

Michelle Neidiger

#72786 | January 9, 2020

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

January 9th, 2020 Dear City Council, I am pro-development and strongly oppose this proposal. I am a commercial building designer working for a well-established architecture firm. My experience is 20 years in building design in the Portland market. No planning or administration or code changes can through sheer force or will build a product type that developers do not want to build with people who are not here to build it. I do not support changes that look similar to those that have already failed in other parts of the USA, like Philadelphia and Washington DC in the 1990s, and San Francisco and Vancouver BC in the 2010s. This is redundant, wasteful, & duplicitous use of taxpayer funds after passing both the HB2001 and Revised City Comprehensive Plan. We will demand a vote on these policies or vote out the City Council. This is not a thoughtful policy. No thought is given to the success of and need for expanding the Habitat for Humanity Model. This is the social housing model the City of Portland ignores. It is easy to academically critique and rewrite codes. It is very difficult to obtain the land and bank resources required to build. In addition, the lack of skilled workers and trade market monopolies (products and services) is the local building crisis no in the Portland political administration thinks or talks about. The minority population is who has the trade skills to build these projects but are not paid a fair or equal living wage to afford to live in the City they are building. Many of these families are frankly not supported or welcome by the business community. No building code or planning changes are required to end poverty. An increase in fair wages and taxing vacancies - both commercial and residential properties - is the reform strategy missing from the dialog and policy and should be enacted today. For a pronounced group of modern creative problem solvers, I ask you to go back and rewrite rather than adopt strategies that will fail your primary citizen tax base. Michelle D Neidiger Fair Housing Advocate

Testimony is presented without formatting.

190093



Brooke Hazard

#72787 | January 9, 2020

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

Dear City Council: I am resubmitting my testimony because I would like to include a photograph of our street on any given day due to student parking. Our home is the green one in the photo. 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.

Peter Seaman

#72788 | January 9, 2020

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

I've been trying to follow the RIP - I even signed up to receive the email notifications. Yet the project is **extremely** difficult to understand, and your map-app doesn't make it much easier. Anyway, it appears that you want people to be able to build duplexes, triplexes, and four-plexes in properties like mine that are zoned R7. I think it's a really bad idea - one that benefits developers and new residents who are desperate for a place to live, but pushes out the people who bought houses in the neighborhood b/c it is quiet and livable. That's why I bought a house in my quiet and lovely Portland neighborhood, and it's why I have stayed here for almost 15 years. If you put a fourplex next to my single-family house, with attendant noise, traffic, etc, I will probably move further out, to a neighborhood that has the kind of housing I want. As I said during your last phase of public comment, I believe that the best way to get the density you seek is to select already-built-up areas, near major streets and arterials, and build really densely. These dense suburbs you seem to want are not going to work. I know b/c I lived in one, in California, and I moved as soon as I could. A dense suburb is the worst of both worlds, b/c homeowners think they can do whatever they want - they own their places, after all - and the neighborhood is a horrible chaos. People who live in really dense neighborhoods with rowhouses and apt buildings **know** they are surrounded by others and are much more considerate. I know you are eager to house more people in Portland, but this plan is not the way to do it. It benefits developers and the Portlanders who **leave** and sell their lots to developers, who will tear down the one house and build four in its place. How does that help the people who bought houses in the neighborhood, thinking it would retain its character? Please preserve Portland for the people who live here. Thanks. - Peter Seaman

Testimony is presented without formatting.



190093

Southwest Neighborhoods, Inc.

7688 SW Capitol Highway, Portland, OR 97219 (503) 823-4592

www.swni.org

January 9, 2020

Mayor Ted Wheeler
Commissioner Amanda Fritz
Commissioner Chloe Eudaly
Commissioner Jo Ann Hardesty

Re: SWNI Comments on Residential Infill Project Recommended Draft

Dear Members of the Council,

On May 17, 2018 the SWNI Board of Directors approved a letter which we sent to the Portland Planning and Sustainability Commission opposing part of the Residential Infill project because it does not take into consideration the topographical and inadequate infrastructure constraints in the Southwest neighborhood. Nor has it taken into consideration the proper infrastructure for storm water management or transportation needs of the area, which are necessary to promote the safety of pedestrians and prevent flooding of properties.

Much has happened since we sent that letter. HB 2001, HB 2003 and SB 534 have passed the state legislature, which have a unique bearing on the Residential Infill Project. SWNI Board of Directors, at the request of our Land Use committee, voted unanimously to request that a vote or evaluation of the Residential Infill Project be delayed until the administrative rules are finalized by LCDC. Those rules will have a direct impact on the RIP and what will be required by the state. We suggest that those rules be finalized so that their impact on Portland zoning can be known before you take a vote on which parts of the Residential Infill Project you wish to support.

Thank you for consideration of our request. Creating the opportunity for density is complex with a lot of moving parts. We hope that the council will adhere to the Comp Plan and the goal of getting it "right."

Sincerely,

Leslie Hammond
President
Southwest Neighborhoods, Inc (SWNI)

Leslie Hammond

#72789 | January 9, 2020

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

Dear Members of the Council, On May 17, 2018 the SWNI Board of Directors approved a letter which we sent to the Portland Planning and Sustainability Commission opposing part of the Residential Infill project because it does not take into consideration the topographical and inadequate infrastructure constraints in the Southwest neighborhood. Nor has it taken into consideration the proper infrastructure for storm water management or transportation needs of the area, which are necessary to promote the safety of pedestrians and prevent flooding of properties. Much has happened since we sent that letter. HB 2001, HB 2003 and SB 534 have passed the state legislature, which have a unique bearing on the Residential Infill Project. SWNI Board of Directors, at the request of our Land Use committee, voted unanimously to request that a vote or evaluation of the Residential Infill Project be delayed until the administrative rules are finalized by LCDC. Those rules will have a direct impact on the RIP and what will be required by the state. We suggest that those rules be finalized so that their impact on Portland zoning can be known before you take a vote on which parts of the Residential Infill Project you wish to support. Thank you for consideration of our request. Creating the opportunity for density is complex with a lot of moving parts. We hope that the council will adhere to the Comp Plan and the goal of getting it “right.” Sincerely, Leslie Hammond President Southwest Neighborhoods, Inc (SWNI)

Testimony is presented without formatting.

Kelsey Stewart

#72790 | January 9, 2020

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

I support the Residential Infill Project because it is a proposal that has been well thought out and holds the right intentions for the community. It has been too difficult to zone, accessible, multi-family housing in this growing city, and families continue to face home displacement on a daily basis. 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.

JULIE FUKUDA

#72791 | January 9, 2020

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

Re: Residential Infill Public Testimony Dear members of City Council, As a 30-year resident of Portland and a staffer with Portland Parks & Recreation Urban Forestry, I was very encouraged by the January 8 resolution unanimously passed to move forward with amendments to improve City Code Title 11. City Council appears to be unified in understanding that Portland's tree canopy is essential infrastructure to mitigate urban heat island effects and climate change, and to promote public health. Retaining healthy, mature trees in our city is by far the most effective way to maximize tree services. RIP puts Portland's tree canopy in serious peril. Most of Portland's tree canopy has been documented to exist on residential property, which also presents the most significant opportunity for expanding tree canopy. Title 11 currently provides no protection against removal of healthy mature trees on properties undergoing private development. Preservation is not required in development except in rare cases such as those involving designated Heritage Trees. Title 11 only sets mitigation fee requirements for the removal of private trees in development, easily incorporated into the cost of doing business for speculative builders. Increasing density in single family zones will mean trees will be lost AND, future large-form trees can never be accommodated on these parcels once they are built out to the allowable limit. Furthermore, while mitigation fees are collected to plant trees elsewhere in the city, available space for trees is shrinking, presenting increasing challenges to get the replacement trees planted. Please consider carefully. I do not see how Comissioners who have worked so diligently with City Bureaus toward improving Title 11 with a keen interest in providing equitable tree services throughout our city could then turn around to approve RIP which would result in accelerated removal of healthy private property trees during a climate crisis. Approval of RIP would work in direct opposition to maintaining and expanding Portland's tree canopy for current and future Portlanders. From a sustainability standpoint, the "greenest" building is a building that already exists. The same is true for affordability. As many others have testified, Portland's only housing crisis is with regard to affordability. The buildable lands inventory shows that demolition of existing structures for redevelopment is not necessary to meet Portland's housing demand, and is driven primarily by developer profit motive. Please maintain consistency in your leadership and decision-making. Continue to ensure the City's codes and policies are consistent with one another, and will provide a healthy, sustainable, and livable city for all who live, work, and play here in Portland. Thank you, Julie Fukuda 4794 NE 16th Ave Portland, OR 97211

Testimony is presented without formatting.

Adam Crane

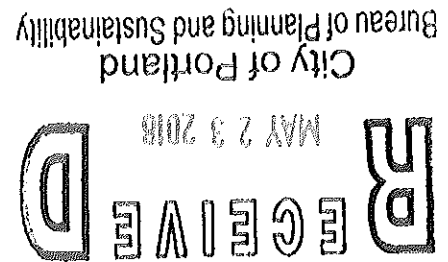
#72792 | January 10, 2020

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

Across the board, I support the Planning and Sustainability Council's Recommendations. I particularly think it is overdue to expand the types of dwellings beyond single-family units. It is not only the right thing to do for growth, but it is step towards undoing legacy housing policies that favored middle-class and wealthy white citizens. I support removing any stipulations regarding parking, when it comes to the development of multi-dwelling units. A city is meant for people, not automobiles.

Testimony is presented without formatting.

City Of Portland Bureau of Planning and Sustainability
ATTN: Residential Infill Project
1900 SW 4th Avenue
Suite 7100
Portland, OR 97201



RE: Testimony on the Residential Infill Project

To the Portland Planning and Sustainability Commission:

I oppose the Residential Infill Plan in its current form. Up to four homes on every lot is too dense for Portland's single family house neighborhoods, like my own. I think 2 to 3 homes on a single lot is also too much, too crowded. I do think that smaller bungalows could be redeveloped somewhat larger homes or duplexes on the same footprint and in character with the architecture of the neighborhood. In fact, I think that any infill housing should be required to fit the architectural character and home size of the neighborhood. High density should be in city centers and on large corridor streets, or in areas where existing buildings are derelict or structurally defective. The buildings allowed by RIP are too large and tall for most of Portland's neighborhoods. Additionally, they are unlikely to result in affordable housing at the same location. RIP will increase demolitions, toxic contamination, environmental waste, street congestion and impervious cover. It will also destroy the historical character of our neighborhoods.

I support additional units sensitively added inside or on to existing houses, including ADUs but all of these additions need to take into consideration compatibility with the surrounding homes and the availability of off street parking. I support reasonable density without demolition. I oppose RIP as now written.

Sincerely,

A handwritten signature in cursive script, appearing to read 'Elaine Johnson'.

Elaine Johnson
3555 NE Multnomah St

Elaine Johnson

#72793 | January 10, 2020

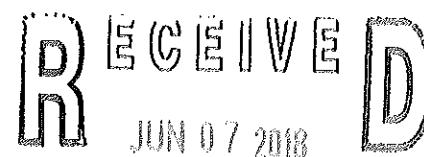
Testimony to **Portland City Council** on the **Residential Infill Project, Recommended Draft**

Letter attached

Testimony is presented without formatting.

Dennis M. Harper
221 N.W. 18th Avenue
Portland, OR 97209

June 4, 2018



City of Portland
Bureau of Planning and Sustainability

Portland Planning and Sustainability Commission
Better Housing and Residential Infill Testimony
1900 SW 4th Avenue, Suite 7100
Portland, OR 97201

Dear Commissioners:

I have already submitted written testimony dated May 17, 2018, concerning proposed zoning and FAR changes at my property in the Historic Alphabet District. The purpose of this second letter of testimony is to focus on the bigger picture and the impact of both the Better Housing by Design and Residential Infill projects.

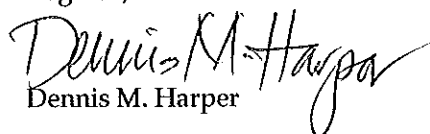
There has been a politically driven mad dash by the City to rapidly and haphazardly increase the housing potential in nearly every neighborhood in Portland. Yet it has been documented that there is enough new residential capacity under current zoning in the city to meet the density goals into the foreseeable future. As a result of the widespread development and turbocharged atmosphere of change in Portland, citizens are extremely troubled and angry about the sense of loss as the city of Portland that they love loses the qualities that engendered that love.

It would be difficult to fault the wave of new high-density residential construction along such transit-oriented commercial streets such as N. Williams and N. Vancouver, SE Division, and NE Sandy Blvd. It is in those areas that such multi-story development understandably should take place. It is also understandable that residents are disturbed by out-of-scale, out-of-character buildings that are being constructed in single-family residential neighborhoods. That encroachment is producing so much of the anger and anxiety felt by many Portlanders. The PSC and the City Council have the ability to establish a more balanced approach that does not sacrifice the character of Portland. It would require a much closer look at each neighborhood to determine where higher density development can occur without damaging neighborhood character.

This is NOT a case of NIMBYism. Greater density within established single-family residential neighborhoods should be encouraged through conversions of attics, basements, and garages into accessory dwelling units without system development charges. Much more affordable rental housing could be accommodated throughout the City if it were tucked into the under-utilized spaces that exist in many single-family houses.

Out in the trenches, there is a prevailing assumption among Portlanders that only monied interests (e.g. developers) have the City's ear when considering these matters. The PSC has a responsibility to also consider the opinions and concerns of those who live in Portland and who must live with the development that is coming so quickly to their doorsteps.

Regards,


Dennis M. Harper

Dennis Harper

#72794 | January 10, 2020

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

letter attached

Testimony is presented without formatting.

RECEIVED

MAY 25 2018

City of Portland
Bureau of Planning and Sustainability

22 MAY 18

TO WHOM IS RESPONSIBLE: I DON'T KNOW WHERE TO START, IT'S UNBELIEVABLE! I HAVE OWNED MY HOME @ 2614 S.E. 14TH AV. 97236 SINCE 1981. THIS USED TO BE A NICE SINGLE FAMILY HOME NEIGHBORHOOD. WE WERE ANNEXED WITHOUT A REAL VOTE SEVERAL YEARS AGO. THANK YOU PORTLAND FOR DESTROYING THIS AREA. PROMISED SIDEWALKS, STREET LIGHTS, ETC... ALL WE RECEIVED WERE SEWERS, REZONING (ALLOWING 3 STORY ROW HOUSES ALONG) NO PARKING FOR THESE UNITS, 14TH IS A ONE LANE ROAD NOW, 2 LOUSY SPEED LIMIT SIGNS NO LAW ENFORCEMENT, MAILBOXES BLOCKED BY VEHICLES, DRUG DEALING EVERYWHERE, HIGHER TAXES, NO IMPROVEMENTS. WHY DO YOU PEOPLE DEPLORE US.

NOW YOU WANT REZONE AGAIN WITH 4 STORY APARTMENTS, 16 UNITS IN ONE LOT AND STILL NO PARKING. WHAT'S WRONG WITH YOU? DO THIS IN YOUR NEIGHBORHOOD!

THANKS ALOT, 

RAYMOND SCOTT JAMESON

Raymond Scott Jameson

#72795 | January 10, 2020

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

Letter attached

Testimony is presented without formatting.



City of Portland
Bureau of Planning and Sustainability

David A Heller
3335 NE 32nd ave
Portland, OR 97212

May 22, 2018

Portland Planning and Sustainability Commission
Residential Infill Comments
1900 SW 4th ave, Suite 7100
Portland, OR 97201

I would like to offer comments on proposed zoning code and map changes that are being considered in my area. I am recovering from a recent surgery and am a bit late getting the comments to you. I appreciate the effort to help ensure that new development is more in scale with neighborhood dwellings. This will contribute to neighborhood attractiveness and value over the long run.

Regarding the proposed new overlay for R7 and R5, I strongly object to the current proposal. Not only will this blanket OK for this type of development be harmful to neighborhood character in our area but will also create increasing conflict by jamming new living structure right on property lines and without any apparent review of the structure designs or placement. Additionally there does not appear to be any provision for providing additional on property parking which is incredibly short-sighted. I can see the merit in allowing single, well-designed and located ADU's on R 2.5 and R 5 base zones as long as additional parking is allowed and a majority of immediate neighbors do not formally object. Allowing more than one ADU should be considered given design and parking details and neighbor sentiments.

Looking at past infill and triples development, it is clear that your future vision of our neighborhood is one from someone that does not live here and someone that has a far different vision of Portland neighborhood livability and attractiveness in the future. Just jamming more people into our neighborhoods may be an approach to accommodate more people, but it is certainly not a sensible way of maintaining pleasant, functional and stable neighborhoods.

I strongly object to your current proposal and request that you seek additional input for a more thoughtful and well rounded proposal and one that is strongly supported by neighborhood groups.

Sincerely,


David A Heller

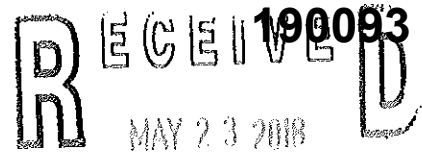
David Heller

#72796 | January 10, 2020

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

Letter attached.

