runoff, provide a place for wildlife, and help mitigate the heat island effect. As I watch more and more ADUs and duplexes being built, I see more and more trees coming down. Tri- and four-plexes will make this even worse, which is also going to make it nearly impossible for Portland to meet any climate goals. So, I urge you to make three changes to your RIP proposal: 1 - reassess the blanket approach you are using so that there are areas near transportation hubs that are dense but also areas that still have some green space; 2 - reduce the allowable size of houses immediately, and in all zones; 3 - implement more stringent requirements for planting trees and rules against cutting them down. Portland used to be the leader in "green" initiatives. I'm very saddened that we have fallen so far behind other cities. I'd love to see Portland really taking the lead on carbon reduction in a major way. Unfortunately, right now I'm seeing very few strategies that will actually make a difference and this strategy which is taking us backwards. This doesn't benefit anyone, including and especially the residents you are trying to help with this initiative. Thanks for your consideration. Alexandra B. Degher, PhD Carbon Reduction Expert

Testimony is presented without formatting.

C Poliak

#62734 | December 22, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Thank you for keeping us informed about the evolution of RIP. Some of my long-standing concerns remain with the newest iteration of RIP: 1. I still observe that the process is developer-driven and favors the developer. 2. I note that there are some minimal disincentives to tear-downs. I really appreciate that effort, but if a developer can tear down my neighbors' bungalows and build 4 - 6 residences in the place of 1 bungalow, I fear that that level of incentive to tear down will outweigh the minimal incentives to keep and work with (eg. basement apartment, ADU) the existing (and thus most environmentally friendly option) house. 3. I am already noting the loss of greenspace. Climate change calls out for more trees, but instead peoples' yards are already being gobbled by outsize ADUs. Does the new RIP have green yard minimums? Or require replacement of lost trees? 4. My neighborhood --- Sunnyside --- contains no parks. I believe that creating parks for all these new neighbors should be an integral part of RIP, especially as they are unlikely to have much yard space. 5. What plans are there to upscale other infrastructure to accommodate the new residents? Schools are overfilled in inner Portland. Portables are overused already. How will the new students be accommodated in the existing schools? And which will come first: the infrastructure or the influx? 6. Affordability still looks very much like an option which can be avoided in the new plan. Without required affordability, I expect to see many more of the \$600,000 to million dollar per unit multi-unit structures. Thank you so much for considering these concerns as you move forward.

Testimony is presented without formatting.

Kathryn Honl

#62736 | December 24, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Forest Honl Sun, Dec 22, 11:28 AM (2 days ago) to residential.infill We are totally opposed to any efforts at making our city more crowded. It is nearly impossible to go anywhere at any time of day without running into bad traffic. We have heard for many years how mass transit and biking are going to save us. Obviously it hasn't and it won't. The only thing that will is stopping the influx of people. Mass transit only works for a few people and it certainly has not been an improvement over the fine bus system we had. You think that people moving to Portland to live the many thousands of more apartments and ADU's won't use cars. That is a pipe dream. In a perfect world that would be great. people will always want the freedom their car gives them. Those that choose not to have a car will be using Uber type services. That doesn't solve anything as the Uber services end up driving many more miles to accomplish the same thing one does driving their own car- thus adding to pollution and congestion. We cannot understand why anyone would want more people to move to Portland and make live worse for those of us that have lived here all our lives. You seem to have the notion that crowding more people into already crowded area's will make housing more affordable. That is completely nuts. Just look at what has happened in the past with the tens of thousands of new apartment's and adu's etc. Housing cost have skyrocketed.It will continue to do so as we build and invite people in. Your attempts at creating more affordable housing for the poor has been a joke.

Forest & Kathy Honl

Testimony is presented without formatting.

190093



teresa mcgrath

#62737 | December 25, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

at 7614 se rex, a house was demolished that sold for \$475,000...now there are 2...a duplex was erected Unit A is priced at \$944,900. Unit B is priced at \$869,900.

[https://www.zillow.com/homedetails/7614-SE-Rex-A-Portland-OR-97206/2081655410_zpid/](<https://www.xome.com/homes-for-sale/7614-SE-Rex-UNIT-A-Portland-OR-97206-32400595/>)
rip will not help folks, but will continue to displace long time residents and people of color... here is a photo of the house torn down.... at 7614 se rex.....awful thx

Testimony is presented without formatting.

Scott Israel

#62738 | December 25, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Support FAR limits on smaller lots. A 4800 sq ft home was just built next to me on a 5000 sq ft lot. No usable yard, Out of keeping with neighborhood.

Testimony is presented without formatting.

Isha Leinow

#62739 | December 25, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Thank you for the opportunity to submit comment and for working on RIP. On behalf of the board of the Cully Association of Neighbors, we overwhelmingly support RIP as proposed and urge you to adopt it post haste. We are pleased RIP will reduce displacement of vulnerable families, create opportunities for lower cost new development, and curtail current zoning rules that result in large, expensive homes driving displacement. We need RIP now to change this dynamic. Waiting will create more displacement. RIP is needed to create incentives for nonprofit developers to build affordable housing in single-family zones. RIP is needed to create opportunities for older adults to downsize and remain in our neighborhood and create opportunities for young families to purchase housing, build wealth. RIP will help remediate longstanding racism in the zoning code. Increased residential density from RIP will support Cully businesses and more frequent bus service. RIP will help to maintain the economic and racial diversity we value in our neighborhood. Thank you!

Testimony is presented without formatting.

Lana Younglove

#62740 | December 26, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Our streets are getting so crowded with parked cars that do not even belong to the neighborhood houses already that this infill would only make worse. It is making u safe to walk to school or ride bikes as we are unable to see or be seen. The infill buildings have no off street parking or the tenants do not use it as it costs extra. Many of these neighborhoods are part of Portland's charm and history and the weird new buildings ruin the character that many people moved there to enjoy. The apartments being built are not affordable for most people needing them so it does not help the house less population at all. When they build two huge house on one lot that sells for close to a million it does nothing for infill for the average income people even. Just makes more money for the builders. I think it is a huge scam and I resent the city trying to shove the idea down our throats with lies. It will also overcrowd our neighborhood schools. Lots more to say but I will leave it for others. Lana Younglove

Testimony is presented without formatting.

Joan Hamilton

#62741 | December 26, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Dear Portland City Council. My husband and I appreciate how hard the Council and the PSC have worked to craft a plan that satisfies most current residents and also prepares Portland for the future. We support the RIP but also ask you to help ensure that our schools and commercial centers keep up the same pace so that everyone citywide enjoys advantages of many of the west side neighborhoods.