Testimony is presented without formatting.



May 20, 2018

City of Portland
Bureau of Planning and Sustainability

City Of Portland Bureau of Planning and Sustainability
ATTN: Residential Infill Project
1900 SW 4th Avenue
Suite 7100
Portland, OR 97201

RE: Testimony on the Residential Infill Project

To the Portland Planning and Sustainability Commission:

I oppose the Residential Infill Plan in its current form for several reasons:

- 1) High density should be in city centers and on large corridor streets. Three and four households will deteriorate neighborhoods that make Portland an attractive and livable city.
- 2) The buildings allowed by RIP are too large and tall for most of Portland's neighborhoods. Infill size (setbacks) and height should be compatible with neighboring houses.
- 3) Smaller bungalows should not be redeveloped to large, expensive housing, as has already happened in our neighborhood. In those cases, neither density nor affordability has been achieved. Only the financial interests of developers have been served.
- 4) RIP will increase demolitions, toxic contamination, and environmental waste.

I support accessory dwelling units. I support additional units sensitively added inside existing houses. I support reasonable density without demolition. I oppose RIP.

Sincerely,

James Parker

4327 NE Glisan Street
Portland, OR 97213

Cc://k.culligan@comcast.net

James Parker

#72797 | January 10, 2020

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

Letter attached

Testimony is presented without formatting.

Enrolled House Bill 2001

Sponsored by Representative KOTEK; Representatives FAHEY, HERNANDEZ, MARSH,
MITCHELL, POWER, STARK, WILLIAMS, ZIKA (Presession filed.)

CHAPTER

AN ACT

Relating to housing; creating new provisions; amending ORS 197.296, 197.303, 197.312 and 455.610 and section 1, chapter 47, Oregon Laws 2018; and declaring an emergency.

Be It Enacted by the People of the State of Oregon:

SECTION 1. Section 2 of this 2019 Act is added to and made a part of ORS chapter 197.

SECTION 2. (1) As used in this section:

(a) "Cottage clusters" means groupings of no fewer than four detached housing units per acre with a footprint of less than 900 square feet each and that include a common courtyard.

(b) "Middle housing" means:

(A) Duplexes;

(B) Triplexes;

(C) Quadplexes;

(D) Cottage clusters; and

(E) Townhouses.

(c) "Townhouses" means a dwelling unit constructed in a row of two or more attached units, where each dwelling unit is located on an individual lot or parcel and shares at least one common wall with an adjacent unit.

(2) Except as provided in subsection (4) of this section, each city with a population of 25,000 or more and each county or city within a metropolitan service district shall allow the development of:

(a) All middle housing types in areas zoned for residential use that allow for the development of detached single-family dwellings; and

(b) A duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings.

(3) Except as provided in subsection (4) of this section, each city not within a metropolitan service district with a population of more than 10,000 and less than 25,000 shall allow the development of a duplex on each lot or parcel zoned for residential use that allows for the development of detached single-family dwellings. Nothing in this subsection prohibits a local government from allowing middle housing types in addition to duplexes.

(4) This section does not apply to:

(a) Cities with a population of 1,000 or fewer;

(b) Lands not within an urban growth boundary;

(c) Lands that are not incorporated and also lack sufficient urban services, as defined in ORS 195.065;

(d) Lands that are not zoned for residential use, including lands zoned primarily for commercial, industrial, agricultural or public uses; or

(e) Lands that are not incorporated and are zoned under an interim zoning designation that maintains the land's potential for planned urban development.

(5) Local governments may regulate siting and design of middle housing required to be permitted under this section, provided that the regulations do not, individually or cumulatively, discourage the development of all middle housing types permitted in the area through unreasonable costs or delay. Local governments may regulate middle housing to comply with protective measures adopted pursuant to statewide land use planning goals.

(6) This section does not prohibit local governments from permitting:

(a) Single-family dwellings in areas zoned to allow for single-family dwellings; or

(b) Middle housing in areas not required under this section.

SECTION 3. (1) Notwithstanding ORS 197.646, a local government shall adopt land use regulations or amend its comprehensive plan to implement section 2 of this 2019 Act no later than:

(a) June 30, 2021, for each city subject to section 2 (3) of this 2019 Act; or

(b) June 30, 2022, for each local government subject to section 2 (2) of this 2019 Act.

(2) The Land Conservation and Development Commission, with the assistance of the Building Codes Division of the Department of Consumer and Business Services, shall develop a model middle housing ordinance no later than December 31, 2020.

(3) A local government that has not acted within the time provided under subsection (1) of this section shall directly apply the model ordinance developed by the commission under subsection (2) of this section under ORS 197.646 (3) until the local government acts as described in subsection (1) of this section.

(4) In adopting regulations or amending a comprehensive plan under this section, a local government shall consider ways to increase the affordability of middle housing by considering ordinances and policies that include but are not limited to:

(a) Waiving or deferring system development charges;

(b) Adopting or amending criteria for property tax exemptions under ORS 307.515 to 307.523, 307.540 to 307.548 or 307.651 to 307.687 or property tax freezes under ORS 308.450 to 308.481; and

(c) Assessing a construction tax under ORS 320.192 and 320.195.

(5) When a local government makes a legislative decision to amend its comprehensive plan or land use regulations to allow middle housing in areas zoned for residential use that allow for detached single-family dwellings, the local government is not required to consider whether the amendments significantly affect an existing or planned transportation facility.

SECTION 4. (1) Notwithstanding section 3 (1) or (3) of this 2019 Act, the Department of Land Conservation and Development may grant to a local government that is subject to section 2 of this 2019 Act an extension of the time allowed to adopt land use regulations or amend its comprehensive plan under section 3 of this 2019 Act.

(2) An extension under this section may be applied only to specific areas where the local government has identified water, sewer, storm drainage or transportation services that are either significantly deficient or are expected to be significantly deficient before December 31, 2023, and for which the local government has established a plan of actions that will remedy the deficiency in those services that is approved by the department. The extension may not extend beyond the date that the local government intends to correct the deficiency under the plan.

(3) In areas where the extension under this section does not apply, the local government shall apply its own land use regulations consistent with section 3 (1) of this 2019 Act or the model ordinance developed under section 3 (2) of this 2019 Act.

(4) A request for an extension by a local government must be filed with the department no later than:

(a) December 31, 2020, for a city subject to section 2 (3) of this 2019 Act.

(b) June 30, 2021, for a local government subject to section 2 (2) of this 2019 Act.

(5) The department shall grant or deny a request for an extension under this section:

(a) Within 90 days of receipt of a complete request from a city subject to section 2 (3) of this 2019 Act.

(b) Within 120 days of receipt of a complete request from a local government subject to section 2 (2) of this 2019 Act.

(6) The department shall adopt rules regarding the form and substance of a local government's application for an extension under this section. The department may include rules regarding:

(a) Defining the affected areas;

(b) Calculating deficiencies of water, sewer, storm drainage or transportation services;

(c) Service deficiency levels required to qualify for the extension;

(d) The components and timing of a remediation plan necessary to qualify for an extension;

(e) Standards for evaluating applications; and

(f) Establishing deadlines and components for the approval of a plan of action.

SECTION 5. ORS 197.296 is amended to read:

197.296. (1)(a) The provisions of subsections (2) to (9) of this section apply to metropolitan service district regional framework plans and local government comprehensive plans for lands within the urban growth boundary of a city that is located outside of a metropolitan service district and has a population of 25,000 or more.

(b) The Land Conservation and Development Commission may establish a set of factors under which additional cities are subject to the provisions of this section. In establishing the set of factors required under this paragraph, the commission shall consider the size of the city, the rate of population growth of the city or the proximity of the city to another city with a population of 25,000 or more or to a metropolitan service district.

(2) At periodic review pursuant to ORS 197.628 to 197.651 or at any other legislative review of the comprehensive plan or regional framework plan that concerns the urban growth boundary and requires the application of a statewide planning goal relating to buildable lands for residential use, a local government shall demonstrate that its comprehensive plan or regional framework plan provides sufficient buildable lands within the urban growth boundary established pursuant to statewide planning goals to accommodate estimated housing needs for 20 years. The 20-year period shall commence on the date initially scheduled for completion of the periodic or legislative review.

(3) In performing the duties under subsection (2) of this section, a local government shall:

(a) Inventory the supply of buildable lands within the urban growth boundary and determine the housing capacity of the buildable lands; and

(b) Conduct an analysis of **existing and projected** housing need by type and density range, in accordance with **all factors under** ORS 197.303 and statewide planning goals and rules relating to housing, to determine the number of units and amount of land needed for each needed housing type for the next 20 years.

(4)(a) For the purpose of the inventory described in subsection (3)(a) of this section, "buildable lands" includes:

(A) Vacant lands planned or zoned for residential use;

(B) Partially vacant lands planned or zoned for residential use;

(C) Lands that may be used for a mix of residential and employment uses under the existing planning or zoning; and

(D) Lands that may be used for residential infill or redevelopment.

(b) For the purpose of the inventory and determination of housing capacity described in subsection (3)(a) of this section, the local government must demonstrate consideration of:

(A) The extent that residential development is prohibited or restricted by local regulation and ordinance, state law and rule or federal statute and regulation;

(B) A written long term contract or easement for radio, telecommunications or electrical facilities, if the written contract or easement is provided to the local government; and

(C) The presence of a single family dwelling or other structure on a lot or parcel.

(c) Except for land that may be used for residential infill or redevelopment, a local government shall create a map or document that may be used to verify and identify specific lots or parcels that have been determined to be buildable lands.

(5)(a) Except as provided in paragraphs (b) and (c) of this subsection, the determination of housing capacity *[and need]* pursuant to subsection [(3)] **(3)(a)** of this section must be based on data relating to land within the urban growth boundary that has been collected since the last *[periodic]* review or *[five]* **six** years, whichever is greater. The data shall include:

(A) The number, density and average mix of housing types of urban residential development that have actually occurred;

(B) Trends in density and average mix of housing types of urban residential development;

(C) **Market factors that may substantially impact future urban residential development; and**

[(C) Demographic and population trends;]

[(D) Economic trends and cycles; and]

[(E)] **(D)** The number, density and average mix of housing types that have occurred on the buildable lands described in subsection (4)(a) of this section.

(b) A local government shall make the determination described in paragraph (a) of this subsection using a shorter time period than the time period described in paragraph (a) of this subsection if the local government finds that the shorter time period will provide more accurate and reliable data related to housing capacity *[and need]*. The shorter time period may not be less than three years.

(c) A local government shall use data from a wider geographic area or use a time period *[for economic cycles and trends]* longer than the time period described in paragraph (a) of this subsection if the analysis of a wider geographic area or the use of a longer time period will provide more accurate, complete and reliable data relating to trends affecting housing need than an analysis performed pursuant to paragraph (a) of this subsection. The local government must clearly describe the geographic area, time frame and source of data used in a determination performed under this paragraph.

(6) If the housing need determined pursuant to subsection (3)(b) of this section is greater than the housing capacity determined pursuant to subsection (3)(a) of this section, the local government shall take one or *[more]* **both** of the following actions to accommodate the additional housing need:

(a) Amend its urban growth boundary to include sufficient buildable lands to accommodate housing needs for the next 20 years. As part of this process, the local government shall consider the effects of measures taken pursuant to paragraph (b) of this subsection. The amendment shall include sufficient land reasonably necessary to accommodate the siting of new public school facilities. The need and inclusion of lands for new public school facilities shall be a coordinated process between the affected public school districts and the local government that has the authority to approve the urban growth boundary[;].

(b) Amend its comprehensive plan, regional framework plan, functional plan or land use regulations to include new measures that demonstrably increase the likelihood that residential development will occur at densities sufficient to accommodate housing needs for the next 20 years without expansion of the urban growth boundary. A local government or metropolitan service district that takes this action shall *[monitor and record the level of development activity and development density by housing type following the date of the adoption of the new measures; or]* **adopt findings regarding the density expectations assumed to result from measures adopted under this paragraph based upon the factors listed in ORS 197.303 (2) and data in subsection (5)(a) of this section. The density expectations may not project an increase in residential capacity above achieved density by more than three percent without quantifiable validation of such departures. For a local government located outside of a metropolitan service district, a quantifiable vali-**

ation must demonstrate that the assumed housing capacity has been achieved in areas that are zoned to allow no greater than the same authorized density level within the local jurisdiction or a jurisdiction in the same region. For a metropolitan service district, a quantifiable validation must demonstrate that the assumed housing capacity has been achieved in areas that are zoned to allow no greater than the same authorized density level within the metropolitan service district.

[(c) Adopt a combination of the actions described in paragraphs (a) and (b) of this subsection.]

(c) As used in this subsection, “authorized density level” has the meaning given that term in ORS 227.175.

(7) Using the **housing need** analysis conducted under subsection (3)(b) of this section, the local government shall determine the overall average density and overall mix of housing types at which residential development of needed housing types must occur in order to meet housing needs over the next 20 years. If that density is greater than the actual density of development determined under subsection (5)(a)(A) of this section, or if that mix is different from the actual mix of housing types determined under subsection (5)(a)(A) of this section, the local government, as part of its periodic review, shall adopt measures that demonstrably increase the likelihood that residential development will occur at the housing types and density and at the mix of housing types required to meet housing needs over the next 20 years.

(8)(a) A local government outside a metropolitan service district that takes any actions under subsection (6) or (7) of this section shall demonstrate that the comprehensive plan and land use regulations comply with goals and rules adopted by the commission and implement ORS 197.295 to 197.314.

(b) *[The]* A local government shall determine the density and mix of housing types anticipated as a result of actions taken under subsections (6) and (7) of this section and monitor and record the actual density and mix of housing types achieved **following the adoption of these actions**. The local government shall compare actual and anticipated density and mix. The local government shall submit its comparison to the commission at the next periodic review or at the next legislative review of its urban growth boundary, whichever comes first.

(9) In establishing that actions and measures adopted under subsections (6) and (7) of this section demonstrably increase the likelihood of higher density residential development, the local government shall at a minimum ensure that land zoned for needed housing is in locations appropriate for the housing types identified under subsection (3) of this section, *[and]* is zoned at density ranges that are likely to be achieved by the housing market using the analysis in subsection (3) of this section **and is in areas where sufficient urban services are planned to enable the higher density development to occur over the 20-year period**. Actions or measures, or both, may include but are not limited to:

- (a) Increases in the permitted density on existing residential land;
- (b) Financial incentives for higher density housing;
- (c) Provisions permitting additional density beyond that generally allowed in the zoning district in exchange for amenities and features provided by the developer;
- (d) Removal or easing of approval standards or procedures;
- (e) Minimum density ranges;
- (f) Redevelopment and infill strategies;
- (g) Authorization of housing types not previously allowed by the plan or regulations;
- (h) Adoption of an average residential density standard; and
- (i) Rezoning or redesignation of nonresidential land.

(10)(a) The provisions of this subsection apply to local government comprehensive plans for lands within the urban growth boundary of a city that is located outside of a metropolitan service district and has a population of less than 25,000.

(b) At periodic review pursuant to ORS 197.628 to 197.651 or at any other legislative review of the comprehensive plan that requires the application of a statewide planning goal relating to buildable lands for residential use, a city shall, according to rules of the commission:

- (A) Determine the estimated housing needs within the jurisdiction for the next 20 years;
 - (B) Inventory the supply of buildable lands available within the urban growth boundary to accommodate the estimated housing needs determined under this subsection; and
 - (C) Adopt measures necessary to accommodate the estimated housing needs determined under this subsection.
- (c) For the purpose of the inventory described in this subsection, “buildable lands” includes those lands described in subsection (4)(a) of this section.

SECTION 6. ORS 197.303 is amended to read:

197.303. (1) As used in ORS [197.307] **197.295 to 197.314**, “needed housing” means all housing on land zoned for residential use or mixed residential and commercial use that is determined to meet the need shown for housing within an urban growth boundary at price ranges and rent levels that are affordable to households within the county with a variety of incomes, including but not limited to households with low incomes, very low incomes and extremely low incomes, as those terms are defined by the United States Department of Housing and Urban Development under 42 U.S.C. 1437a. “Needed housing” includes the following housing types:

- (a) Attached and detached single-family housing and multiple family housing for both owner and renter occupancy;
- (b) Government assisted housing;
- (c) Mobile home or manufactured dwelling parks as provided in ORS 197.475 to 197.490;
- (d) Manufactured homes on individual lots planned and zoned for single-family residential use that are in addition to lots within designated manufactured dwelling subdivisions; and
- (e) Housing for farmworkers.

(2) For the purpose of estimating housing needs, as described in ORS 197.296 (3)(b), a local government shall use the population projections prescribed by ORS 195.033 or 195.036 and shall consider and adopt findings related to changes in each of the following factors since the last periodic or legislative review or six years, whichever is greater, and the projected future changes in these factors over a 20-year planning period:

- (a) Household sizes;**
- (b) Household demographics in terms of age, gender, race or other established demographic category;**
- (c) Household incomes;**
- (d) Vacancy rates; and**
- (e) Housing costs.**

(3) A local government shall make the estimate described in subsection (2) of this section using a shorter time period than since the last periodic or legislative review or six years, whichever is greater, if the local government finds that the shorter time period will provide more accurate and reliable data related to housing need. The shorter time period may not be less than three years.

(4) A local government shall use data from a wider geographic area or use a time period longer than the time period described in subsection (2) of this section if the analysis of a wider geographic area or the use of a longer time period will provide more accurate, complete and reliable data relating to trends affecting housing need than an analysis performed pursuant to subsection (2) of this section. The local government must clearly describe the geographic area, time frame and source of data used in an estimate performed under this subsection.

[2] **(5) Subsection (1)(a) and (d) of this section does not apply to:**

- (a) A city with a population of less than 2,500.**
- (b) A county with a population of less than 15,000.**

[3] **(6) A local government may take an exception under ORS 197.732 to the definition of “needed housing” in subsection (1) of this section in the same manner that an exception may be taken under the goals.**

SECTION 7. ORS 197.312, as amended by section 7, chapter 15, Oregon Laws 2018, is amended to read:

197.312. (1) A city or county may not by charter prohibit from all residential zones attached or detached single-family housing, multifamily housing for both owner and renter occupancy or manufactured homes. A city or county may not by charter prohibit government assisted housing or impose additional approval standards on government assisted housing that are not applied to similar but unassisted housing.

(2)(a) A single-family dwelling for a farmworker and the farmworker's immediate family is a permitted use in any residential or commercial zone that allows single-family dwellings as a permitted use.

(b) A city or county may not impose a zoning requirement on the establishment and maintenance of a single-family dwelling for a farmworker and the farmworker's immediate family in a residential or commercial zone described in paragraph (a) of this subsection that is more restrictive than a zoning requirement imposed on other single-family dwellings in the same zone.

(3)(a) Multifamily housing for farmworkers and farmworkers' immediate families is a permitted use in any residential or commercial zone that allows multifamily housing generally as a permitted use.

(b) A city or county may not impose a zoning requirement on the establishment and maintenance of multifamily housing for farmworkers and farmworkers' immediate families in a residential or commercial zone described in paragraph (a) of this subsection that is more restrictive than a zoning requirement imposed on other multifamily housing in the same zone.

(4) A city or county may not prohibit a property owner or developer from maintaining a real estate sales office in a subdivision or planned community containing more than 50 lots or dwelling units for the sale of lots or dwelling units that remain available for sale to the public.

(5)(a) A city with a population greater than 2,500 or a county with a population greater than 15,000 shall allow in areas within the urban growth boundary that are zoned for detached single-family dwellings the development of at least one accessory dwelling unit for each detached single-family dwelling, subject to reasonable local regulations relating to siting and design.

(b) As used in this subsection[,]:

(A) "Accessory dwelling unit" means an interior, attached or detached residential structure that is used in connection with or that is accessory to a single-family dwelling.

(B) **"Reasonable local regulations relating to siting and design" does not include owner-occupancy requirements of either the primary or accessory structure or requirements to construct additional off-street parking.**

(6) Subsection (5) of this section does not prohibit local governments from regulating vacation occupancies, as defined in ORS 90.100, to require owner-occupancy or off-street parking.

SECTION 8. Section 1, chapter 47, Oregon Laws 2018, is amended to read:

Sec. 1. (1) For purposes of this section:

(a) A household is severely rent burdened if the household spends more than 50 percent of the income of the household on gross rent for housing.

(b) A regulated affordable unit is a residential unit subject to a regulatory agreement that runs with the land and that requires affordability for an established income level for a defined period of time.

[(c) A single-family unit may be rented or owned by a household and includes single-family homes, duplexes, townhomes, row homes and mobile homes.]

(2)(a) The Housing and Community Services Department shall annually provide to the governing body of each city in this state with a population greater than 10,000 the most current data available from the United States Census Bureau, or any other source the department considers at least as reliable, showing the percentage of renter households in the city that are severely rent burdened.

(b) The Housing and Community Services Department, in collaboration with the Department of Land Conservation and Development, shall develop a survey form on which the governing body of

a city may provide specific information related to the affordability of housing within the city, including, but not limited to:

(A) The actions relating to land use and other related matters that the governing body has taken to increase the affordability of housing and reduce rent burdens for severely rent burdened households; and

(B) The additional actions the governing body intends to take to reduce rent burdens for severely rent burdened households.

(c) If the Housing and Community Services Department determines that at least 25 percent of the renter households in a city are severely rent burdened, the department shall provide the governing body of the city with the survey form developed pursuant to paragraph (b) of this subsection.

(d) The governing body of the city shall return the completed survey form to the Housing and Community Services Department and the Department of Land Conservation and Development within 60 days of receipt.

(3)(a) In any year in which the governing body of a city is informed under this section that at least 25 percent of the renter households in the city are severely rent burdened, the governing body shall hold at least one public meeting to discuss the causes and consequences of severe rent burdens within the city, the barriers to reducing rent burdens and possible solutions.

(b) The Housing and Community Services Department may adopt rules governing the conduct of the public meeting required under this subsection.

(4) No later than February 1 of each year, the governing body of each city in this state with a population greater than 10,000 shall submit to the Department of Land Conservation and Development a report for the immediately preceding calendar year setting forth separately for each of the following categories the total number of units that were permitted and the total number that were produced:

- (a) Residential units.
- (b) Regulated affordable residential units.
- (c) Multifamily residential units.
- (d) Regulated affordable multifamily residential units.
- (e) Single-family *[units]* **homes.**
- (f) Regulated affordable single-family *[units]* **homes.**
- (g) **Accessory dwelling units.**
- (h) **Regulated affordable accessory dwelling units.**
- (i) **Units of middle housing, as defined in section 2 of this 2019 Act.**
- (j) **Regulated affordable units of middle housing.**

SECTION 9. ORS 455.610 is amended to read:

455.610. (1) The Director of the Department of Consumer and Business Services shall adopt, and amend as necessary, a Low-Rise Residential Dwelling Code that contains all requirements, including structural design provisions, related to the construction of residential dwellings three stories or less above grade. The code provisions for plumbing and electrical requirements must be compatible with other specialty codes adopted by the director. The Electrical and Elevator Board, the Mechanical Board and the State Plumbing Board shall review, respectively, amendments to the electrical, mechanical or plumbing provisions of the code.

(2) Changes or amendments to the code adopted under subsection (1) of this section may be made when:

- (a) Required by geographic or climatic conditions unique to Oregon;
- (b) Necessary to be compatible with other statutory provisions;
- (c) Changes to the national codes are adopted in Oregon; or
- (d) Necessary to authorize the use of building materials and techniques that are consistent with nationally recognized standards and building practices.

(3) Notwithstanding ORS 455.030, 455.035, 455.110 and 455.112, the director may, at any time following appropriate consultation with the Mechanical Board or Building Codes Structures Board,

amend the mechanical specialty code or structural specialty code to ensure compatibility with the Low-Rise Residential Dwelling Code.

(4) The water conservation provisions for toilets, urinals, shower heads and interior faucets adopted in the Low-Rise Residential Dwelling Code shall be the same as those adopted under ORS 447.020 to meet the requirements of ORS 447.145.

(5) The Low-Rise Residential Dwelling Code shall be adopted and amended as provided by ORS 455.030 and 455.110.

(6) The director, by rule, shall establish uniform standards for a municipality to allow an alternate method of construction to the requirements for one and two family dwellings built to the Low-Rise Residential Dwelling Code in areas where the local jurisdiction determines that the fire apparatus means of approach to a property or water supply serving a property does not meet applicable fire code or state building code requirements. The alternate method of construction, which may include but is not limited to the installation of automatic fire sprinkler systems, must be approved in conjunction with the approval of an application under ORS 197.522.

(7) For lots of record existing before July 2, 2001, or property that receives any approval for partition, subdivision or construction under ORS 197.522 before July 2, 2001, a municipality allowing an alternate method of construction to the requirements for one and two family dwellings built to the Low-Rise Residential Dwelling Code may apply the uniform standards established by the director pursuant to subsection (6) of this section. For property that receives all approvals for partition, subdivision or construction under ORS 197.522 on or after July 2, 2001, a municipality allowing an alternate method of construction to the requirements for one and two family dwellings built to the Low-Rise Residential Dwelling Code must apply the uniform standards established by the director pursuant to subsection (6) of this section.

(8) The director, by rule, shall establish uniform standards for a municipality to allow alternate approval of construction related to conversions of single-family dwellings into no more than four residential dwelling units built to the Low-Rise Residential Dwelling Code that received occupancy approval prior to January 1, 2020. The standards established under this subsection must include standards describing the information that must be submitted before an application for alternate approval will be deemed complete.

(9)(a) A building official described in ORS 455.148 or 455.150 must approve or deny an application for alternate approval under subsection (8) of this section no later than 15 business days after receiving a complete application.

(b) A building official who denies an application for alternate approval under this subsection shall provide to the applicant:

(A) A written explanation of the basis for the denial; and

(B) A statement that describes the applicant's appeal rights under subsection (10) of this section.

(10)(a) An appeal from a denial under subsection (9) of this section must be made through a municipal administrative process. A municipality shall provide an administrative process that:

(A) Is other than a judicial proceeding in a court of law; and

(B) Affords the party an opportunity to appeal the denial before an individual, department or body that is other than a plan reviewer, inspector or building official for the municipality.

(b) A decision in an administrative process under this subsection must be completed no later than 30 business days after the building official receives notice of the appeal.

(c) Notwithstanding ORS 455.690, a municipal administrative process required under this subsection is the exclusive means for appealing a denial under subsection (9) of this section.

(11) The costs incurred by a municipality under subsections (9) and (10) of this section are building inspection program administration and enforcement costs for the purpose of fee adoption under ORS 455.210.

SECTION 10. (1) It is the policy of the State of Oregon to reduce to the extent practicable administrative and permitting costs and barriers to the construction of middle housing, as defined in section 2 of this 2019 Act, while maintaining safety, public health and the general welfare with respect to construction and occupancy.

(2) The Department of Consumer and Business Services shall submit a report describing rules and standards relating to low-rise residential dwellings proposed under ORS 455.610, as amended by section 9 of this 2019 Act, in the manner provided in ORS 192.245, to an interim committee of the Legislative Assembly related to housing no later than January 1, 2020.

SECTION 11. Section 12 of this 2019 Act is added to and made a part of ORS 94.550 to 94.783.

SECTION 12. A provision in a governing document that is adopted or amended on or after the effective date of this 2019 Act, is void and unenforceable to the extent that the provision would prohibit or have the effect of unreasonably restricting the development of housing that is otherwise allowable under the maximum density of the zoning for the land.

SECTION 13. A provision in a recorded instrument affecting real property is not enforceable if:

(1) The provision would allow the development of a single-family dwelling on the real property but would prohibit the development of:

- (a) Middle housing, as defined in section 2 of this 2019 Act; or
- (b) An accessory dwelling unit allowed under ORS 197.312 (5); and

(2) The instrument was executed on or after the effective date of this 2019 Act.

SECTION 14. (1) Sections 2, 12 and 13 of this 2019 Act and the amendments to ORS 197.296, 197.303, 197.312 and 455.610 and section 1, chapter 47, Oregon Laws 2018, by sections 5 to 9 of this 2019 Act become operative on January 1, 2020.

(2) The Land Conservation and Development Commission, the Department of Consumer and Business Services and the Residential and Manufactured Structures Board may take any actions before the operative date specified in subsection (1) of this section necessary to enable the commission, department or board to exercise, on or after the operative date specified in subsection (1) of this section, the duties required under sections 2, 3 and 10 of this 2019 Act and the amendments to ORS 455.610 by section 9 of this 2019 Act.

SECTION 15. In addition to and not in lieu of any other appropriation, there is appropriated to the Department of Land Conservation and Development, for the biennium beginning July 1, 2019, out of the General Fund, the amount of \$3,500,000 for the purpose of providing technical assistance to local governments in implementing section 3 (1) of this 2019 Act and to develop plans to improve water, sewer, storm drainage and transportation services as described in section 4 (2) of this 2019 Act. The department shall prioritize technical assistance to cities or counties with limited planning staff or that commit to implementation earlier than the date required under section 3 (1) of this 2019 Act.

SECTION 16. This 2019 Act being necessary for the immediate preservation of the public peace, health and safety, an emergency is declared to exist, and this 2019 Act takes effect on its passage.

Passed by House June 20, 2019

.....
Timothy G. Sekerak, Chief Clerk of House

.....
Tina Kotek, Speaker of House

Passed by Senate June 30, 2019

.....
Peter Courtney, President of Senate

Received by Governor:

.....M.,....., 2019

Approved:

.....M.,....., 2019

.....
Kate Brown, Governor

Filed in Office of Secretary of State:

.....M.,....., 2019

.....
Bev Clarno, Secretary of State

Mary Ann Schwab

#83264 | January 10, 2020

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

Here are examples why I agree and support UNR opposing to RIP ADU vision. Starting with BPS's recommended RIP, which allows fourplexes nearly everywhere in the city, goes way beyond what the state bill requires. Two years ago, a SNA property owner was notified a two story ADU would be constructed in their next door neighbor's back yard. Prior to construction, they sold their house and moved to the Grant neighborhood. That "affordable" two bedroom ADU unit is currently rented for \$1,800. For lack of mid-day sun, you will not find raspberries or roses. Nor is there on-street parking available. City Council must acknowledge, not everyone is able to ride a bike to work, to school, to medical appointments, or able to carry heavy bags of groceries home. Nor can the elderly and young families living on fixed incomes have the means to have their groceries delivered or have cell phone to order a rental car. What I call Social Engineering. Did the RIP Planners penciled out the construction costs to add up to six ADU show boxes anywhere mid-block? This morning, I watched one neighbor wait several minutes until that car's owner left for work. Nor are Patrol Officers ticketing cars parked on the wrong side to the street, blocking a fire hydrant, cars parked two weeks without moving. We're in dire need of revenue, so why not start training newcomers where to park? Those RIP ADU's will never be "affordable" to those of us living on fixed incomes — MFI 30% is so low on the RIP scale is not referenced. Yet, the Condos under construction are affordable to those households earning MFI 60% == \$70,000 for a family of 4. Rents are based on 30% of household's gross income. Not surprising surprising Portland's work force has been moving out the the inner-southeast neighborhoods. Moving is especially difficult when their Primary school age children will enter a new school. Yes, especially difficult when middle and high school students are moving mid-term. Without a doubt, RIP is not hearing from these families. It is time those Portland Prosper potential Foreign and Domestic Investors start paying attention to City Council and Multnomah County plans to lowering their rents to meet those living on fixed incomes. Planning to live in place, this elderly homeowner spent \$20,000 for a new roof. Only to learn the State of Oregon Legislature approved HB 2001 and HB 2003 — and now with Portland's RIP in queue! I can't image what RIP will do to my street. My 1908 Bungalow constructed on an A2.5 lot could be deconstructed and replaced by with up to 4-ADUs. The Sunnyside Apartment 106 rental units also has 40 on site parking spaces, yet six tenants park vehicles at my corner. MAS supports UNR talking points 100% The most affordable and "greenest" house is the one already standing. Mayor and Commissioners, please think twice prior to rubber-stamping RIP based solely on the urgent needs of those flipping investors here today and gone tomorrow. I support UNR talking points 100% The

most affordable and “greenest” house is the one already standing. I plan to live in mine until they carry me out in a box. Respectfully, Mary Ann Schwab, Community Advocate Sunnyside Neighborhood Resident, since 1971

1-8-20 United Neighborhoods for Reform (UNR) Talking Points for RIP Testimony Overview: ? With each iteration of the Bureau of Planning and Sustainability’s Residential Infill Project (RIP) proposals, the potential impacts on Portland neighborhoods have increased. ? The City Council hearings next week (January 15th and 16th) are based on the August 2019 BPS RIP Proposal. A summary of the current BPS RIP recommendations can be found: o <https://www.portlandoregon.gov/bps/article/738842> ? More Residential Infill Project documents can also be found on the BPS website: o <https://www.portlandoregon.gov/bps/67730> ? The current version of RIP proposes allowing duplexes, triplexes and fourplexes on over 90% of Portland’s residential lots. What Oregon House Bill 2001 Requires: ? HB 2001, passed in 2019, says each city with a population over 25,000 shall allow development of: o All middle housing types (duplex, triplex, fourplex, cottage clusters, townhouses) in areas zoned for residential use; and o The bill says a duplex must be allowed on each lot or parcel zoned for residential use. ? So for Portland HB 2001 says duplexes must be allowed on every lot but the other forms of middle housing (triplexes, fourplexes, cottage clusters, and townhouses) only have to be allowed in some parts of the residential zone. ? BPS’s recommended RIP, which allows fourplexes nearly everywhere in the city, goes way beyond what the state bill requires. ? Furthermore, HB 2001 gives Portland until June 30, 2022 to adopt a new city code to meet state requirements. So we have 2 ½ years to get RIP right.