Testimony is presented without formatting.

Kerrigan Gray

#62742 | December 26, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Our immediate neighborhood, Linnton, has recently been found to be on landslide prone slope geology which makes it unfit for denser development. Packing more housing units onto the unstable hillsides would worsen the current dangerous situation. The near proximity to the petroleum farms exposes current residents to health hazard fumes for which there is no solution in the near future. Exposing additional residents via denser development to the existing health hazard caused by the fumes and odors would be unadvised. Finally, the existing services infrastructure (sewer, water pressure, lack of finished roads, etc.) would require a huge financial outlay to gain a handful of housing units, a financial burden the older age bracket residents of the Linnton area could ill-afford. Please leave the zoning and density as it is currently. Our address also falls in the Forest Park Conservancy Zone, as does most of Linnton, which restricts further dense development.

Testimony is presented without formatting.

Brett Schulz

#62743 | December 26, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Hello. I believe that there is an opportunity for infill housing that is not adequately addressed by the proposed Residential Infill Project. In the R5 zone it is currently allowed to divide corner lots, and confirm interior lots as small as 2400 sf, if the underlying lots were originally platted as small lots. I believe that it would be wise to allow a higher FAR for these smaller R5 lots that are under 3,000 sf, like 0.7 FAR for a single dwelling and 0.9 FAR for two units. This will allow reasonable living units that are likely actually be developed, and still be of modest scale. I think it is less likely that houses will be built on these small lots if the FAR is limited to 0.5 for one unit and 0.6 for two units. Thank you.

Testimony is presented without formatting.

LA Kranz

#62744 | December 27, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

"Removing on-site parking requirements" has proven to be problematic and dangerous across the city and should be removed from The Residential Infill Project goals. The "un-housed" cars bleed into neighboring blocks and increase congestion, create narrowed streets that make it difficult for 2 cars to pass one another, decrease visibility for children and pedestrians, and make it difficult for current residents to park near their own homes--increasing the danger of women returning home after dark. It also makes it difficult to park near retail/restaurant areas and therefore has a negative impact small business owners. This misguided idea must end.

Testimony is presented without formatting.

Nancy Matela

#62745 | December 27, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Thank you for submitting this comprehensive plan that will address our city's needs. I have owned a double R-5 lot (10,000 sq ft) in the Buckman neighborhood for 10 years. I have a triplex on the corner lot which is identified at R150649. I have requested approval many times for a single family or a duplex to be built on the empty space of 4000 sq ft which would be created by rotating the lot line between the two existing lots 90 degrees (the building currently straddles the lot line delineating the two lots). I would build a duplex on the created lot targeted to low-income housing needs. If a duplex isn't approved, I would build a single family house. Thank you for seriously considering this request.

Testimony is presented without formatting.

James Wentworth-Plato

#62746 | December 28, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Whatever happened to 'Grey to Green'? While the city gives lip service to trees, it's increasingly hypocritical. Portland obviously craves buildings and pavement more. Reducing the patch of open ground on a 5,000 square foot parcel to 5 foot strips along the edges of the property and a postage stamp of open ground in front or back is not conducive to growing trees large enough to create canopies of shade and significant wildlife value.

Testimony is presented without formatting.

Ron Blecker

#62747 | December 28, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I do not want any changes to the current zoning

Testimony is presented without formatting.

Jill and Kent Hoddick

#62748 | December 29, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Jill and Kent Hoddick 2945 N Willamette Blvd Portland, 97217 hoddick@up.edu In residence for almost 20 years at this address, and residents at 6546 N Maryland for 18 years prior. Owners and landlords of residences at 6500 N Yale, 7108 N Lancaster, 6551 N Maryland and 6543 N Maryland. My husband and I appreciate Portland for many reasons, particularly because we enjoy our home and North Portland neighborhood. We have made a good life here, and think of ourselves as excellent residents and landlords. We feel that the RIP will have a negative impact on neighborhoods and our quality of life. The RIP draft is unclear about some important issues: • Adding dwellings to properties to provide “first time home owners” with more options says nothing about land ownership, how land will be subdivided, and/or forces owners to become landlords. Are these condos?, apartments?, or homes sold to new buyers? • No increase in parks or open spaces to offset the loss of play areas for children and garden space of gardeners. The use of one’s yard for personal interests is greatly reduced. Trees will be lost. • The change in required maximum size of dwellings in effect pushes those with large families and those able to afford more land or bigger homes to the suburbs. • No guarantee or provisions for how new dwellings will be “affordable.” • Minimal information about infra structure – police, fire. • Leaves neighborhoods with tight housing quarters, streets full of parked cars, and more opportunity for crime. We understand the need to seek additional housing for the future but feel this approach smacks of “big brother” and will in the end only put money in the pockets of builders and tax collectors.

Testimony is presented without formatting.

Robert Hemphill

#62749 | December 29, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Hello, I am writing my enthusiastic support for the Residential Infill Project. With each version of the draft, this policy has gotten stronger. I support it because of its effects in allowing for more housing options in our city, especially options that are more affordable. In addition, I support the testimony of both Portland For Everyone and Portland: Neighbors Welcome. As a single 30-year old, it has not been easy to always find affordable, long term, fair housing options. I have had up to four housemates share a house with a single bathroom, or have to pay a large amount for a studio. There just isn't enough choice. While the increased supply in recent years has been helpful, I would still benefit from even more options, particularly smaller-scale housing options. RIP is a great policy and I urge you to pass it. Robert Hemphill

Testimony is presented without formatting.

Judy Colligan-Marshall

#62750 | December 29, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

What is now the "RIP" started with neighborhood concerns about demolitions and McMansions. Planning and Sustainability reworked it and it has now become "Demolitions and Multi-Unit Housing" with NO on site parking and NO trees. RIP will make the shortage of affordable housing WORSE, which will make homelessness WORSE. That has become crystal clear. We are Portland. We have to do BETTER than this!

Testimony is presented without formatting.

daniel hoyt

#62751 | December 29, 2019

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I support the RIP. I commend the City planners for their work to create a more balanced zoning code that supports more sustainable, thoughtful growth that has been widely sought. Since the 1970s planners have methodically struck a path to create a wonderful city and protect surrounding rural areas. The Rip continues that work. I know there is a vocal minority who resist change but please pass RIP.

Testimony is presented without formatting.

Melinda Williams

#62752 | December 30, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I am not in favor of this project. Having lived in Portland all my life, I have seen many changes as the the city has grown especially in the last few years. Recently it feels like things are not headed in the right direction on several fronts. One of the most appealing aspects of Portland has always been its distinctive neighborhoods, each with its own character. I feel this proposal threatens to destroy that uniqueness. More dwellings per single family lot would not necessarily make for a better or more desirable city in the long run! Tearing down smaller houses in a “nicer” neighborhood to build bigger or more houses/dwellings on the same lot with no parking (garages) is not without potential and unforeseen problems for the future. Someone needs to be considering sewer, water, utilities, and schools, not to mention esthetic considerations. Does the city really want to pack as many people as possible in the smallest space possible in its oldest neighborhoods?

Testimony is presented without formatting.

Carol Dennis

#72752 | December 31, 2019

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Hello, I own a home in the Brooklyn Neighborhood; a neighborhood that is undergoing a big transition primarily due to its location; it's close to downtown and the Orange Max line. My address is: 4236 SE 12th Ave. I live on a block that will be seeing a major development in the near future. A 160 unit apartment complex has been proposed and development will begin in June of 2020. To facilitate this project the city changed the zoning on my street. Two homes on my street (1208 SE Boise & 4214 SE 12th Ave.) were rezoned from R2.5 to CE & CMI. This means that three quarters of my block is now zoned commercial. I have a small house; three bedrooms and one bath, that will be dwarfed by the new development. All the homes/apartments on that block will be 3 to 5 stories (or equivalent). I would like to see the city council vote yes on the residential infill project because on my block it makes sense. My block is particularly suited to this kind of development. It makes sense to allow a homeowner or developer the choice of building a 2 Plex or a 4 Plex. I don't have a lot of options at this point - it will be very hard to sell a small bungalow that is dwarfed by huge homes and apartment complexes - my best option is to develop my site so that it fits with the future building plans. So I am supporting the infill project but only where it's appropriate. Sincerely, Carol Dennis

Testimony is presented without formatting.

JoAnne Knowles

#72762 | January 1, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I can't make any sense out of the map. I live in Richmond neighborhood. Should I expect any more ugly battleship grey buildings developed in my area? Should I expect any more three story monstrosities that overwhelm everything around them? Should I expect, like the "Big Grey Barn" across the street from me, two, million dollar McMansions with two "ADUs" under them, to be built with only two single garages for a building that can expect the need for parking at least eight cars? Should I expect greedy developers to crowd two McMansions onto a corner lot (after they've yanked out all the mature trees), and to put them about six feet from each other, so if you run out of potty paper in your upstairs bathroom you can just stick your arm out the window and the bathroom in the house six feet away will have some more T.P.? Can I expect more cute, affordable Vintage houses to be bulldozed, releasing asbestos and other contaminants into the air that I need to breathe? You do know that destructing a house and building a new one creates more negative impact to the environment than remodeling does? And do you know that your precious "duplexes" are running \$800,000 a piece in Sunnyside, a less appealing neighborhood than Richmond? How is this affordable housing for anyone except out of staters? It certainly won't do for Portlanders. Why would any sensible person pay twice as much as a cute Vintage house for a duplex that looks like a cracker box stuck up on end? No yard? No grass or trees. Not even room for the dog to go potty. (Which is why all the apartment and new home dwellers bring their dogs to my yard). Do you know the answers to any of these questions? I doubt it, but you can try. No b.s., please. Just real information.

Testimony is presented without formatting.

Christopher Browne

#72753 | January 2, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

The Cully neighborhood has Rigler, the lowest ranking school in the state of Oregon. The only other school, Scot, is ranked 674th of 701 schools in Oregon. What Cully needs is economic development. This property is .9 of a mile from the closest store. The RIP will not develop the neighborhoods into walkable neighborhoods. What we need is development around the city centers. (Cully blvd, Sandy at Rose City, Hollywood etc) The 2030 plan was good but this RIP will blow it up. Development will be away from the city centers creating buildup without infrastructure. This will make the communities ghettos.

Testimony is presented without formatting.

Milton Jones

#72754 | January 2, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

The infill with multi-family construction is a terrible idea. Why do you want to destroy Portland's modest single family home neighborhoods with their quiet streets and green space? As a practical matter, that is what this proposal will do. These modest neighborhoods are one of the things that make Portland a good place to live. If we wanted to live in San Francisco, we would be there. This project started out as a vehicle to address modest home demolition, displacement and McMansion replacement construction. You should proceed with restrictions on new construction size, but keep the neighborhoods single family in nature.

Testimony is presented without formatting.

Andrew Goodell

#72755 | January 3, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I support the residential infill project. Portland needs more housing, especially housing normal families can afford within biking distance of downtown. If Portland is to be a leader in the climate crisis, we need more people able to live near where they work.

Testimony is presented without formatting.

Scott Pope

#72757 | January 4, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Based on this proposal, my short narrow street (SE Market St. 2900-3000 block) could go from 8 residences to 32. That is unbelievably excessive and not even supportable by street and parking infrastructure on this block. Our street can only handle parking on 1 side, which makes it a single pass street as it is. Curbside parking is always full with 8 residences...how will 32 residences...or even 16 be supportable? All this plan will lead to in my neighborhood, where land is already expensive, is tearing down old houses and building EXPENSIVE duplex, triplex and quads. How will this solve the affordable housing issue? It won't. It will just make more expensive housing while destroying the livability of a neighborhood that people have put their life saving into to live here. Please don't destroy our neighborhoods. Please.

Testimony is presented without formatting.

Scott Pope

#72758 | January 4, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Just wanted to add to my previous testimony. While I am not at all supportive of tri & quadplexes due to the facilities burden it would place on our neighborhood, I am supportive of the house structure size limitations. That would be an improvement to zoning code.

Testimony is presented without formatting.

Greg Browe

#72759 | January 5, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I support the residential infill project because Portland needs affordable housing. It's key in the fight for income and social equality. The project is also a sustainable option that fights sprawl, which threatens the very trees I see so many detractors claim to care about. Please approve the recommended draft and accompany it with a new "deeper affordability" option for below-market developers and the citywide renter protections advocated by Anti-Displacement PDX.

Testimony is presented without formatting.

Justin Abrahms

#72760 | January 5, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I support the residential infill project because I think the current state of affairs is environmentally unsound and based on needless exclusivity. Please approve the recommended draft and accompany it with a new "deeper affordability" option for below-market developers and the citywide renter protections advocated by Anti-Displacement PDX.

Testimony is presented without formatting.