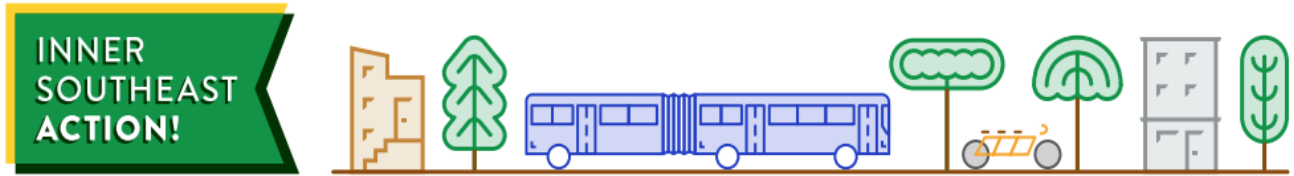
Affordability: ? RIP upzoning provides no assurance that what gets built is either affordable or family-friendly. ? BPS’s own economic analysis shows rent for a \$1,000 square unit in a fourplex built under RIP code will be \$2,200 a month. o That rent is 33% higher than the average rent for a two bedroom apartment in Portland. o That rent is 40% higher than the rent that a family earning 80% MFI (median family income) can afford. o That rent is 85% higher than the rent that a family earning 60% MFI can afford. ? Portland is already building a record rate of market-priced apartments that are not affordable. A recent report showed the vacancy rate is almost 10%. We don’t need more of this kind of housing ? A better plan would be to require affordability as the tradeoff for additional density. For example the city could require at least one unit in any triplex or fourplex to be affordable at 60-80% MFI. ? A better plan would allow demolitions of existing sound housing only if one replacement unit is affordable at 60-0% MFI. This would apply to any duplexes as well as any triplex or fourplex.

Displacement: ? RIP in its current form provides no assurance that what gets built is affordable, but what RIP does is incentivize the demolition of smaller, less expensive houses, which will displace families who rent. ? BPS’s own analysis shows RIP will only result in a modest number of new units but will displace Portland families living in the more affordable existing housing. These Portlanders will not be able to afford the new infill developments. ? RIP acknowledges there is a displacement risk but has no real proposal to mitigate this displacement. ? A better plan would be to wait until the City has a serious anti-displacement plan in place. This plan would need to have long term funding and a tracking system to determine if is effective.

Housing Scale: ? In addition to increasing the number of units allowed (compared to previous versions of RIP), BPS also increased the allowable size of new infill buildings. On a 5,000 square foot, R-5 lot

the RIP would allow: o A single family home up to 2500 square feet; o Or a duplex or a house+ADU up to a total 3000 square feet; o Or a triplex or a duplex+ADU, a house+2 ADUs or a fourplex up to a total 3500 square feet. o Additional square footage would be allowed in multiplexes if a developer makes at least one unit “affordable”. ? The median size of existing houses in Portland is only 1500 square feet; some neighborhoods have much lower average sizes and some have much higher. Regardless of these variations, RIP applies these same square footage allowances across all neighborhoods. It’s a “one size fits all” plan. ? A better plan would require infill housing to be designed to be compatible with nearby housing. It should be compatible in size, height and setbacks. Random Density: ? The 2015 Comprehensive Plan directs us to focus density around centers and transportation hubs. ? Instead of well-planned increases in density directed by the Comprehensive Plan, RIP ignores the Comp Plan by allowing random density throughout the residential neighborhoods, without consideration of infrastructure needs, including parking. ? A better plan would be for the City to focus the levels of Middle Housing density (i.e., triplexes, fourplexes) around town centers and transportation corridors with frequent (every 15 minutes), reliable and safe public transit. Other Talking Points: ? The Buildable Land Inventory show there is sufficient land to meet Portland’s growing population for the next twenty years without changing zoning and allowable density. ? The bottom line for UNR is still this: The most affordable and “greenest” house is the one already standing. HB2001 2019 Regular Session - Oregon Legislative ... <https://olis.leg.state.or.us> › liz › Measures › Overview › HB2001 1. Representative Fahey, Hernandez, Marsh, Mitchell, Power, Stark, Williams, Zika, (Presession filed.) Bill Title: Relating to housing; and declaring an emergency. Bill Title?: ?Relating to housing; and declaring an ... Current Location?: ?Chapter Number Assigned Measure Analysis?: ?Staff Measure Summary / I... Chapter Number?: ?Chapter 639 [PDF] House Bill 2001 - Oregon Legislative Information <https://olis.leg.state.or.us> › liz › MeasureDocument › HB2001 › Enrolled 1. 80th OREGON LEGISLATIVE ASSEMBLY--2019 Regular Session. Enrolled. House Bill 2001. Sponsored by Representative KOTEK; Representatives FAHEY, ...

Testimony is presented without formatting.



January 6, 2020

Dear Mayor Wheeler and Commissioners:

We are writing to you to express our strong support for the proposed Residential Infill Project. Inner Southeast Action! is a community group in southeast Portland who embrace change that promotes livability, inclusivity, sustainability and climate protection.

The RIP proposal expands housing opportunity by allowing for alternative housing options, such as duplexes, triplexes and fourplexes, throughout the residential zones. It will in many cases reverse the racially exclusionary zoning that is still in place throughout Inner Southeast Portland, as well as most of the city.

Allowing multiple small housing types where only single houses are now permitted brings opportunities for varying unit sizes to fill housing needs of all households. It is a return to what was allowed in the past, as evidenced by the many examples of “missing middle” housing, such as duplexes, fourplexes and courtyard housing in inner SE.

Allowing up to four units per lot can lead to market affordability down in the 80% MFI range instead of the 200% MFI required by single large houses. By capping the size of a single house, this proposal will likely reduce one-for-one demolitions. Internal conversions would now be legal, bringing back the flexibility our neighborhoods used to have. In many cases, a “visitable” unit is required, to accommodate older adults and those with disabilities.

Allowing more homes in the same spaces will mean more people can live closer to transit, jobs and shopping, leading to reduced auto travel and less greenhouse gas emissions.

A city study shows that adopting this will reduce “displacement” in the city by 20% compared to the current code. We would support additional anti-displacement measures to ensure this important issue is addressed everywhere in the city.

We urge you to adopt this plan to help address the housing needs in Portland, and especially to allow more residents to enjoy the opportunities and benefits of close-in areas like inner Southeast Portland.

Warmly,

Inner Southeast Action! Members

www.innersoutheastaction.org

Doug Klotz

#72798 | January 11, 2020

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

Inner Southeast Action! is a community group who embrace change that promotes livability, inclusivity, sustainability and climate protection. Please accept our letter of strong support for the Residential Infill Project!

Testimony is presented without formatting.

David and Dixie Johnston

#82969 | January 11, 2020

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

We are opposed to the Recommended Draft of August 2019 in its present form. The proposed middle housing would not provide a suitable living situation for the potential additional residents without improved infrastructure and would degrade the livability of the existing neighborhood. We have served as Board Chairs and Land Use Chairs for Collins View Neighborhood Association for about 25 years. In that time we have become very familiar with the Neighborhood and its people. Collins View is already a culturally, racially and economically diverse neighborhood. The various minority groups including black, latino, and asian are well represented, including in the most prosperous areas. The Neighborhood is a geographically difficult area to add density with many hills and unpaved and substandard streets. Most streets are not sufficient for added on-street parking. There are few sidewalks and safe walking routes. There is no high frequency transit and only limited bus service. Stores and other services are very limited and not within walking distance of much of the neighborhood. In short, the neighborhood is designed for low density automobile dependent living and low density automobile traffic. Set-forth below are some of our specific concerns and suggestions:

- Proposed 33.110.265.E Triplexes and Fourplexes The commentary on page 112 of vol . 2 correctly observes "... Sites that do not have frontage on at least one improved street will not be eligible to use the provisions because areas with unimproved streets .create impediments to access, reducing walkability and bikeability..." The Proposed Code provision on Page 113 states that " To qualify for a triplex or fourplex the lot must abut a street that has been accepted for maintenance by the City of Portland..." there is no mention of sidewalks or bicycle routes. We believe the code should be corrected to read: "...To qualify for a triplex or fourplex the lot must abut a street that has been improved to full City standards with sidewalks and bicycle lanes continuously to high frequency transit routes..." The Staff Report, Vol. 1 at pages 41 and 42 noted that the staff had originally included such requirements but the PSC recommended deleting them. We believe they are necessary for the result of the Infill Project to produce a livable city.
- Elimination of parking requirements for additional living unit per HB 2001 requires additional living unit have existing practical transportation options other than automobiles.
- To fulfill the objective that the Project provide housing affordable for additional residents there should be a requirement in the code that triplexes and fourplexes be rent restricted to 50% of median household income. We note that the economic analyses presented to the Planning and Sustainability Commission indicated that many "affordable" homes would be replaced by units that the previous residents would be unable to afford resulting in displacements of low income residents, largely minorities.
- We believe stronger

provisions are needed to protect the tree canopy as lots are developed and trees are removed.

Testimony is presented without formatting.

Todd Aschoff

#72799 | January 12, 2020

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

Though I stand to gain value and options for my property, I have issue with some proposals. Not requiring off street parking is an Urbanist YIMBY attack on neighborhood character. Trying to charge for curb cuts is an gouging attack on home owners. If you pass the ordinance with no parking requirements, it should have, by neighborhood election: 1) a neighborhood opt out for parking code 2) a neighborhood opt in for parking permits Our democratic power will right the elitist power trying to trash our streets! Todd Aschoff

Testimony is presented without formatting.

Elizabeth Winslow

#72800 | January 12, 2020

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

Re: Residential Infill Project I am a resident of Irvington/Grant Park. I believe you are making a grievous mistake in trying to densify many Portland neighborhoods. The tree canopy will seriously suffer. The streets will become even more congested and even unusable—which may be your goal—but it is certainly not a quality of life anybody I know wants to see. Human organisms will self-limit; you don't have to create housing for everybody who might want to live here. Rather why don't you finish out the traffic corridor buildout that was started and has accomplished a lot without cramming people and buildings into our leafy, green neighborhoods? Neighborhoods are part of what make Portland such a desirable place to live. Please don't destroy those places.

Elizabeth Winslow

Testimony is presented without formatting.

Testimony to the Portland City Council on behalf of the Residential Infill Project

**Common Ground-Oregon/Washington
15 January 2020**

On March 12, 2019, the City of Portland Planning and Sustainability Commission recommend the residential infill project for a Portland City Council vote. The Commission concluded that changes to the city's low-density zoning code offers an opportunity to improve support for below-market housing and reduce involuntary displacement from low-density residential areas.

Common Ground-ORWA supports proposals that increase zoned density in single-family zones in Portland. Allowing up to six units on lots zoned for single-dwellings throughout the city provides several benefits: reversing decades-old exclusionary zoning that continues to deepen long-term patterns of land use and social segregation; allowing more lower-cost family-size homes within quality neighborhoods, particularly rentals and accessory dwellings; and potentially increasing the number and variety of homes citywide. It is now time to abandon the default zoning convention of relegating multifamily housing to freeway corridors and commercial streets, and instead welcome all housing types within residential neighborhoods.

Rather than increasing land supply by expanding urban growth boundaries, we support policies that increase urban densities and compact, walkable communities. The cost of housing is outpacing incomes. A major factor contributing to this outcome is the inefficient use of land. We should be promoting residential patterns that utilize a lower ratio of land area per dwelling unit floor area. If the city zoning code allowed for more units to be built on a given parcel of land, better affordability could be achieved, and future population growth more efficiently accommodated.

There is one caveat, however. What amounts to the up-zoning of single-family neighborhoods confers a financial benefit to owners in the form of a rise in land value. If this unearned increment is retained as a private speculative holding it becomes a windfall. We urge some thought be put into ameliorating this unintended consequence of the proposed zone changes. Furthermore, we should be incentivizing property owners' investments in missing middle housing the zoning revisions are intended to generate.

Several studies have shown that a reform of Oregon's inequitable property tax system would likely produce these desirable effects: reverting to real market value assessments and taxing land more and buildings less would both hinder land speculation, which drives up real estate prices, and encourage more capital investment in buildings. Over time these reforms would dampen land price inflation, making all housing types more affordable.

We feel that both the RIP and a local option land value tax will work hand-in-hand to help make Portland a more livable and affordable city.

Submitted by Kris Nelson, Chair, Common Ground Oregon-Washington

www.commongroundorwa.org

Kris Nelson

#72801 | January 12, 2020

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

See attached.

Testimony is presented without formatting.

Ian Krogh

#72802 | January 12, 2020

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

I support the Residential Infill Project draft in principle, but I must emphasize that it **MUST** be made stronger in terms of supporting the creation of below-market housing in (what I hope will soon be **FORMER**) low density zones. Portland's population within city limits alone has risen by over 150,000 people since 1990, and shortsighted, low-density single family zones have created a stranglehold on available land. It's time for that stranglehold not merely to be broken, but to be counterbalanced. We need more tools in the toolbox for development of below-market housing. We need not merely 4-plexes, but 8-plexes with units of mixed size. We need to make the development of below-market housing an attractive economic prospect for developers. We need permitting priority and rush approval for denser plexes with below-market price controls. We need tenant protections and a centralized listing and registry for all rental units, with a single bulk application process for all. Opponents of RIP will kvetch about the "character" of "their" neighborhood being somehow adulterated by this policy. I do not care about the supposed character of a bunch of grossly expensive wooden boxes all with perfect little nuclear-family yards around them that nobody but the investor class can afford. Character is not an excuse. Character must be **BUILT**. For decades, this city has baked in unaffordability with its bad use of zoning. Now we must bake in **DEEPER AFFORDABILITY**. The presence of cheap housing has always been a core genesis of entrepreneurialism, artistry, and invention. Giving even the lowest-paid residents a housing option that leaves them an income margin that they can utilize for entrepreneurial purposes or other economic engagement is not only good for the city, but crucial for it. Increasing the development options for low cost housing is absolutely key for any of this. Housing development is expensive, but like others have said, "zoning changes are free." And single family zoning is one big shot in the foot for this city. It needs to end. Thank you.

Testimony is presented without formatting.

Damian Kilby

#72803 | January 12, 2020

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

In regards to the infill issue, I think it's great to offer more housing opportunities in our city. My concern is about parking. Our neighborhood is close to dense commercial areas and parking is already tricky on our block containing only single family homes. I strongly feel that developers of triplexes and quads should have to show how the influx of more cars on the block will be handled.

Testimony is presented without formatting.

Kristy Overton

#72804 | January 12, 2020

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

I support the Residential Infill Project! Density brings life to a neighborhood. Sprawl eats your soul. Keep Portland Weird! Fill its nooks and crannies with broke creatives in triplexes! Please approve the recommended draft.

Testimony is presented without formatting.

Ryan Blaszak

#72805 | January 12, 2020

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

While I appreciate the Council's attempt to balance the allowable size of housing with creating solutions to increase housing in Portland, I do not believe the proposed draft goes far enough to ensure future infill housing is affordable. We currently have beautiful, modest homes (which contain precious resources and history) being torn down across the city to line the pockets of developers. This draft continues to support solely developers' interests in Portland: allowing and encouraging the tear down of modest, more-affordable housing to be replaced by higher priced multi-unit housing. I do not support this plan.

Testimony is presented without formatting.

Brad Baker

#72806 | January 12, 2020

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

RIP is great! It will allow for more housing and less displacement. Please adopt it ASAP. Thanks!

Testimony is presented without formatting.

Tim McNeil

#72807 | January 12, 2020

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

The residential infill project could profoundly change the character of this neighborhood, which already is a mix of multi and single family residences, young and older families, retirees and young professionals. Higher density would put more vehicles on the SE 29th bikeway. This neighborhood is one of Portland's best, and I fear that this project will not improve upon it.

Testimony is presented without formatting.

John Dwyer

#72808 | January 12, 2020

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

I support the Residential Infill Project. Portland is growing and we need to adjust to that reality. If we maintain 20th century land use policies we will see a city becoming more and more imbalanced where housing is only affordable on the margins and where close-in neighborhoods become exclusively for the wealthy, perpetuating racial inequalities. Look at what has happened in the San Francisco Bay area. Due to job and population growth and policies that make it difficult to build new housing, it is exorbitantly expensive to buy a home there. Portland has an opportunity to avoid this fate and ensure that our city is for everyone. I don't believe RIP is a silver bullet. While I think the policy makes sense, we might find that it's not achieving the desired outcome in a few years. But in that case we can iterate on it and improve it. The goals of RIP are commendable and will improve Portland. We shouldn't let self-interested homeowners who benefit from the status quo stand in the way of something that will bring positive change.

Testimony is presented without formatting.

Statistics:

Source: <https://www.portlandoregon.gov/toolkit/article/562207>

Taken in 2015

Key stats:

Homeless people who are unsheltered: 49% (1,887)

Homeless people who are chronically homeless: 28% (1,033)

Homeless less than 6 months: 33%

Women: Over the past two years, the number of adult women experiencing homelessness grew by 15% (from 1,089 to **1,161 women**). Nearly half of the women surveyed reported having been **victims of domestic violence**. (Apx. 290 women/yr homeless from domestic abuse)

Elderly: Our street and shelter homeless population is aging. The number of homeless **people over the age of 55 increased by 23%**

30% Average Median Income (1 Person) for Households: \$15,450

30% Average Median Income (1 Person) for Households: \$22,050

Summery: There are thousands of unsheltered homeless people, the majority of which are not chronically homeless and most likely trying to find housing in this difficult market.