Alan Peroutka

#72761 | January 5, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I am a relatively new owner of this lot and have been considering how I would like to develop it for providing additional ADU's in the future if they are allowed in accordance with the proposed RIP. There are two aspects of the ADU development code requirements that seem problematic and that aren't solved with the new proposed code. 1) One is the requirement under 33.205.040.C.1 that prohibits two entrances on the facade of the house facing the street. This is a problem for me because I would like to create an ADU in the basement of my home, and the basement could gain an outside entrance and could even be made "visitable" if the entrance could be at or adjacent to my garage entrance, which is street level. The basement only "daylights" at this front of the house area and the rest of it is buried in the ground. If I can't put the entrance on the front, then it would require significant excavation and concrete work to create an entrance elsewhere, and there is no way it could be made visitable. If I could build the entrance next to the driveway, my intent would be to design it to be visitable by having no steps from the driveway to the basement entrance. I suggest that this requirement be eliminated. 2) The second problem is the requirement to site a detached ADU behind the house, or, in any case, 40 feet back from the front lot line (33.205.040.C.4). In my case, I have 35 feet of side yard next to my house and I would like to site a new detached ADU in this side area as part of a larger accessory structure which would also contain an art studio. The code would force me to put this in my back yard and that will leave the front area unused and would force the ADU into the back yard and would be more intrusive to my backyard living space. I don't understand what the problem would be to have the ADU/Art studio sitting next to my house rather than in the back of it. Seems like better access to the street if it is in the side yard. I suggest that, if the intent is for more compact and intense usage of land space, then it doesn't make sense to eliminate 40 feet of usable space from development and this requirement should be eliminated. Thank you for your consideration of my testimony. Alan Peroutka

Testimony is presented without formatting.

Gabby Pietro

#72763 | January 6, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I support the Residential Infill Project because I believe in a more equitable future for my city. Portland is a growing city, and one of the joys of living in a city is living with density and diversity. We need to recognize that the current state of our zoning is exclusionary and rooted a racist (recent and current) past. Please approve the recommended draft and accompany it with a new "deeper affordability" option for below-market developers and the citywide renter protections advocated by Anti-Displacement PDX.

Testimony is presented without formatting.

Doria Mateja-Stellmacher

#72764 | January 6, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I'm am concerned about the proposed elimination of the parking requirement. The proposed density increases need to have adequate off-street parking.

Testimony is presented without formatting.

Northeast Coalition of Neighborhoods

Portland, Oregon

4815 NE 7th Ave. / 503.388.5004 / necoalition.org

November 19, 2019

Mayor Wheeler, City Council Commissioners

CC: Andrea Durbin and Morgan Tracy, Bureau of Planning and Sustainability

RE: Residential Infill Project Recommended Draft - Increase Affordable Housing in our Neighborhoods

Mayor and Commissioners,

Thank you for the opportunity to comment on the Residential Infill Project Recommended Draft (RIP). We appreciate the efforts by the Bureau of Planning & Sustainability (BPS) to fulfill the vision of the 2035 Comprehensive Plan by *“increasing the amount of affordable housing”* across our neighborhoods.

As our top land use priority is affordability, we’re encouraged how RIP will support long and short-term affordable housing options. BPS’s analysis projects the *legalization of 4-plexes will support the creation of units affordable* to residents earning 80% of the area’s median income (AMI). Additionally, we appreciate BPS’s responsiveness to our comments on the proposed draft. Specifically, *encouraging the creation of family-sized housing by increasing the floor area ratio and removing parking requirements*.

However, RIP’s support for affordability could be strengthened through two amendments:

- **Support creation of affordable housing** by allowing 6-plexes with at least 3 units affordable to residents earning 60% AMI. With the appropriate FAR increase, this could allow non-profit developers to expand affordable housing in our neighborhoods and serve as a pilot opportunity for the affordable housing bonds passed by Portland voters.
- **Protect existing affordable housing** through the concurrent implementation of the Anti-Displacement Action Plan. We believe the Plan should prioritize strategies for current low-income residents, including the “right to remain” in our neighborhoods.

We believe RIP will support the affordable housing our neighborhoods need to ensure residents of all income levels and family sizes are welcomed.

Regards,

Northeast Coalition of Neighborhoods Board

Luke Norman

#72765 | January 6, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Please see the below and attached letter of support approved by the Northeast Coalition of Neighborhoods Board: November 19, 2019 Mayor Wheeler, City Council Commissioners CC: Andrea Durbin and Morgan Tracy, Bureau of Planning and Sustainability RE: Residential Infill Project Recommended Draft - Increase Affordable Housing in our Neighborhoods Mayor and Commissioners, Thank you for the opportunity to comment on the Residential Infill Project Recommended Draft (RIP). We appreciate the efforts by the Bureau of Planning & Sustainability (BPS) to fulfill the vision of the 2035 Comprehensive Plan by “increasing the amount of affordable housing” across our neighborhoods. As our top land use priority is affordability, we’re encouraged how RIP will support long and short-term affordable housing options. BPS’s analysis projects the legalization of 4-plexes will support the creation of units affordable to residents earning 80% of the area’s median income (AMI). Additionally, we appreciate BPS’s responsiveness to our comments on the proposed draft. Specifically, encouraging the creation of family-sized housing by increasing the floor area ratio and removing parking requirements. However, RIP’s support for affordability could be strengthened through two amendments: • Support creation of affordable housing by allowing 6-plexes with at least 3 units affordable to residents earning 60% AMI. With the appropriate FAR increase, this could allow non-profit developers to expand affordable housing in our neighborhoods and serve as a pilot opportunity for the affordable housing bonds passed by Portland voters. • Protect existing affordable housing through the concurrent implementation of the Anti-Displacement Action Plan. We believe the Plan should prioritize strategies for current low-income residents, including the “right to remain” in our neighborhoods. We believe RIP will support the affordable housing our neighborhoods need to ensure residents of all income levels and family sizes are welcomed. Regards, Northeast Coalition of Neighborhoods Board

Testimony is presented without formatting.

Kathryn Erickson

#72766 | January 6, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Dear Members of the Portland City Council, I am writing you today to express both support and opposition to the substance of the Residential Infill project in the hopes that you will modify some of the provisions to better reflect what we, as citizens of the city, think would be beneficial to our housing shortage. 1. In migration to Portland has slowed substantially. The numbers of people that you are using to project for people coming to Portland are much less than what the Planning Commission used. Opening up the zoning so that homes can become or be built as triplexes or four plexes is not warranted based on the in-migration numbers. Please do not approve zoning that would permit plexes to be built, across the city, on any lot except on lots on corners and along main corridors or in designated city centers. The Comprehensive Plan states that density should be along major corridors and city centers. 2. The Residential Infill Project began with the idea of developing a pilot program in neighborhoods that wished to try it. It morphed into changing the zoning for most of the city in the summer of 2018. I support density as described under the Comprehensive Plan but we support the protection of small houses by preventing the demolition of them to build much larger houses. Small houses are affordable for young people, seniors and many others. When they are demolished to build much larger houses, they remove an affordable source for people to live. The Planning Department is arguing that if you build plexes, the spaces will be small, affordable and provide housing for more people. But the key here is affordability. When a small house is torn down, the new building is built at a higher cost which then displaces the people who live in the neighborhood or might live in the neighborhood because it is not affordable. Protection of small houses and older apartments does a better job of keeping housing affordable. And lowers the chances for displacement. 3. I support affordable density where public transportation and amenities are in place along with reasonable parking. Building new apartments without off street parking will turn our streets into parking lots. I understand that fleets of Ubers or Lyfts might be available for people who can afford them. But until we have better public transportation, I do not support higher density except on corner lots and in commercial corridors which might have the infrastructure to support the density and might have better public transportation. 4. The state legislature passed some sweeping laws last summer which will affect our residential development. I ask you to delay voting on the RIP until the LCDC has developed the rules so that you have something concrete to work with as it affects the Rip. There is no hurry to pass the Rip as in migration has slowed. It is more important to get it right than to pass something that will have to be modified later. I support the idea of permitting larger houses to be divided into smaller spaces so long as the utilities are upgraded to

reflect the density which will occur. Additional parking must be provided to continue to make our neighborhoods livable. We do not support the destruction of smaller houses to build plexes or large houses. 5. I do not support the destruction of single dwelling zoning under this proposed law. People have voted, with their financial resources, to have single family residential zoning. The livability of neighborhoods has been the result. Developing our single dwelling neighborhoods into multifamily neighborhoods owned by investors is not the solution to attractive, livable and affordable neighborhoods. That is why we have zoning. There has always been a mix of residential, multifamily and commercial land. 6. I do support more multifamily housing along corridors and in town centers. However, I wish for the opportunity for people to own their homes instead of living a lifetime as renters where they have no control over rent and cannot build some financial security. Respectfully submitted, Kathryn and Eric Erickson 5706 SW Gillcrest Ct. Portland, OR 97221

Testimony is presented without formatting.

Peter M. & Sandra A Dubinsky
3734 NE Hassalo St
Portland, Or 97232

January 6, 2020

City Council
Residential Infill Project Testimony
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

City Council Members

We are writing this letter to object to the Draft Residential Infill Policy (RIP) as currently structured. This letter is in follow up to our April 19, 2018 letter objecting to the proposed rezoning of our property at 3734 NE Hassalo St, Portland. Our reasons for objecting to the rezoning of our property as well as the RIP follow:

1. Affordable Housing - As mentioned in numerous sections of the recently finalized City Comprehensive Plan a high priority goal for the City is to establish affordable housing especially in the areas of the city where there is a lack of opportunity as well as housing. The draft RIP policy treats essentially all areas of East Portland as having the same zoning structure. We believe that the focus of housing opportunity via zoning should be in those neighborhoods where affordable housing can be used to leverage opportunity for first time homeowners. By doing so the zoning changes can assist new residents build economic stability and a nest egg through homeownership. A recent article in the Washington Post titled - *The conundrum affordable housing poses for the nation*¹- offers additional salient points on this matter
2. One size fits all - The RIP is ostensibly a one size fits all and that approach is flawed. The one size fits all approach also takes aim at devaluing a philosophical principle of owning one's own home. Pride of ownership and a real sense of responsibility in maintaining the neighborhood. Revising the zoning code on a mass scale with the goal of supporting population growth by integrating an almost unlimited number of multiunit dwellings into single- family home neighborhoods is a recipe for failure. Our experience is that in such situations the multi units turn into rentals. The occupants of the rental units do not adopt a mindset of responsibility or accountability for the property because they do not have a stake in it.

1. https://www.washingtonpost.com/realestate/the-conundrum-affordable-housing-poses-for-the-nation/2020/01/01/a5b360da-1b5f-11ea-8d58-5ac3600967a1_story.html

3. ADUs – The use of ADUs is a valid and reasonable approach to expanding the available housing stock in the City as its population increases. However, allowing two or more raises real concerns about the impact on livability as well as utilities and services. To date ADUs are being built and integrated into our neighborhood but many appear to be directed at short term rentals rather than as long-term housing solutions. It is not clear that implementation of the ADU concept is contributing to resolving the housing shortage, especially regarding affordable housing.

The points made in our April 19, 2018 letter (copy attached) opposing re-zoning, i.e. the draft RIP is as applicable with this version as with the earlier one. In addition, we agree in full with the points made by the Laurelhurst Neighborhood Association in their May 11, 2018 letter to the record.

Sincerely,

Peter Michael Dubinsky

P. Michael Dubinsky

Sandra Ann Dubinsky

Sandra A. Dubinsky

Attachment

Peter M & Sandra A Dubinsky
3734 NE Hassalo St
Portland, Oregon 97232

19 April 2018
Portland Planning and Sustainability Commission
Residential Infill Testimony
1900 SW 4th Avenue, Suite 7100
Portland, Oregon 97201

We are writing in response to the official notice we received earlier this month notifying us of a proposed zoning change that may affect our property. According to the proposal our property would be placed in an overlay zone that would allow construction of a duplex and one ADU on our lot.

We object to this modification to the zoning code on the grounds that it is arbitrary, capricious, lacks evidence that it will accomplish the goals set to increase affordable housing in Portland and has not been developed using sufficient data and information to ensure it will not result in significant adverse environmental and societal impacts.

A brief analysis of the possible impact of such a zoning change on our neighborhood block alone indicates that if adopted the zoning change could result in 14 single family residences becoming 10 duplexes, 4 triplexes, and 14 ADUs. That is a total of 46 residences rather than the current 14. Under current zoning the number of residences could change from 14 residences to 4 duplexes 10 single family residences and 10 ADUs. That would be 28 residences.

Even the current zoning, if expanded to its maximum use would place severe burden on the infrastructure needs of electricity, water, transportation, emergency services, schools and the overall quality of life of the residents. We note that many parts of the City currently lack the basic infrastructure elements, e.g. paved streets and sidewalks that are needed to provide for public services and safety. Taking care of the basics first should be the City's priority not inviting additional opportunity for failure.

The available documentation does not address basic infrastructure and environmental matters.