Statistics:

Source:

<https://www.oregonlive.com/news/2019/08/multnomah-county-sees-20-more-people-sleeping-outside-in-latest-homeless-count.html>

Article in 2019

Key stats:

20% higher homeless sleeping outside in 2019 vs 2017

4% overall homeless people drop from 4,015 down from 4,177

Summery: More homeless on the streets vs in shelters than 2015

Summery: There are thousands of unsheltered homeless people, the majority of which are not chronically homeless and most likely trying to find housing in this difficult market.

Statistics:

Source:

<https://www.pdxmonthly.com/articles/2019/4/23/the-numbers-behind-oregons-homelessness-crisis>

Article in 2019

Stats from 2018

Key stats:

10% increase in number of homeless in Multnomah County 2015-2017

4,177 homeless in Multnomah County

1,365 publically funded year round beds in Multnomah

5 people died in January 2017 from hypothermia (homeless persons)

Oregon ranked 2 in the nation for unsheltered homeless people

Summery: Shows the gravity of the crisis

Statistics:

Source: <https://www.rentjungle.com/average-rent-in-portland-or-rent-trends/>

Article in 2019

Stats from 2019

Key stats:

Avg rent in Nov 2019 is \$1,506 (6.04% decrease from last year)

Avg rent in Kenton: \$1,343

Increase of around 40% over the past 7 years

Summery: Rent in Portland is very high

Facts:

Portland city council declared a state of emergency through april 2021. Which allows for special exceptions to the housing code to help increase the permanent housing capacity of Portland.

Argument: Rent is very high, by increasing density we can help decrease average rents to include more of the population in the rental and housing market. By doing this we can use the private sector to help take some of the burden off of the state regarding the homeless crisis.

Portland state of emergency reporting:

<https://www.bizjournals.com/portland/news/2019/02/19/portland-could-extend-housing-emergency-for-two.html>

Benjamin Kilfoil

#72809 | January 12, 2020

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

In 2015 Portland declared homelessness a state of emergency, based on my time living here since around 2016 I have seen much of this crisis. Given the statistics (see attached) and my own observation I wholly agree with that sentiment. Driving through our neighborhood in North Portland there are tents in most open spaces and a homeless camp on the trails around our house off of Columbia Blvd. This project could help increase density and allow for more housing which should hopefully drive rents lower and allow for more people into the housing market of Portland. Everyone always wants a solution but no one wants it to be in their neighborhood. I am here to say that we want to do our part to help house more Portland residents to help create a better city for everyone. With density increases I am sure the private sector will scale up developing these newly zoned sections of Portland and help bear some of the cost to help end this emergency and get homelessness under control in Portland.

Testimony is presented without formatting.

Marsha Hanchrow

#72810 | January 12, 2020

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

Please vote "yes." Some of us who were lucky enough to buy houses in close-in neighborhoods when that was affordable feel like our streets are barely inhabited. Re-legalizing conversions to (often back to) duplexes and triplexes will make it possible for my underpaid co-workers to live as close as I do. Then they can ditch the car in favor of bike or bus commutes, and maybe ditch it entirely. I'm happy about the reduction in parking requirements: If parking is necessary, the market will provide it. If it's not, homes are cheaper to build, and have more room for people. Most of the older houses in town were built for larger families than we have now. City code can't make us breed bigger families, but it can enable more small families to enjoy old neighborhoods, and bring our neighborhoods back to the lively density they had when they were newly built.

Testimony is presented without formatting.

John Davies

#72811 | January 12, 2020

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

I am opposed to the Residential Infill Project in its current form. Portland neighborhoods are one of the attractions of the city. I know the lifestyle of our neighborhoods attracted me to Portland when I first moved here 19 years ago. In 2015 I had to move away from Portland but I missed the lifestyle and moved back in 2017. Again the neighborhoods were much of the attraction. Making wholesale changes to the city's plan for our neighborhoods will permanently change the character of our neighborhoods. These changes need to be tested before implementation. I do not believe all the proposed changes will lead to more affordable housing in our neighborhoods. The amount of money required to purchase an existing home destroy it and rebuild a duplex, triplex or quad-plex is large and will be done only by those wishing to make a significant profit leading to high costs for these new homes. No "affordable" housing. The lack of a requirement of off street parking will increase congestion on our already crowded streets and decrease the quality of life. I urge the council to vote against the proposal

Testimony is presented without formatting.



January 12, 2020

RE: Support Residential Infill Project

Mayor Wheeler and members of Portland City Council:

The Safe Routes Partnership is a national non-profit that works to advance safe walking and bicycling to and from schools, to improve the health and wellbeing of kids of all races, income levels, and abilities, and to foster the creation of healthy communities for everyone. Through our work on transportation, housing, and affordability policy in the Pacific Northwest, we serve as a catalyst for the creation of safe, active, equitable, and healthy communities.

If we want to have healthy communities, we need more abundant and affordable housing down the street from schools so that youth can safely and easily walk, bike, and access transit on their way to and from school. We support the Residential Infill Project because Safe Routes to School works best when families live close to their neighborhood school, and the Residential Infill Project will translate into more affordable housing for families within in walking and biking distance from schools.

The Residential Infill Project is good: Legalizing fourplexes on any lot will greatly help create a greater diversity of housing choices, and bring down the price of new homes compared to our current zoning. We also think it can be stronger, delivering more housing options to both middle- and lower-income Portlanders. 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.

Thank you for your work on the Residential Infill Project, and for taking the steps today to ensure that Portlanders have access to abundant and affordable housing for generations to come.

Yours sincerely,

Kari Schlosshauer

Senior Policy Manager, Safe Routes Partnership

kari@saferoutespartnership.org

503-734-0813

Kari Schlosshauer

#72812 | January 12, 2020

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

We support the Residential Infill Project, please see attached comments.

Testimony is presented without formatting.

Joy Jaquillard

#72813 | January 12, 2020

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

I am concerned about the number of trees and shrubs that will need to be taken out if such large buildings are allowed on relatively small lots. For example, when we put in solar panels, we chose not to take out the cedar which shades a third of our house because it seemed wrong to trade the cooling effects of the shade for more electricity that would then need to go to cooling the house in summer. Right now, we are fine for most of the summer without AC, and even when it's very hot, we cool only the bedrooms. If the tree was gone, we'd have to cool much more area. Even if the 4-plexes go up instead of our house, the shade they will impose on abutting lots means that many plants will be unable to grow, but they wouldn't be tall enough to provide shade that would keep neighboring houses cool. The last thing we, as a city concerned about climate change, want to do is create an urban heat zone. Our canopy has been a source of pride and one that helps keep the city livable and maintains a somewhat healthy environment. We need to take the natural environment into consideration as we decide what steps are necessary AND still healthy for the people and other creatures who already live here. Please do not leave the plants that provide shade, habitat, and oxygen out of the equation. PS: The address indicated is as close as I could get to my address (2735 NE Cesar Chavez) as I could get without spending a LOT more time with your online map. Thank you, Joy Jaquillard

Testimony is presented without formatting.

Caroline Petrich

#72814 | January 12, 2020

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

I am appalled by these regulations and the allowance of a fourplex on my property, especially when the rents will not be affordable and with no off-street parking required. This RIP helps only those who stand to make money on this kind of unfettered development: developers, builders, the politicians who take campaign contributions from these kinds, the industry associations, and finally the City, which stands to make a lot more in property taxes. Yes, more urban density may be necessary but not at the expense of current residents or future residents who work in Portland but can't afford to live within the city limits. I hope this does not pass.

Testimony is presented without formatting.

Steven Rebischke

#72815 | January 12, 2020

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

I am appalled by these regulations and the allowance of a fourplex on my properties like mine, especially when the rents will not be affordable and especially with no off-street parking required. This RIP helps only those who stand to make money on this kind of unfettered development: developers, builders, the politicians who take campaign contributions from these kinds, the industry associations, and finally the City, which stands to make a lot more in property taxes. Yes, more urban density may be necessary but not at the expense of current residents or future residents who work in Portland but can't afford to live within the city limits. I hope this does not pass.

Testimony is presented without formatting.

Liz Getty

#72816 | January 12, 2020

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

Please vote yes for the residential infill project - deferring its passage is only furthering the land lost to outsiders. Investors that have run out of affordable in their own cities are bringing their finds here. State foreign investment taxes are not a deterrent to our rapidly rising rental and home market prices. Deferring this is only affecting our current residents ability to move forward with sales or make updates and shifts to their own properties; often the retirement income for many of the long term land holders that are leaving Portland and being replaced by younger residents in need of diverse housing. Or, in many cases helping current owners leverage the new opportunities to offset the continual cost of living rise. (yes, I want lending laws to shift - but deferring this decision will not move that timeline forward). This shift and alignment with state statutes opens up so many opportunities to continue to grow the community spirit Portland is known for while allowing for more opportunity like Condoization, multi-dwellings, more affordable, smaller builds, rentals and overall less displacement. There are many things I would continue to like the commissioners to address in the future; like federally funded co financing or less displacement (or at least more open ended real estate transactions and less private off market investment within shifting communities) . And, I will continue to advocate for better transportation for all areas of the city and its surrounding proximal areas to allow for more equitable real estate through out the city; not just the areas the NYTimes writes up.

Testimony is presented without formatting.

Roberta Parisi

#72817 | January 12, 2020

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

I do not support this RIP It will have a negative affect on our neighborhood, my property and the community We who live and have paid taxes here for year should have more of a say in the determination of this

Testimony is presented without formatting.

PEGGY ONEIL

#72818 | January 12, 2020

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

Infill at any cost is not going to help our city in the long run. There has not been sufficient debate on this project. And leave our neighborhood associations as they have always been -- work with them to increase minority participation if that is your concern.

Testimony is presented without formatting.

Sandra Marron

#72819 | January 12, 2020

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

I believe that the RIP infill is flawed for several reasons: 1. The state law HP 2001 has not be implemented nor regulations written, so RIP is premature; 2. In lots R2.5, R5 and R7 there should be no more than one ADU or duplex; 3. Higher density housing should be in areas in Portland where there is adequate public transportation; 4. there should be adequate off street parking for each unit which is not the case in many housing units that have recently been built (such in Multnomah Village) ; 5. currently many duplexes cost twice as much as one current house in areas such as in SW Portland and are not more affordable in many cases; 6. Housing with stairs like many triplex or quadraplexes have limitations for disabled or seniors

Testimony is presented without formatting.

Kristin Suter

#72820 | January 12, 2020

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

As a lifelong citizen of Portland, I can remember riding in the back of my dad's car as we drove past the arches in Laurelhurst, among the well-kept charming homes and meandering streets so unlike my own neighborhood. Since I was a girl, it is always been one of my greatest dream is to live in this community of uniformly period homes. I feel strongly that this matter of potentially altering Laurelhurst with new construction will destroy both its charm and character; also feel it would challenge the cities fiscal interests. Laurelhurst finally crafted single-family homes of yesteryear, located close and, are very attractive to buyers, and this attraction will only become greater as the city continues to grow. To better illustrate and support this point, let me provide some numbers from last year. Redfin, a major Seattle-based real estate firm, states Laurelhurst homes average 26 days on the market, whereas the overall Portland average is over double that at 53. According to Zillow, Laurelhurst homes also average at a price point of \$288,600 more than does Portland, meaning a Laurelhurst homeowner pays an additional \$3000 in property taxes above the Portland average. The last census found that 91% of homes in Laurelhurst are owner occupied, and vacant housing was not even at 3%. If we use average cost of Laurelhurst home as a guide and multiply the 1,605 owner occupied homes by the corresponding property tax, we find that the state makes at least \$13 million every year off this neighborhood alone. Since Laurelhurst is very desirable to buyers as it stands, it is therefore profitable real estate for the city to tax; to change it by building fourplexes and apartments would be to jeopardize it's stately allure and to detract from its desirability, thus driving home prices down and ultimately stunting future tax revenue. To support RIP is a poor choice for the city financially, and it's simply amoral for our communities, our shared history, and our urban forest. The writing is on the wall here: Portland is a large and vibrant city, and not everyone who wants to live here is going to be able to afford to. I want to live on Military Road in Lake Oswego, and no one is advocating on my behalf. I accept this, as I cannot afford to live there. Many people are going to have to come to this same acceptance regarding Portland.

Testimony is presented without formatting.

Cam Hering

#72821 | January 12, 2020

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

I support the Residential Infill Project because this city desperately needs it. 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.

Odessa Cole

#72822 | January 12, 2020

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

I support the Residential Infill Project because we have housing crisis and the city council has a responsibility to create policy that will create dense, affordable housing and put an end to incentivizing McMansions. It must be easier for organizations like Habitat for Humanity to build homes that can create stability for people living below the poverty line. As a mental health professional, I am well aware that without a safe home, it is nearly impossible to address health, mental health and other psychosocial problems. I understand that this may change the style or culture of some of our neighborhoods and while this change may be hard, it is time to prioritize housing because every person deserves a place to live. 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. I voted for many of you on the city council because I trusted that you would address the housing crisis- here is your opportunity.

Testimony is presented without formatting.

Josh Suter

#72823 | January 12, 2020

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

As a lifelong citizen of Portland, I have always appreciated the aesthetics of the Laurelhurst arches, the well-kept charming homes, and the meandering streets. Since she was a girl, it was always one of my wife's greatest dreams to live in this community of uniformly period homes. We feel strongly that this matter of potentially altering Laurelhurst with new construction will destroy both its charm and character; we also feel it would challenge the cities fiscal interests. Laurelhurst finely crafted single-family homes of yesteryear, located close in, are very attractive to buyers, and this attraction will only become greater as the city continues to grow. To better illustrate and support this point, let me provide some numbers from last year. Redfin, a major Seattle-based real estate firm, states Laurelhurst homes average 26 days on the market, whereas the overall Portland average is over double that at 53. According to Zillow, Laurelhurst homes also average at a price point of \$288,600 more than does Portland, meaning a Laurelhurst homeowner pays an additional \$3000 in property taxes above the Portland average. The last census found that 91% of homes in Laurelhurst are owner occupied, and vacant housing was not even at 3%. If we use average cost of Laurelhurst home as a guide and multiply the 1,605 owner occupied homes by the corresponding property tax, we find that the state makes at least \$13 million every year off this neighborhood alone. Since Laurelhurst is very desirable to buyers as it stands, it is therefore profitable real estate for the city to tax. It may appear that the tax benefit would be to cram as much housing in as possible, but please consider; to change this neighborhood by building fourplexes and apartments would be to jeopardize it's stately allure and to detract from its desirability, thus driving home prices down and ultimately *stunting* future tax revenue. To support RIP is a poor choice for the city financially, and it's simply amoral for our communities, our shared history, and our urban forest. The writing is on the wall here: Portland is a large and vibrant city, and not everyone who wants to live here is going to be able to afford to. I want to live on Military Road in Lake Oswego, and no one is advocating on my behalf. I accept this, as I cannot afford to live there. Many people are going to have to come to this same acceptance regarding Portland.

Testimony is presented without formatting.

Lauryn Suter

#72824 | January 12, 2020

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

As a lifelong citizen of Laurelhurst, I love and appreciate the arches, the well-kept charming homes, and the meandering streets. This community of uniformly period homes is special. I feel strongly that this matter of potentially altering Laurelhurst with new construction will destroy both its charm and character; I also feel it would challenge the cities fiscal interests. Laurelhurst finely crafted single-family homes of yesteryear, located close in, are very attractive to buyers, and this attraction will only become greater as the city continues to grow. To better illustrate and support this point, let me provide some numbers from last year. Redfin, a major Seattle-based real estate firm, states Laurelhurst homes average 26 days on the market, whereas the overall Portland average is over double that at 53. According to Zillow, Laurelhurst homes also average at a price point of \$288,600 more than does Portland, meaning a Laurelhurst homeowner pays an additional \$3000 in property taxes above the Portland average. The last census found that 91% of homes in Laurelhurst are owner occupied, and vacant housing was not even at 3%. If we use average cost of Laurelhurst home as a guide and multiply the 1,605 owner occupied homes by the corresponding property tax, we find that the state makes at least \$13 million every year off this neighborhood alone. Since Laurelhurst is very desirable to buyers as it stands, it is therefore profitable real estate for the city to tax; it may seem as though cramming every space to the gills will increase tax revenue, but please consider: to change it by building fourplexes and apartments would be to jeopardize it's stately allure and to detract from its desirability, thus driving home prices down and ultimately stunting future tax revenue. To support RIP is a poor choice for the city financially, and it's simply amoral for our communities, our shared history, and our urban forest. The writing is on the wall here: Portland is a large and vibrant city, and not everyone who wants to live here is going to be able to afford to. I want to live on Military Road in Lake Oswego, and no one is advocating on my behalf. I accept this, as I cannot afford to live there. Many people are going to have to come to this same acceptance regarding Portland.

Testimony is presented without formatting.

Sarah Liebman

#72825 | January 12, 2020

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

I support legalizing missing middle housing everywhere. When I moved back to Portland in 2004, housing was affordable. I was able to live in a 1 bdrm apartment in a house that had been divided into 3 apartments on NE 21st and a few doors down from Alberta close to transit for under \$500/month. In many parts of the city, apartments like the one I lived in are illegal. Single family only zoning is not environmentally sound and continues racist legacies. Portland can do better. Affordable housing makes for a more vibrant city for everyone. Lower rents mean people can afford to start a business or make art or do other cool things. I support the Residential Infill Project. 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.

David Beffert

#72826 | January 12, 2020

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

I support the Residential Infill Project, because I was lucky enough to buy a house before prices spiked. I am grateful for that privilege, and I want to make sure others can enjoy the same opportunity. Sadly, it has gotten far more difficult to buy a house in the city, with housing prices spiraling beyond the reach of all but the wealthiest. Meanwhile, rents are increasing, displacing longtime residents and steering away new people who want to contribute to the community. The solution is clear: we need to increase the housing supply and give people more housing choices. Moreover, we need to act as soon as possible to make sure the housing market keeps up with population growth. To keep Portland vibrant, open to newcomers, and affordable, we should also: Allow up to six units and total floor area ratio of 1.45 if half or more of homes are regulated affordable (rental or for sale) to households making no more than 80% of median income. Allow up to eight units and total floor area ratio of 1.50 if 100% of homes are regulated affordable (rental or for sale) to households making no more than 60% of median income. Allow waivers of construction excise tax, system development charges, and abatement of property taxes for affordable projects. Additionally, to prevent displacement, we must: Allow current tenants to have a right of first refusal when properties change hands. Find sustainable options for new revenue to support affordable housing in low-density zones, such as earmarking construction excise tax collected in those zones to also be spent in those zones, or allowing a limited amount of additional building size to be purchased if revenue is used to support affordable housing. Support low-wealth homeowners by connecting ordinary people with information on financing additions to their property that create low-wealth housing. Commit to supporting experimental programs that could make public housing funds go further by financing below-market cottages in low-income homeowners' backyards.

Testimony is presented without formatting.

Maryellen Read

#82970 | January 12, 2020

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

I'm Maryellen Read. I'm speaking as a private resident I propose that the city designate separate timelines for application of the RIP policy in different areas. Portland is diverse people-wise and geography wise – This is not news.- Mandating one schedule for the entire city does not level the playing field. Portland's Southwest is the far western frontier as far as city street maintenance goes. The Southwest has 227.2 street miles (81.0%) maintained by the city and 43.7 street miles (15.6%) maintained by adjacent property owners. It has the highest percentages of streets “paved without curbs” (40.9%), and “unpaved” streets (4.8%). 25.3% of the streets have sidewalks. This is less than half of the next lowest Neighborhood Coalition's sidewalk coverage (East Portland Neighborhood at 52%). Only 33.9% of the Southwest's arterial streets have sidewalks, also the lowest arterial street sidewalk coverage of all the Neighborhood Coalitions. These are safety and equity stressors right now, guaranteed to be more urgent and critical with the pressures of infill and density. Thank you for addressing ALL facets of equity, for all our people, for all our areas, including equity for seniors, low income, and attention to the existing challenging geography, topography and infrastructure failures.

Testimony is presented without formatting.

Jeanne Henry

#82971 | January 12, 2020

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

I have lived and owned a home in inner SE Portland since 1975. Obviously I have seen many changes in 45 years. TWO POINTS: 1. The RIP, while intended to help with the affordable housing crisis, will, I am CERTAIN will actually only pad the pockets of developers and landlords and do little for affordable housing. 2. It will immediately and irrevocably precipitate a decline in neighborhood livability. It will prove misguided and short sighted. ARE YOU ALL IN THE POCETS OF DEVELOPERS??? Convince me that you are not!

Testimony is presented without formatting.

Sarah Peters

#72827 | January 13, 2020

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

I'm speaking as a resident and homeowner in Portland and as a member of Portland:Neighbors Welcome. This city urgently needs more housing and the Residential Infill Project is a low-impact way to make that possible. Many of Portland's neighborhoods already include duplexes, triplexes, and small cottage complexes. Allowing residents and developers to build these types of housing again will make it easier to provide more of the housing that Portland desperately needs and keep the City welcoming for seniors and people with low incomes. I urge City Council to adopt the RIP along with needed amendments to expand affordable housing, strengthen tenant rights, and make redevelopment more accessible to first-time and moderate-income homeowners. Thank you for your attention.

Testimony is presented without formatting.

Francine Chinitz

#72828 | January 13, 2020

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

Affordable housing is one of the biggest challenges that Portland faces. I recently heard Rep Nosse talk about the issue. Even though the government is spending more than ever, it's hardly making a dent. I think this means we need to empower the private sector to build more affordable housing. I support the Residential Infill Project because government spending cannot solve the housing problem and this approach makes sense. 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. I appreciate your consideration.

Testimony is presented without formatting.

Jory Aronson

#72829 | January 13, 2020

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

Dear Portland City Council Members, I am a 67 year old long-time Portland resident. Early Childhood is my lifetime career; I've taught in a wide variety of programs, have a BA in it, as well as continuing higher education, and currently work very part-time as a teacher trainer and music specialist. For 10 years I ran an in-home child care in NE Portland, near Madison High School. I served a very diverse population. After 10 year, I had some physical issues and rented my house/school out and moved away for three years. During that time, I lived in three different low-income situations and kept getting evicted so landlords could make more money. It was a nightmare. It was harder and harder to find a place I could afford to live. This felt like a slap in the face after so many years of contributing in an important (although low-income) field. I moved back into my house two and a half years ago, spent most of my life-savings fixing it up, and now provide housing for two people who pay me rent, (my 'pension'). So you see, I've been both a renter and a landlord. I believe Portland is going to out-price it's elderly residents. This is not good and not healthy for a city to lose it's older residents, it's lower-income residents, and to become less diverse, where only higher income residents can live safely and securely. Please join me in supporting The Residential Infill Project to create more livable and affordable homes in our fair city. Support diversity. Thank-you, Jory Aronson

Testimony is presented without formatting.

Eastmoreland Neighborhood Association

January 2, 2020

To: Mayor Ted Wheeler
 Commissioner Chloe Eudaly
 Commissioner Nick Fish
 Commissioner Amanda Fritz
 Commissioner Joann Hardesty
 Cc: Record Testimony

Dear Mayor and Commissioners,

The Eastmoreland Neighborhood Association shares widespread concerns about the lack of affordable housing and strongly supports efforts to address this need in ways that are consistent with the 2035 Comprehensive Plan. While the Residential Infill Project (RIP) Recommended Draft makes a number of recommendations that we support, we find that it is overall unsupportable. The ENA has discussed this proposal over several years and has worked with many other neighborhoods to understand and formulate our position during the formulation of an increasingly top down, aggressive, and we believe irresponsible vision for the future of Portland's livability.

RIP seems likely to exacerbate, rather than alleviate, housing affordability and dislocation problems. RIP also falls short in addressing major goals of the 2035 Comprehensive Plan, including and especially Goal 4.A: context-sensitive design and development, which calls for "new development [that] is designed to respond to and enhance the distinctive physical, historic and cultural qualities of its location." ([Comp Plan Goal 4A](#)).

Long on ideology, short on analysis are both the RIP and the state legislation HB 2001, 2003, etc.. The impacts will be far reaching. There may still be time to get the details right. It is time to rework RIP following simple principles that are consistent with the 2035 CP:

- ☐ **Direct density around centers and where appropriate along corridors with access to frequent and reliable transit.**
- ☐ **Require Affordability as the tradeoff for additional density in Single Family Zones**
- ☐ **Improve the Zoning Code to provide Building Design that respects the neighborhood context.**

Top down RIP policies are the result of a well-funded campaign funded by development interests and lead by 1000 Friends of Oregon under various brand entities to reshape our city outside the bounds of the comprehensive plan. Advocates have painted a rosy picture of what amounts to a handout to development interests—solutions that do not respond to the cost of housing or the shortage of land for housing. Widespread legitimate objections been brushed aside by Planning staff.

As Portland and many other cities learned from the urban-renewal era, well-intentioned programs sometimes yield disastrous results. According to the Buildable Land Inventory, Portland's existing zoning already provides a 20 year supply of land for all types of housing, *including* the promised "innovative housing". The high demand regionally for single family houses suggests that RIP may result in additional

Eastmoreland Neighborhood Association

pressure on the region's urban reserves, drive inequity, and reduce diversity in the City's housing choices.

Our testimony includes entails recommendations for constructive principle-based reworking the RIP during the coming years that will accommodate additional housing density without harm to the character and values that make Portland an attractive and healthful place to live, work, and recreate.

Our concerns with the macro-impacts of RIP includes the following six issues:

Issue #1: RIP upzoning provides no assurance that new replacement housing will be either affordable or family-friendly while it incentivizes the demolition of smaller, less expensive houses, thereby displacing families.

Issue #2: A Bureau of Planning and Sustainability economic analysis has concluded that RIP will yield a relatively modest number of new housing units, but will likely displace concentrations of existing residents, particularly those living in more affordable housing units.

Issue #3: RIP allows scattershot densification that fails to advance Portland's walkability, sustainability, and transportation goals. It conflicts with policies of the 2035 Comprehensive Plan.

Issue #4: Portland is a city of distinctive neighborhoods, yet RIP takes a "one-size-fits-all" approach by applying the same housing-scale and density allowances to residential neighborhoods throughout the city. This approach conflicts with at least 11 policies in the Comprehensive Plan (CP I-27)

Issue #5: RIP fails to adequately address environmental and waste stream impacts of housing demolitions and undermines the benefits from large tree canopies.

ISSUE #6: RIP's promise to produce or induce "right-sized housing" and offer more "housing options" is untried, untested, and unproven in the face of market demand and economics. Portland will need to begin planning for beyond 2035 but not in haste, not without carefully assessing the options, and not without a vision beyond door-count planning offered by the RIP.

We hope that you will take the time to review the recommendations for the above issues beginning on page 6. You will find a full explanation of the three principles followed by detailed recommendations for reworking the RIP consistent with those principles.

Thanks for your time and consideration.

With best wishes for the New Year,



Rod Merrick, Board President
Eastmoreland Neighborhood Association
Email: president@eastmorelandpdx.org

C: ENA Board of Directors

Eastmoreland Neighborhood Association

PRINCIPLES FOR RESIDENTIAL INFILL AND DENSIFICATION ALIGNED WITH THE 2035 Comprehensive Plan (CP)

1. Siting, Placement And Urban Form. Direct density around centers and where appropriate along corridors with access to frequent and reliable transit.

- Zone for “Middle Housing” (meaning duplex, triplex, quadplex, and row houses) as a transition from higher to lower density. Encouraging *random density and scale is inconsistent with sensible planning.* (CP Policies)
- Promote density in Single Family Zones (SFZ) to support streetscape, site, and building designs that encourage healthful Walking Scale Neighborhoods with transportation supportive siting of Middle Housing. (CP Policies 4.10 & 9.17) (CP Policy 4.6). (CAP, p. 51, 103-104) (CP Policy 3.2).
- Meet Portland’s housing needs in ways demonstrated to be consistent with desired outcomes and consistent with environmental, sustainability, resilience, and public health policies in the [2035 Comprehensive Plan](#) and [2015 Climate Action Plan \(CAP\)](#).
- Respect and enhance the distinctive characteristics of each neighborhood including the Inner Ring Districts (Policies 3.42 & 3.43).

2. Displacement and Affordability. Require Affordability with Density in Single Family Zones (SFZ).

- Focus additional density to minimize *displacement* of families and *demolition* of housing to maintain affordability, diversity, stability, character, and vibrancy of neighborhoods.
- Offset redevelopment upzoning incentives with Effective Anti-Displacement Programs.
- Constrain demolition of existing sound housing to limit the impact on the waste stream and on the carbon foot print for replacement construction. Preserve greater affordability inherent in existing housing and encourage rehabilitation and adaptive reuse of buildings (CP Policy 4.17 & 4.60) and to minimize displacement. (CP Policy 4.48).
- Allow three-plex and four-plex densities outside Middle Housing overlay zones only for dedicated low income housing as a *conditional use*.

3. Context Responsive Building Design. Place matters. People matter. Context matters.

- Base urban form and building design on neighborhood scale and context. “*One size does not fit all.*” (CP 4.3 including the Inner Ring Districts (Policies 3.42 & 3.43). Celebrate significant places (Policy 3.12)
- Use zoning regulations to preserve and build well-designed places that engender civic pride and so that people will be *motivated to sustain* them for many generations.
- Work with neighborhoods to encourage well-designed appropriately-placed density that provides additional housing, meets market needs, and supports the [Climate Action Plan](#). See p. 5 of CAP)

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DETAILED RECOMMENDATIONS FOR RIP INFILL AND DENSIFICATION

1. Siting, Placement And Urban Form

- 1.1 Use zoning to reinforce a continuum of scale and density to support Neighborhood and Town Centers and Complete Neighborhoods. Strategically overlay SFZs with areas of “Middle Housing”. Multiplying housing density by a factor of 3 to 4 everywhere results in diffuse, unplanned density. This further implies long-term, unrestricted redevelopment of all Portland neighborhoods with multi-family form and density resulting in pressure to expand the Urban Growth Boundary for single family homes.
- 1.2 Limit “Middle Housing” *overlay* in SFZs within 400 feet of designated centers and within a 300-foot path of most transit stops along the 15 frequent, reliable transit corridors where appropriate. This will reduce congestion and auto dependence and improve functional walkability. (CP 3.2)
- 1.3 Pilot areas in which to test zoning regulations for RIP density increases in a few self-selected neighborhoods. Evaluate impacts on displacement, market viability, affordability, transportation, and land prices.
- 1.4 Protect structures of local significance by updating the Historic Resource Inventory (HRI).
- 1.5 Work with neighborhoods and communities to identify their distinctive characteristics and establish clear and objective design standards that encourage compatible well-designed “Middle Housing” consistent with the Comprehensive Plan, Goal 10 of Oregon land use law and the Climate Action Plan.

2. Displacement and Affordability.

- 2.1 Postpone RIP adoption until the City’s anti-displacement protections are not merely aspirational but adequately funded, demonstrably effective, enforceable, and approved. Evaluate the effectiveness of the proposed zoning changes during the pilot period of at least 5 years as described in 1.3 above.
- 2.2 Reduce System Development Charges (SDC) for affordable triplex and quadplex units that are comparable in size and features to the other units and that are permanently affordable at 80% of Median Family Income (MFI).
- 2.3 Impose a substantial permit surcharge for demolition of existing housing if sound and habitable when purchased. Require deconstruction of all demolished housing. (Revise City code 24.55.150 accordingly)
- 2.4 Within the “Middle Housing” zoning overlay, provide incentives (excluding any FAR bonus) for internal conversion of single-family houses to multiple units. Internal conversion means retaining at least a majority 3 original exterior walls and roof. Incentives could include property tax abatement and reduced SDC fees.
- 2.5 Retain single family zoning for one and two family structures in most areas of the city to provide long term options for families to reside in this housing type that effectively addresses the desire for

Eastmoreland Neighborhood Association

independence, access to nature, air and light, acoustic privacy. They are proven adaptable to changing needs of families and provide for long term occupancy. According to the recent Metro study, the single family dwelling is overwhelmingly the preferred housing type. It is also the housing type most in demand and for which there is the greatest shortfall.

- 2.6 Affordability Bonuses: For permanently affordable to households earning no more than 80% of the Median Family Income (MFI), System Development Charges and tax rates should be reduced or waived under bond funding for affordable housing in RIP overlay zones.
- 2.7 Visitability bonus. Houses and ADUs that are built to meet visitability standard should receive a subsidized 10% discount on building permit fees.
- 2.8 No FAR bonuses may be used. Maintain single standard to assist with affordability and remain true to purpose of the RIP. The “density bonus” comes in the form of profit for the owner or developer granted by the RIP. Density bonuses remove incentives for providing affordable houses.
- 2.9 Conclusions in the Johnson economic analysis used to support the RIP indicated that the RIP densities in SFZs will replace single family houses with smaller investor owned rental units. Not only will the demolition lead to a loss of a more affordable home and displacement, but the replacement multifamily housing favors investor ownership. This is one of many unintended consequences of the untested RIP.

3. Context Responsive Building Design. Place matters. People matter. Context matters.

- 3.1 Retain the existing 2015 zoning code minimum lot size standards for all housing types for SFZs, i.e. R2.5, R5, R7, R10, R20. There is no justification for further reducing these already deeply compromised standards.
- 3.2 “Right size” new housing. One size does not fit everywhere. Adjust limits to the floor area ratio (FAR), height, and front and side yard setbacks when designing for new and remodeled structures to ensure that new construction is compatible with its surroundings. Following are modifications to the zoning code applying to all SFZs including the Middle Housing over-lay zones.
 - a. Allowed floor area ratio (FAR) applies to all occupied spaces on a buildable lot including basements wherever basement ceiling framing is > 3 feet above exterior grade and in attics where the finished ceiling is > 80 inches clear in height above the floor.
 - b. R2.5 zone. The maximum FAR is 0.6 x the site area. For lots adjacent to higher density zones (R2, R1 etc.) the maximum FAR is 0.7.
 - c. Zones R5, R7, R10, R20. The maximum FAR is 0.6 x the site area after adjusting for the size of nearby houses within 150 feet of the side lot line on the shared block face.
 - d. Zones R5, R7, R10, R20 is calculated by applying a multiplier of 1.5 x the average floor area of houses within 150 feet based on data base information provided by Portland Maps and not to exceed the maximum FAR for the zone.