The approach the policy takes is shortsighted and lacks the application of common sense. The process of preparing it may be following the law but the content appears founded on an incorrect assumption that one size fits all. The hope that it will offer some relief to the high cost of housing seems to be exposed as bunk. We see the policy as failing to provide relief and as unfair to current residents who have striven to build their neighborhoods into places for residents and their families to grow and thrive.

This entire project should be placed in abeyance as soon as possible to stop the waste of taxpayer resources.

Sincerely,

 
Peter M. Dubinsky & Sandra A. Dubinsky.

Peter Dubinsky

#72767 | January 6, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

We are submitting two attached letters opposing the RIP as drafted.

Testimony is presented without formatting.

Jynx Houston

#72768 | January 6, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

The RIP would be disastrous for Portland because it does ABSOLUTELY NOTHING for affordable housing for ordinary Portland workers, low-income residents & of course the homeless community. You all seem tragically willing to align yourselves w/ developers who continue to literally own Portland. Jamming duplexes that are NOT AFFORDABLE is not the answer. You are taking the easy way out & not doing your homework. DENSITY DOES NOT MEAN AFFORDABILITY. Shame on all of you & Wheeler too.

Testimony is presented without formatting.

Alicia Zambelli

#72769 | January 6, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I am writing to urge you to oppose the Residential Infill Project. This unfortunate proposition will only serve to further displace lower income residents, encourage the destruction of the inclusionary aspect of Portland, and encourage the construction of unaffordable housing, accelerating gentrification. Please - I beseech you to oppose RIP.

Testimony is presented without formatting.

Milton Jones

#72770 | January 7, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

This proposal seems ill suited to Marquam Hill. We have very substantial areas of properties within walking distance of hospital employment that are already zoned for multi-family housing but which are substantially under built; the result of past, more carefully considered planning efforts. Why would we consider infill here when the current plan already provides for both multi-family and single family living opportunities? The proposal seems to be a "one size fits all" effort that fails to sufficiently consider local conditions.

Testimony is presented without formatting.

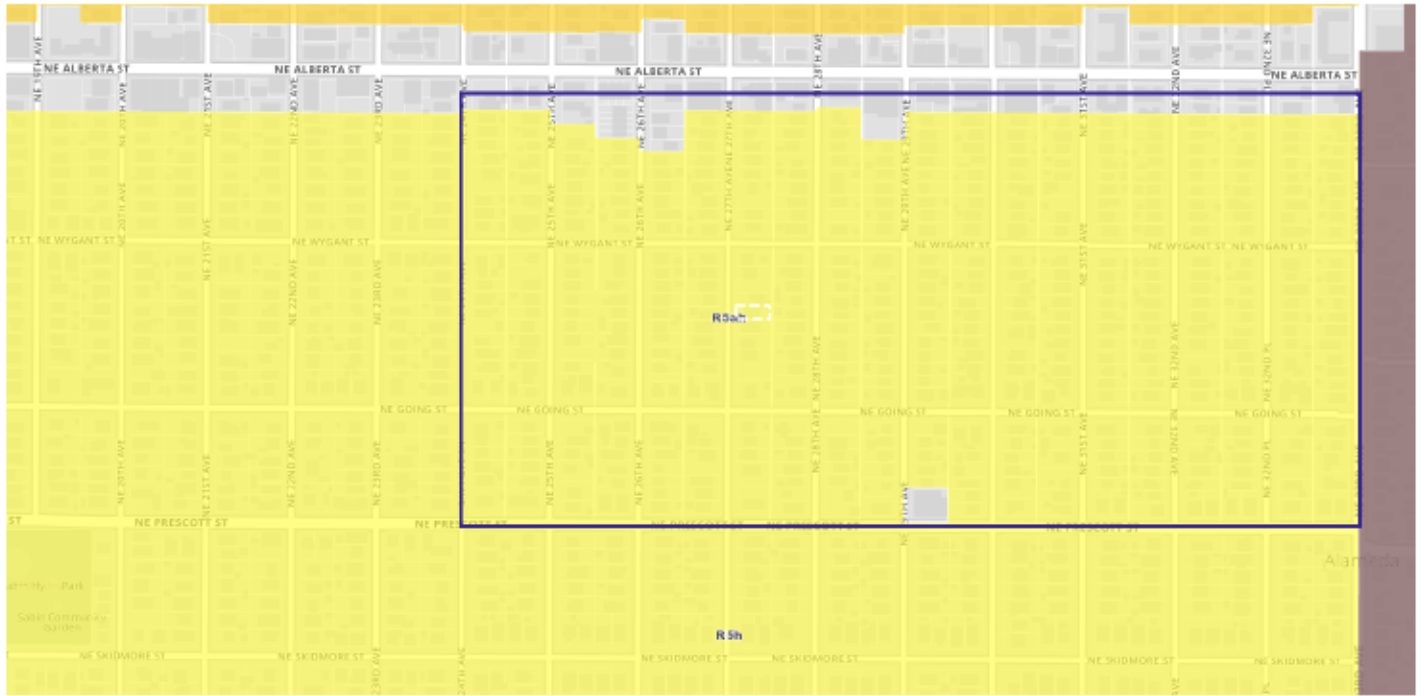
Beth Blenz-Clucas

#72771 | January 7, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

While I am completely behind the idea of infill within city limits (and the urban growth boundary), I hope that the city and state take more intelligent action on development, especially in SW Portland. Most neighbors accept that we need to house more people and to resolve the iniquities that have been embedded in this neighborhood since it was developed. But, we need to be smart and think about the best ways for all of the new people coming to the neighborhood will actually live. Where will they park their cars? How will they get to work? Is the new housing near a bus line? If not, how can the increased traffic and demand for transit be addressed? Many of our streets in SW Portland do not have sidewalks. There is not frequent or convenient transit. If we're going to suddenly allow a bunch of new buildings and four-plexes to go up, then there needs to be infrastructure to be developed along with the new populations. Our part of town will have to change and grow, but we need to be smart! I'm so glad that the SW Portland curse of McMansion developments will be curtailed as part of the RIP and statewide plans. It makes no sense for the community to fill lots with giant over-priced homes when so many working families need decent and affordable housing in our city.

Testimony is presented without formatting.



Garlynn Woodsong

#72772 | January 7, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

This location is actually not just for this specific address, though this is an example of this. See attached for the entire geography for which this comment applies (from NE 24th to 33rd, Alberta to Prescott where zoned R5). The minimum lot size proposed in the R5 zone for a triplex or fourplex is 4,500 square feet. Yet the standard lot size in this portion of the neighborhood is 4,000 square feet. This represents a fundamental mis-understanding of the lot pattern in this portion of the neighborhood. These lots are not substandard R5 lots. They are standard 4,000 square foot lots. They should have the ability to have a triplex or fourplex constructed on them. This is prime real estate, one to two blocks away from the most desirable street on the most frequent transit line in the region. This is exactly where triplexes and fourplexes make the most sense. This is also the case on the north side of Alberta, to Killingsworth, but that side is zoned R2.5, which has a minimum lot size of 3,200, which is smaller than the standard lot size of 4,000 and thus allows for triplexes and fourplexes. Both sides of Alberta Street with 4,000 square foot standard lots should receive the same treatment. ideally, this should be an R4 neighborhood, to recognize the uniqueness of the lot size pattern. Simply take R5, and ratchet down the minimum lot size accordingly. Alternatively, re-zone the south side of Alberta street to R2.5. 3,200 is not so much smaller than 4,000 that there would be any temptation to engage in lot splitting or aggregation to access zoning provisions. This is primarily an equity-in-zoning issue. There's no good reason for one side of Alberta to be R5 when the other side is R2.5, they're identical in every way. There's no reason why triplexes and fourplexes should thus be allowed on one side, but not on the other. That's nonsense. Please fix it. With this minor map comment, we fully support the adoption of the Residential Infill Project.

Testimony is presented without formatting.

Garlynn Woodsong

#72773 | January 7, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

This property has two underlying 2,500 square foot historic lots of record. It's within two blocks of the frequent transit line on Sandy, and the bus line on Fremont. It's a block from a neighborhood school. It, and the rest of this area with the underlying 2,500 square foot lots, should be re-zoned to R2.5.

Testimony is presented without formatting.

Debby Camper

#72774 | January 8, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I am opposed to the residential infill project as currently written. It amounts to huge changes to the current state of portland neighborhoods. Increasing density by destroying older homes, not requiring parking, not protecting trees and their canopy does not lead to affordably housing. Many current residents purchased homes in historical districts because of the livability and vintage character of the neighborhoods and this proposal ignores those concerns, especially since new triplexes or quadplexes in many neighborhoods are unlikely to result in affordability. Simply increasing density doesn't guarantee affordability. The proposal seems to try to solve affordable housing by painting one solution across the entire city which does not make sense. I urge you to Vote against this proposal.

Testimony is presented without formatting.

Mark Danielson

#72775 | January 8, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I believe the Oregon State and Portland are going too far in this “infill” project by cramming more units in to the established neighborhoods. There are already options for owners to create an additional rental space on their property. If you allow triplexes and further densities it certainly won't improve the quality of life. The lack of requiring on site parking will crowd the narrow streets. This is already happening in my neighborhood. Please consider keeping the density drive to a reasonable level. Thanks!

Testimony is presented without formatting.

Mark Lakeman

#72776 | January 8, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Dear Mayor and City Council, I enthusiastically support the proposed changes to the Residential Infill Project. From actions to reverse exclusionary zoning, to outlawing ridiculous "one for one" tear downs and replacements with bloated single family homes, to supporting more accessibility options, to incentivizing the creative reuse of existing homes, to protecting and enhancing the urban tree canopy, to more efficient use of urban space, I am in full support of the proposed beneficial changes. Thank you for your bold leadership on these matters. Mark Lakeman City Repair Cofounder Design Director at communitecture, architecture & planning

Testimony is presented without formatting.

Marcus Anderson

#72777 | January 8, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I do not agree with the Residential Infill Project zoning changes. Changing my property from single residential use to multi unit properties is a significant down grade to the value of my property unless I build three more units on it and a significant decrease in living experience in Portland. Had I known you would do that when I moved here I would have found some where else to live. I value my privacy. The new rule will bring congestion, structures staring down into my yard, parking difficult to find and more residential traffic than ever before. While I understand the need for affordable housing, this solution will make a profit for developers and the cost will be born by the residents that live here. This is not the answer. If you need an example look at what gentrification has done for North Portland.

Testimony is presented without formatting.



Ashley Lakovic

#72778 | January 8, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

I am writing to strongly object to the residential infill project proposal. Small and affordable housing is being torn down and destroyed to be replaced with gigantic and expensive monstrosities with no regard or consideration to neighbors. There isn't enough yard, no parking requirements, and it's destroying the livability of this wonderful city. I understand we need more housing, but historic neighborhoods are being destroyed in the name of adorable housing and the results aren't delivering affordable housing. It's mostly profit driven developers looking to maximize their lots and finishing units with high end fixtures hoping to draw in the highest in profits. It's not helping those who need the help. Soon there will be no more starter homes left.. and parking is becoming impossible. Please see attached photo of the little small business garden shop on Vancouver.. no longer will sunlight help them grow from seed outside, I'm sure they too won't be able to survive this new wave of cheap condos asking top dollar Please vote no on RIP Ashley (Portland resident for 20 years)

Testimony is presented without formatting.

Jonathan Greenwood

#72779 | January 8, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Dear council, I am writing to share my full support of the RIP. We have a severe housing shortage in our city. Allowing density in all neighborhoods will go a long way to solving this issue. We must allow the densification of neighborhoods all over the city. Letting duplexes up to fourplexes or more be built on current single family lots will create more housing stock for all the people that want to live in Portland. I cannot state strongly enough how much I support the RIP. Vote to pass it so we can make this the century of needed housing being built in Portland. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Please accept the following letter as testimony IN FAVOR of the Residential Infill Project.

Thank you

Paul Souders
915 SE Lambert St
Portland OR 97202

These are some common yard signs in my neighborhood:

> "Love Trumps Hate"

> "All are welcome here"

> "In our America, love wins"

> "No matter where you're from, we're glad you're our neighbor"

I like that last one. We are neighborly! That's why we live in a city, and not in a cabin in the forest, or some huge mansion in horse country. Because we like having neighbors.

But not everyone can live in every neighborhood, right? So maybe another way to phrase this, for relatively affluent inner-neighborhood Portlanders like myself, is:

> "should poor people be allowed to live in our neighborhood?"

If the answer is "no," then let's applaud our intellectual honesty, and bid this entire problem Good Day, Sir.

But we're not barbarians! Of course our neighborhood welcomes people of all incomes! So the answer is "yes, poor people should be allowed to live in our neighborhood." Then the next question is:

> "should poor people be allowed to have homes in our neighborhood?"

If the answer is "no," then we are OK with people living here without homes. In tents or cars or temporary shelters. I think this is about as far as San Francisco takes this conversation; maybe they have solved it to their satisfaction. Personally it bugs me that people live in my neighborhood without permanent homes.