Eastmoreland Neighborhood Association

- e. Height limits for zones R5, R7, R10, R20 are adjusted based on lot width and 120% of the tallest house of nearby houses within 150 feet of the side lot line on the shared block face up to the maximum height the height: For lots less than 75 feet wide, 24 feet up to a maximum of 30 feet. For lots wider than 75 feet wide at street front 30 feet up to a maximum of 32 feet. Height limits for detached accessory structures: maximum 15 feet. Height limits for R2.5 zone: maximum 32 feet.
- f. Minimum Front Setback: For R2.5: 10 feet front and 4 feet on side of corner lot. For R5-R7: 15 feet front and 8 feet on side of corner lot. For R10-R20: 20 feet front and 15 on side of corner. For infill, match or average setback for adjacent structures.
- g. Site Coverage: R2.5=.50% of site area. R5, R7 = 40% of site area, R10, R20 30% of site area. Allow 5% increase for external garage or ADU in R5, R7, R10, R20.

3.3 We support or recommend revising the standards in the “Building Design” recommendations in the “RIP Staff Report August 2019 Recommended Draft” as follows:

- a. Support. Measure “height” from lowest point not the highest point (#8a)
- b. Support. Standards for front door height above the grade.
- c. Support. Require lots on alleys to access off street parking access from alleys.
- d. Revise. Allow eaves to project up to *within 18 inches* of side and rear setbacks consistent with fire code requirements (#8b)
- e. Support. Lots 25 feet and narrower must be constructed as attached structures with side/rear yard parking. Discourage “skinny houses” that are energy inefficient, make poor use Revise. Standards for garage width: 12 feet within 30 feet of front lot line.(Not 50% of front street facing wall)
- f. Revise. Prohibit parking between the front of the building and the street for lots *less than 40 feet* wide.
- g. Revise. Require one off-street parking space for all housing types where *lots are >30 feet wide*.
- h. Revise. Retain *corner lot* duplex requirements that entries face opposite sides of the corner.
- i. of available land, and when fitted with street facing garages degrade the streetscape
- j. There is more.....to come

3.4 Improve and clarify the zoning code. Revise zoning code structure to consolidate requirements for a given site with graphic representations. Improve clear and objective design standards.

Following is a summary of our primary concerns with the macro- impacts of RIP and our recommendations for addressing each.

Issue #1: RIP upzoning provides no assurance that new replacement housing will be either affordable or family-friendly while it incentivizes the demolition of smaller, less expensive houses, thereby dislocating families.

Recommendation: Require affordability as the tradeoff for additional density in single family zones. Allow demolitions of sound, affordable housing only if replacement units are permanently affordable at 60-80% of Median Family Income.

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Issue #2: A Bureau of Planning and Sustainability economic analysis has concluded that RIP will yield a relatively modest number of new housing units, but will likely displace concentrations of existing residents, particularly those living in more affordable housing units.

Recommendation: To avoid intensifying already serious displacement problems, before adopting RIP, the city should complete an Anti-Displacement Action Plan, assure long-term funding for its implementation, and develop a system for tracking ADAP's effectiveness.

Issue #3: RIP allows scattershot densification that fails to advance Portland's walkability, sustainability, and transportation goals. It conflicts with policies of the 2035 Comprehensive Plan.

Recommendation: Focus density around centers and along corridors with frequent, reliable and safe transit service. (See [Comp Plan Policies 3.2](#) and 5.23, pp. GP3-8 & GP5-9) Analyze the transportation impacts of scattershot densification. As called for in the Comprehensive Plan, "[e]nsure that new high-density and large-scale infill development adjacent to single dwelling zones incorporates design elements that soften transitions in scale and limit light and privacy impacts on adjacent residents." ([Comp Plan Policy 4.30, p. GP4-9](#))

Issue #4: Portland is a city of distinctive neighborhoods, yet RIP takes a "one-size-fits-all" approach by applying the same housing-scale and density allowances to residential neighborhoods throughout the city. This approach conflicts with at least 11 policies in the Comprehensive Plan (CP I-27)

Recommendation: Respect context. Make building design compatible with surrounding areas in single family zones especially with respect to the size, height and front setbacks of nearby structures. Transition building scale from higher to lower density using "middle housing" forms. Create affordable housing through financial and regulatory incentives, not through Floor Area Ratio bonuses that increase the allowable size.

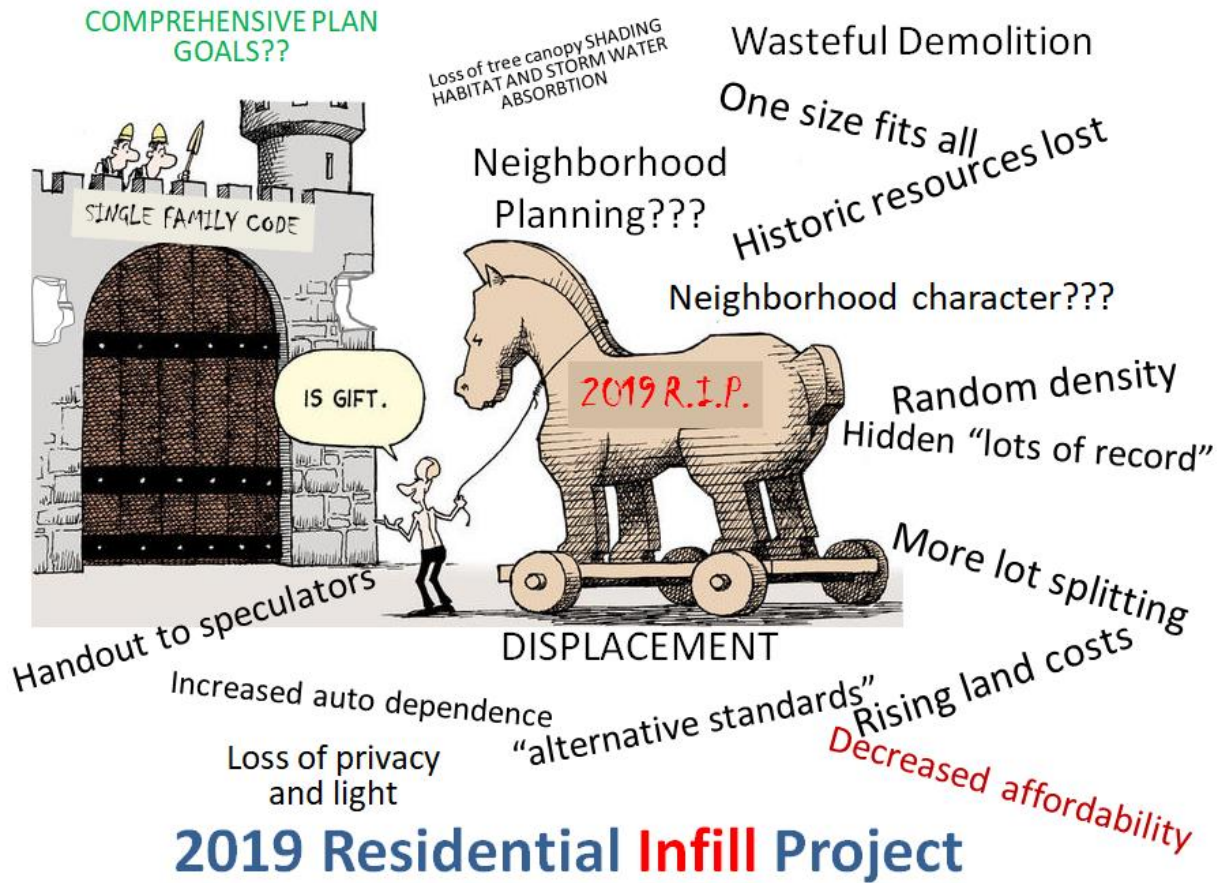
Issue #5: RIP fails to adequately address environmental and waste stream impacts of housing demolitions and undermines the benefits from large tree canopies.

Recommendation: Constrain demolition of sound existing housing to reduce the impact of replacement construction on the waste stream and on our carbon foot print. Additionally, encourage rehabilitation and adaptive reuse where appropriate to minimize carbon and waste impacts, preserve mature trees, minimize community disruption, and provide more affordable homes. (Comp Plan Policy 4.17, 4.48, & 4.60 at pp. GP4-7, GP 4-11, & GP 4-13). Require that RIP analysis include energy, environmental, and waste stream impacts.

ISSUE #6: RIP's promise to produce or induce "right-sized housing" and offer more "housing options" is untried, untested, and unproven in the face of market demand and economics. Portland will need to begin planning for beyond 2035 but not in haste, not without carefully assessing the options, and not without a vision beyond door-count planning offered by the RIP.

Recommendation: Pilot the proposal. Before applying RIP's far-reaching and potentially irreversible concepts city-wide, conduct and assess pilot projects in a few self-selected neighborhoods to determine whether the results line up with the desired goals. Create locally appropriate strategies by involving these communities.

Eastmoreland Neighborhood Association



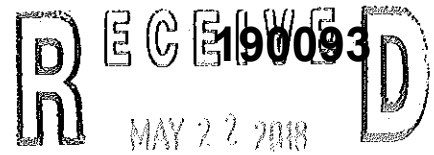
JR Merrick

#72830 | January 13, 2020

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

Dear Mayor Wheeler and Commissioners , The attachment includes detailed testimony that we hope will help you to make a more informed judgement on the highly controversial RIP for which hearings are scheduled next week. Among our concerns are the need to have anti-displacement policies that are realistic and funded. But the problems with this proposal go much deeper. We ask that you consider both our concerns and the recommendations for responsible revisions for shaping and accommodating housing needs in Portland in the coming decades. With Appreciation from the twenty members of the Eastmoreland Board of Directors, Rod Merrick, President

Testimony is presented without formatting.



Testimony that I'd hoped to give yesterday

City of Portland
Bureau of Planning and Sustainability

Thank you, Chair Schultz, and to the entire commission.

My name is Judy Posey. I live in a 2 block area near Grant Park that is being slated to become R2.5 with the passage of the RIP.

Like students entering medical school, the first thing I learned in architecture school was, "Do No Harm."

Our heavily treed neighborhood of homogenous English designed homes is pristine in that not one house has been altered from its original design. All are well kept and cared for.

Last week you heard testimony from "Portland for Everyone" members, who care not about preserving design, light nor privacy. At the risk of being bullied by these people, which happened to anyone last week who did not agree with them, and speaking for 100% of my neighbors, I will emphatically state that we, as an entire neighborhood, do not want to live in the shadow of tall houses. We do not want to have our privacy shattered by up to 4 families living on the less than 5000 sf lots that most of us have. We however are not against one ADU per lot.

Inevitable destruction of these historic houses is already being presaged by the enormous sums of money (\$725k-\$825k) being offered to 3 of my neighbors, by developers, in anticipation of the RIP proposal.

Please take a cue from the city of Tacoma and test trial this plan in areas that need, and would welcome, redevelopment to obtain empirical evidence that it will work before you destroy valuable neighborhoods with this dramatic and potentially destructive paradigm shift.

Thank you again, for asking for testimony and for listening to the request of my Meadow Park neighbors.

City of Portland
Bureau of Planning and Sustainability
1900 SW 4th Rm 7100
Portland Oregon 97201

To the Bureau of Planning and Sustainability,

I watched the March 8th hearing on Utube and was shocked and disheartened at the testimony coming from 1000 Friends of Oregon and that of Portland for Everyone. They appeared to bully any homeowner trying to disagree with the way the RIP was written. This is a group of well spoken, cohesive zealots, few who appear to be homeowners with any stake in the city. Yesterday I came to the hearing fully prepared to testify against the proposal but getting there at 4:20 was told I was #74 and most likely would not be able to testify as the meeting was to be over at 8:00. We sat for an hour and a half and listened to these same people as last week, saying the same things as last week, continuing their bullying of anyone who even hinted at being opposed to the RIP. They used phrases like "bending to protectionist concerns" thereby chastising all of us who are concerned about the wholesale rape of our properties.

On the other hand, the online testimony is close to 95% against the RIP as it is written. There are thousands of thoughtful comments and suggestions. It is a total about face from what you hear at the oral testimony and I hope you are taking this into consideration and not just listening to the radical testimony we heard yesterday and last week.

I am sending a copy of my oral testimony and a copy of my on line testimony. My concerns are 2:

1. This program needs to be tested, as is happening in Tacoma. There are countless areas in Portland that need and would welcome this development and I suggest you take these areas selectively and test your theories for 5 years to see what works and what doesn't. By doing this you are providing immediate needed housing and also researching and refining your proposal. Since you are ultimately planning for 2035, why do this all in one swipe of the sword cutting all our heads off? Take the time to do it correctly. Everybody wins with this one.
2. A blanket overlay is not equitable. As I have said in both my testimonies, I live in a tiny two block area, scheduled to be rezoned R2.5. We are isolated and away from most of the R2.5. Our neighborhood is fully developed with pristine homes all built in the same style and none are altered from the original design. Developers have already offered 3 neighbors from \$725k to \$825K in anticipation of the RIP passing. There is no way replacement housing can be built that matches the quality of our existing homes, thereby lowering the value of all our property. I know that that is a "protectionist concern" but why would I not have that point of view? I am the one who has been paying exorbitant property taxes all these years (that are now not even deductible). I would be a fiscal fool to not be distressed.

Thank you
Judy Posey

To:

The Bureau of Planning and Sustainability

The Portland City Council

I strongly oppose the RIP because of its draconian and punitive imposition. First of all, this is a life changing event, both emotionally and fiscally for homeowners, in that it affects the most important part of their/our lives: where we live, where we regroup, where we find our sustenance, where we hold one of our largest, if not the largest, equity we have.

Why can we not test these theories, especially the act of creating narrow lots and cramming them with as many units and as much square footage as possible? The city of Tacoma is doing just that, taking a designated area, building it out and testing it for 5 years to get some empirical evidence that it works before imposing these radical and non-reversible mandates to our property. Once the damage is done, it is done, and all is lost.

I live in a neighborhood that should be designated as a Historic Resource area. It is a plat called Meadow Park, it is two blocks wide and one block deep. We have 32 houses, all built within one or two years, all 20th Century Revival Tudor or Revival English Cottage. None has been altered on the street front, there is not a vinyl window in the entire neighborhood. In these two blocks there are at least 16 trees that are 75' to 100' tall. There are dozens of trees between 25' and 75' tall. This is clearly an established neighborhood. Unfortunately, the lots have a dotted line down the middle, which was a marketing tool when it was developed in the early 1900's. Now it is termed a "historical narrow lot."

I/we as a neighborhood are not opposed to ADU's, and we are not opposed to duplexes, just not all on the same lot. We would expect the new buildings to reflect the pristine condition of our architecture: compatible facades, compatible heights, and compatible materials, including the biggest issue, no vinyl windows.

The city keeps talking about affordability, and our neighborhood is affordable to many families. We have had 5 young families move within a radius of 100' in the past few years. They brought with them 13 children under the age of 10, many of them toddlers. They all paid between \$625k-\$750k. True, these are professional people, moving here to work for companies such as Nike, Intel, Legacy, Providence and tech companies that are opening satellite offices here. These are starter home for them, showing that there is a definite need for this price range and the need for the amenities we have in this neighborhood. So, why are we responsible for providing housing to the hundreds of young people who move here without jobs, or work in low paying jobs? That is their choice. Why do I, after all these years of paying exorbitant property taxes, have to give up the life I have chosen?

It is said there are 100k people who are slated to be moving here in the next 30 years? If it is indeed 30 years, why the rush to push this through? I read in the Oregonian that people are actually moving out, in this case, to Washington, where the taxes are not so budget breaking.

We need to address our failing infrastructure, not stress it. We need to support programs the city has spent years, and who know how much money, putting into place to benefit our environment.

For the last several years the city pushed their Urban Forestry Program to preserve canopy. We currently pay to be told we can cut down a dead tree. A permit is required to prune any branch over ¼" of a tree on our parking strip. Now developers will be allowed to tear out trees, crush tree roots, and without a doubt kill the majority, if not all, of our mature trees. What happened to the zeal of protecting and providing canopy? With so little open ground projected where will replacement trees go? Have you seen the lack of tree canopy when flying over San Francisco? Have you seen the lack of tree canopy when flying over much of Seattle? Have you compared that to the lush canopy in Portland as you fly over the city?

For the last several years the city has badgered us and bribed us to disconnect our downspouts to keep rainwater out of the sewer system. Almost no one has enough permeable ground to absorb the rainwater there is. Where is this water going to go when 90% of that ground is gone? The joke on the city, and I see this constantly on my neighborhood walks, is that many people let their disconnected downspouts drain onto the sidewalk, or into their driveway, and into the street where it goes into the sewer, exactly where it should not go, carrying road oils and debris with it. But with the RIP quadrupling the amount of roof, flooding will result because clay soil cannot absorb the amount of rain Portland experiences.