So let's agree that poor people should be allowed to have homes in our neighborhood. Now the questions get more complicated, because money is complicated. A good place to start is:

> "what is the price of a lot in our neighborhood?"

...because no single-family home can be cheaper than the land it's built on.

In my neighborhood (Sellwood/Moreland), a notional vacant 5000SF lot would cost something around \$350K. This is about 5x the average Portland (city) family's household annual income, or 6x the average Portland Metro family's annual income. The cheapest legal single-family home you could build on that lot would cost around \$150K to build not including the land. So the minimum viable single-family home in my neighborhood would cost \$500K, (\$350K + \$150K) or about 8x the average Metro family's income. Most banks draw the line for a mortgage at around 3-4x household income, so an "affordable" house in my neighborhood should cost somewhere around \$250,000.

But maybe we want to preserve the character of our neighborhood – its existing housing stock or population density or abundance of free parking? (That's why we moved here after all!) So the next question is:

> "are we willing to sell our houses for half their actual value?"

(We could alternatively subsidize rent for our new neighbors, but it would have to pencil out the same: at least 50% of our own mortgage!)

We obviously can't afford that! But that's the only way for the statistically average Portland Metro family to buy a single-family house on a full lot in our neighborhood.

So if we agree that poor people should be allowed to live in our neighborhood, and that they should have homes, we need to make room for more neighbors on the same amount of land.

We could build two minimum single family homes on one lot:

> \$350K [for the lot] + (2x\$150K [two minimum houses]) = \$650K/2 = \$325,000/home

This is only about 5 times the average Metro family's income! And if we put one more house on the lot:

> \$350K [for the lot] + (3x\$150K [three minimum houses]) = \$800K/3 = \$266,666/home

Eureka! We have made it possible for poor people (OK, people of average income) to live in our neighborhood, in actual houses! (Not even apartment buildings. Just plain old houses.) It might even be possible to build those two extra houses on a lot that already has a

house on it – which would mean doing very little damage to “neighborhood character.” (Stop demolishing Portland!)

We have just figured out why we need residential infill.

But let’s think back to my favorite yard sign:

> “No matter where you’re from, we’re glad you’re our neighbor”

What does this sign & others like it mean? What does it mean to publicly proclaim “we’re glad you’re our neighbor,” unless **we** provide a place in our neighborhood for **you** to live?

Are we willing to put our money where our mouths are? To live the values (inclusiveness, acceptance, neighborliness, love) that we write on literal signs in our yards?

If the president had a less-ugly soul, would we still put up signs like that?

Paul Souders

#72781 | January 9, 2020

Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

I previously submitted a letter as testimony in favor of the Residential Infill Project, but it was horribly mangled by the Map App. Please see the enclosed PDF with the text of this testimony. Thank you.

Testimony is presented without formatting.

Jeff Burns

#72782 | January 9, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Regarding RIP January 9, 2020 Dear City Council, The past 6 years, I've provided feedback regarding the comprehensive plan, and now the RIP initiative. What stands out for me is all the thought and work that went into zoning, and its impacts. When RIP was introduced, I felt labeling properties 'Single Family Zones' (RF, R20, R10, R7, R5, R2.5) and allowing multifamily units was lying to ourselves and not addressing a massive rezone. Reading thru the proposed zoning, I'm glad to see many issues have been addressed; - There are no longer single family residential and multifamily zones; there is size and density. - Accessibility (aka ADA) - Alternative paths for land development that allow for creative solutions that think outside the box. - Fee simple ownership, owning the residence and land underneath, is a lot easier for developers to create. All said, I own and live in the inner SE Buckman neighborhood, characterized by multifamily and many single family homes cut into duplexes. The neighborhood is transitory in nature, and the vested interest of owner/residents isn't strong, like other neighborhoods. I'm concerned that RIP and HB2001 may create roofs over heads, but lack enough equity to create vibrant community. Sincerely Jeff C Burns Burns Organic Modern Oregon and California Licensed Architect 1336 SE 20th Avenue, Portland Oregon 97214 jeff@organicmodern.com – 503.351.6553 cell Cc; City Council (website); Buckman Community Association (email)

Testimony is presented without formatting.

Paul Del Vecchio

#72783 | January 9, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

The residential infill plan is a necessary step to move Portland's housing stock into the future, and more importantly, into the present. Current zoning supports the construction of homes few can afford. As compared to generations past, family sizes are shrinking and housing represents a larger portion of income; homes should not increase in size as a response. The RIP plan provides for a logical regulatory response to current and future housing needs. Fears that homes will be demolished en masse as a result of RIP are exaggerated; only the smallest and ill maintained homes will be priced appropriately to serve as development sites. As many of these may be rental properties, I suggest that the no-cause eviction regulations currently in place for multi-family buildings be extended to tenants in single family homes, even if the landlord only owns one rental. Thank you for the opportunity to participate in this choice. -Paul

Testimony is presented without formatting.

Grace Coffey

#72784 | January 9, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

Portland City Council, I want to testify in support of the overall objectives of the residential infill project. Infill is a great way to combat climate change by making our cities more efficient. Infill provides more housing choices, and can combat displacement and housing shortages. The draft as is great in re-legalizing duplexes, triplexes and multiple ADU's. The flaws of the draft lie in the rather restrictive design guidelines such as height, setback, visibility and FAR requirements that make it harder to build these housing types. I would hope that the council considers reducing some of these restrictions to ensure that these housing types will actually be built. I support the FAR bonuses for more units, and would make them even larger. I also support waiving on-site parking requirements. Thank you for your time, good luck in your deliberations, Grace Coffey

Testimony is presented without formatting.

Allan Rudwick

#72785 | January 9, 2020

Testimony to Portland City Council on the Residential Infill Project, Recommended Draft

The Eliot Neighborhood Association & Its Land Use Committee have been closely following this project. We feel strongly that RIP should be accepted and are horrified that it has taken 4 years to get to this point. "Housing Emergency" should mean something and this is a major step in the right direction. It may not go far enough but this should be passed and go into effect ASAP. Neighbors who have been making noise about problems are simply not grasping the magnitude of our housing problems. We need RIP to help get us closer to a healthy housing market. Housing should be affordable and abundant. We have neither of these qualities in our housing market currently due to 75+ years of housing restrictions. RIP should help us but is not the only piece of the puzzle. The Eliot NA passed a down-zoning proposal from R2 to R2.5 on a bunch of its properties during the Comp Plan update and this was partially done due to the understanding that RIP was going to increase the allowable units on almost all lots. It is imperative that City Council fulfill the promises that were made in the past

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