Please look ahead to the consequences of a move such as the A overlay. Everyone is being short sighted in this drastic paradigm shift.

Thank you.

Judith Posey

3114 NE 34th Ave

Portland OR 97212

Judy Posey

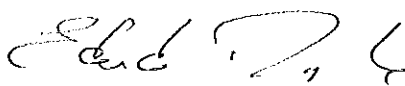
#72831 | January 13, 2020

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

Letter attached

Testimony is presented without formatting.

I strongly oppose the RIP proposal to rezone my established neighborhood from R5 to R2.5. My house is 85 years old and I've spent many thousands of dollars in historically conscious, and sustainably conscious, improvements which will make this house livable for another 85. The 32 lots in my plat of Meadow Park all contain similar homes which give this area unique liveability characteristics. A zoning change would be an incentive for developers to demolish many lovely, well cared for homes in order to profit by building 2 or 3 new ones in their place. In order for these houses to be affordable they would need to be built of inferior materials to what is existing. This does not bode well for the residents who have paid top dollar to buy and maintain their homes. The proposal is contrary to a City Council amendment made in Dec 2016 disallowing narrow 2.5 lots. Many years ago government actions like this resulted in the complete destruction of a vibrant neighborhood (Albina) and I this could happen here. I recognize the need for affordable housing and for reduction of urban sprawl but Meadow Park is not the place to try to solve this problem with a capricious and possibly illegal zoning change.

 5/16/18
Edward Doyle M.D.

3115 NE 34th ave Portland Oregon 97212 5036781087 edoyle@hevanet.com

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MAY 22 2018

City of Portland
Bureau of Planning and Sustainability

Edward Doyle

#72832 | January 13, 2020

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

Letter attached

Testimony is presented without formatting.

Keith Comess

#72834 | January 13, 2020

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

Salient amongst the very many reasonable objections to the RIP are these: 1) There is inadequate infrastructure in old neighborhoods to support significantly higher population density, 2) There are no provisions for the increased burden placed by an influx of students on local schools (teachers, buildings, support staff, 3) There will be increased mechanized traffic on residential roads jeopardizing bike commuters, pedestrians and increasing air/noise/particulate pollution, 4) Housing demolition is anti-environmental in that significant pollution is generated during the demolition process, building debris occupies landfill, construction equipment causes noise/particulate/air pollution and further disrupts traffic on already congested streets, 5) Builders are not able to construct affordable housing in many neighborhoods due to inherent costs of land, etc. a fact they admit to. 6) Population influx to the Portland area has declined, as attested to by apartment/condominium vacancy rates and other realty data, 7) There are no provisions for potential decline in tax revenue resulting from lowered property values, this due to presence of multi-occupant structures in neighborhoods presently zoned as single occupancy, 8) The plan will result in displacement of minority populations who are lower income in East county in the area east of 82nd since developers will target that area due to lower land cost.

Testimony is presented without formatting.

Maurice Menares

#72835 | January 13, 2020

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

I am not seeing how forcing taxpayers who purchased homes in these neighborhoods to comply with new regulation suited more for developers and not for the well being of the neighborhood, let alone how are these new residences will be affordable. Creating more density is only one part of the solution. I need to see a broader plan that includes truly affordable housing as well as respecting the integrity of the neighborhoods that are affected.

Testimony is presented without formatting.

John Keheley

#72836 | January 13, 2020

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

I am really against this kind of development especially if they don't plan and include parking. This is ruining our neighborhoods and making the parking situation much worse. The RIP is only benefitting the developers and builders, not the people who need affordable housing. Please don't allow this!!!

Testimony is presented without formatting.

Virginia Janzig

#72837 | January 13, 2020

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

13 January 2020 I am providing comments regarding the current Residential Infill Project proposal. I live in the Bridlemile neighborhood in SW Portland. Parts of that neighborhood are slated for an increased density zoning as a result of the Residential Infill Project overlay proposal. If the project as currently proposed is implemented, the City of Portland must be prepared for the impacts of increased density and congestion. The utilities infrastructure (water, sewer, gas, power, communications) must be upgraded. The current utilities are at least 50 years old and were designed for low-density housing. They cannot support the population increase currently proposed. The tree-cutting regulation must be suspended in order for the construction of ADUs and multiplexes. Any regulatory delay such as this will increase the costs of construction. Adequate off-street parking must be part of any construction. People own cars and will continue to do so. Without a requirement for off-street parking (two per dwelling unit), the streets will become congested. Sidewalks must be installed on all streets if off-street parking is not provided for. Pedestrians, especially school-age children, currently must walk in the streets. If there is more on-street parking, the risk of pedestrian injuries and deaths rises, which impacts the Vision 0 campaign. Schools must be prepared for an increase in student population. At a minimum, portable classrooms and more teachers and staff will be required. The transportation system must be revised to accommodate those seeking various work locations as well as medical and social services, especially if the City wants to reduce the use of personal vehicles. Emergency services need to be expanded to accommodate the increased population. Note that, with increased density, fire becomes a greater hazard and without an upgrade of the water lines, fire personnel might not be able to handle an emergency. The City must be prepared for a variety of legal and financial issues as density and congestion increase. As the aesthetics of the neighborhood decline, property values can be expected to fall, but the cost to maintain services remains the same or increases. Virginia C Janzig, Ph.D. 3231 SW Doschdale Drive Portland OR 97239

Testimony is presented without formatting.

Gerald Lindsay

#72838 | January 13, 2020

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

To Portland City Commissioners, I support the residential infill project. It is a good tool to assist the long term availability of housing in our great city. It inherently will be a slow process and allow Portland Citizens to adapt to the changes that will ultimately make our neighbors both denser and more interesting and which will support the amenities and communities that most of us really enjoy. Furthermore, I support the deep affordability initiative that would allow truly affordable and likely smaller units to be clustered up to 6 or 8 units on a traditional Portland Lot. This process which will at best will happen slowly will give more opportunities for folks to stay in neighborhoods where they have roots which will ultimately contribute to a better and more diverse community which makes all of our lives richer. Sincerely, Gerald Lindsay

Testimony is presented without formatting.

Bradley Bondy

#72839 | January 13, 2020

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

Please vote yes on RIP, and please amend it to include an option for deeply affordable 6/8-plexes as described by Michael Andersen in his article on sightline.org. By allowing affordable housing developers to build larger multi-plexes we drastically reduce the subsidy they need to pencil out. This helps to open up huge chunks of the city where affordable housing would never otherwise be built. And remember that every time RIP is delayed more residents are priced out, and suburban sprawl creeps even further onto our farm and forest land. RIP needs to be passed without further delay.

<https://www.sightline.org/2020/01/10/do-portlands-low-density-zones-need-a-deeper-affordability-option/>

Testimony is presented without formatting.

Dear Mayor, Commissioners, and other readers,

I strongly support the the Residential Infill Project. The city's own economic analyses show that compared to the status quo, RIP will slow the increase in housing costs, reduce displacement, and result in fewer demolitions of existing homes. It will also open historically exclusionary single-family neighborhoods to greater diversity, making it economically feasible for the city and nonprofits to add affordable housing in those neighborhoods. And it will help the city become more walkable, transit-oriented, and climate-friendly, reducing Portlanders' per-capita carbon emissions and other environmental impacts.

All these benefits could be greatly enhanced by amending RIP to include deeper affordability bonuses as recommended by Portland Neighbors Welcome, allowing six-plexes and eight-plexes with regulated affordable units.

I'd like to address some concerns that opponents of RIP have raised in their testimony:

1) Livability. No single-family neighborhood is "livable" for anyone who can't afford a single-family home. Opening these neighborhoods to triplexes, four-plexes, and hopefully six- and eight-plexes will allow far more Portlanders to enjoy access to a better quality of life, improving the livability of Portland as a whole. And enriching wealthy single-family neighborhoods with socioeconomic diversity will also make them more vibrant, interesting, and livable for all residents.

My neighborhood has a mix of single-family and multifamily housing, denser than what RIP will allow in single-family zones. Trees are abundant, and the neighborhood is quite peaceful, pleasant, and livable all around.

2) Parking. The city already effectively addresses neighborhood street parking shortages with residential parking permits. This permit system can easily be implemented for more neighborhoods as needed. In my neighborhood, which again is denser than what will be allowed under RIP, there's still plenty of street parking.

3) Infrastructure. It's true that adding residents to a neighborhood may require improvements to schools, transit systems, and other public infrastructure. New housing development will more than pay for those needed improvements. Property taxes provide most of the local funding for infrastructure and for city services in general. And property taxes per dollar of assessed value are much higher on new residential development than on older homes. So adding new development will provide disproportionately more funding to enhance services and infrastructure for current residents as well as new residents.

Denser neighborhoods have lower infrastructure expenses per resident, because more residents can share the sidewalks, parks, etc. that are now greatly underused in single-family neighborhoods. These neighborhoods were originally built to accommodate much larger families than are typical today, so their infrastructure has plenty of spare capacity for new residents now. Increased residential density is also needed to create enough demand to make frequent-service public transit cost-effective, helping to reduce reliance on carbon-spewing cars.

Allowing more housing types in single-family zones will result only in gradual change over decades. The slow pace of change will allow infrastructure to incrementally improve as needed. In the blocks around my home, about half the lots still have single-family houses after more than a century of development under multifamily zoning. So, let's pass RIP now and let its benefits gradually appear.

Sincerely, Leon Porter

Leon Porter

#72840 | January 13, 2020

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

Please see my attached testimony in favor of RIP.

Testimony is presented without formatting.

Nancy Clifton

#72841 | January 13, 2020

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

I am concerned about my beautiful 100-yr old home being demolished when I must move for multi-dwelling units. My home was built by my grandfather & has "good bones" having every piece of wood picked individually for best quality both inside and out. Because of ongoing health issues I have not been able to remodel. Just want to testify that I hope to retain the beauty of my Alameda neighborhood for decades to come. Please do not let this pass!

Testimony is presented without formatting.

Connor Toth

#72842 | January 13, 2020

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

I am a renter. I live in the Buckman neighborhood and I love it! I acknowledge that I will likely never have the means to purchase a Single Family Home in this neighborhood, and certainly don't have the income to rent a \$3000 house. I can, however, afford to rent a small unit in a former Single Family House that was split into multiple units. I think more people should have this opportunity!

Testimony is presented without formatting.

Brian McGarvey

#72843 | January 13, 2020

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

What is the plan for the added sewage water? What is the plan for the added stress on the Electrical circuits? What is the plan for the added water needed? What is the plan for the additional impervious surface causing more stormwater run-off?

Testimony is presented without formatting.

Dylan Lamar

#72844 | January 13, 2020

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

Please aggressively support more infill housing. This is a critical and fundamental step necessary to begin reversing our present housing crisis. Other jurisdictions across Oregon are looking to Portland to help us solve this monumental challenge. Thank you for your leadership in serving the needs of all Oregonians, not just the present homeowners.

Testimony is presented without formatting.

Catherine Gould

#72845 | January 13, 2020

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

I support infill and have for the many years this proposal has been considered. When the last owner of my rental single family house sold, all of my roommates ended up having to move out of the neighborhood because there were so few rentals available in our price point. It was not surprising to me to learn that this same neighborhood restricted housing to majority single family homes in 1924 and still regularly opposes plans and policies for new housing. When I think about infill, I think about my friends and family who would benefit from these policies. While some people think that getting the "most for you money" in housing markets means the most square feet you can afford. What is most meaningful to me is the number of friends that live within a quick bike ride. As I have gotten older, now entering my 30s, many friends have moved farther outside of the city center to afford housing, or away to a more affordable city completely. I am a pretty happy renter, but when I think of buying a home I think of my parents. They live in a very rural community, will eventually no longer be able to maintain their property and will need to downsize. I would like to be able to create a home for them here with me in Portland, but their home is not worth much at all compared to Portland prices. The flexibility to remodel homes for multi-family housing would open up a lot of options for us whenever the time comes.

Testimony is presented without formatting.

Prakash Joshi

#72846 | January 13, 2020

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

January 09, 2020 City Council Residential Infill Project Testimony 1221 SW Fourth Avenue, Room 130 Portland, OR 97204 Honorable Mayor and city Commissioners, The Collins View Neighborhood Association, a recognized Portland Neighborhood Association, is grateful to the City of Portland for recognizing the importance of citizen input for the Planning and Sustainability Commission's recommended proposed changes to the zoning code, currently referred to as the Residential Infill Project (RIP). We question aspects of the proposed plan and are concerned with its impact on our livability. This plan fails to address our unique geographical and transportation infrastructure challenges. We must oppose this plan as currently written as it relates specifically to our neighborhood. Our intersections and roadways support the transportation needs of the neighborhood's three main institutions — Lewis and Clark College, Lewis and Clark Law School and Riverdale High School. During the last 25 years vehicular traffic generated by Lewis and Clark College and its Law School has also significantly increased. And Riverdale High School, which is in our neighborhood although it serves the adjoining community of Dunthorpe, did not even exist 25 years ago. Almost all its students, parents and staff commute to and from Dunthorpe via vehicles. The traffic lights at our neighborhood intersections were designed to manage traffic needs that existed more than 25 years ago. The conditions today are far more severe. There is now the added burden of increased vehicular traffic from the Clackamas county sections of SW Boones Rd. and SW Terwilliger Blvd. and their adjoining/connecting neighborhoods. Traffic from Lake Oswego, which has massive new housing developments on SW Terwilliger Blvd. and SW Boones Ferry Rd., and traffic from Lake Grove use Terwilliger and Boones Ferry to enter/return from the freeway, cross the Willamette River and access downtown Portland and beyond. This traffic has increased fourfold since the existing traffic signals were designed. All this traffic ultimately converges on the only neighborhood collector, Terwilliger Blvd., with a single lane each way. It is not unusual to see traffic jams for up to a mile or more during peak times. PBOT has designated our main streets and intersections as being at or near failure. The important and dire issue for our neighborhood traffic is the quick access needed for emergency vehicles. We strongly urge that issues such as these be at the forefront of any RIP under consideration. We must note that in 2009, Lewis and Clark College petitioned the city for increasing the housing density via dorms and other types of student and staff housing (case of LU 08 180498). In that case, the hearings officer denied the college's request citing the inability of the infrastructure to sustain this growth without major improvement to the transportation system and studies of the environmental impact on the surrounding natural areas. Due

to its challenging geography of hills and steep roads, and distances to jobs, shopping and schools, the neighborhood has evolved into low-density, automobile-dependent living. The Southwest Corridor Light Rail will come oh-so-close but not close enough. Bus service is currently almost nonexistent. A one-and-a-half-mile walk, sometimes on steep hills and in adverse Oregon weather, can be challenging for the best of us. We believe that these difficult aspects of Collins View neighborhood were inadvertently overlooked by the commission in its recommendation of the proposed RIP policy. Under any currently known or planned scenario, Collins View will never be a walking, biking neighborhood as it cannot be assumed that only able-bodied people will live here. And to where do we walk? There are no grocery stores within walkable distances. There are very few sidewalks to walk on. Increasing density will not tame the steep hills nor bring wider roadways or nearby shopping. Let these necessities be in place before we overburden the citizens of our neighborhood. We are also surrounded by the very delicate and sensitive natural areas of Tryon Creek State Park, River View Natural Area and Marshal Park. Our runoffs directly impact these areas all the way to the Willamette River. The runoff due to increased density would certainly have a negative impact. Managing the existing stormwater runoff is a continual challenge. We applaud the work BIS has done to protect these few natural areas in the city. We believe stronger provisions are needed to protect the tree canopy as lots are developed and trees are removed. The citizens of our community believe increased density will massively overwhelm these natural areas and our already-overworked transportation infrastructure. Ironically, it will also seriously impact our mobility into, within and out of our own neighborhood. We sincerely believe the proposed RIP's goal is NOT to degrade the current standard of livability of an existing neighborhood. We agree the city needs a plan for the future, and the proposed RIP plan is likely feasible and essential for most areas of Portland. However, not all the areas under the city's umbrella can be stuffed under a universal RIP. The topography, location and existing infrastructure make our neighborhood one of those compelling exceptions, and the city has not shown any research or findings that would mitigate the issues raised in this letter. A proposed solution. We propose that the city take a constructive, practical approach and designate specific areas on separate timelines for application of the RIP policy. This will move the plan forward in areas more ready for implementation. Areas such as ours can be on a separate plan to address the conditions needed to implement the RIP without likely irreversible damage. Other areas of the city may produce favorable results, but we fear we will be the forgotten casualty of this policy. The current proposal is needlessly hasty for some neighborhoods, such as ours, and falls short of the important goal of at least maintaining if not improving our livability. The board of the Collins View Neighborhood Association is available to work with city bureaus to mutually understand the issues and challenges to a correct and timely RIP implementation for our neighborhood. It's extremely important to note that the conditions cited by the hearing officer in case LU 08 180498 have worsened in the past decade, and PBOT has not proposed a single solution to alleviate the situation or future degradation of these roads and intersections. The commitments you all swore to in the city's Comprehensive Plan are in danger of becoming meaningless. We strongly believe in a process that relies on the informed findings and decisions by the city's bureaus and the all-important input from community members who reside in

the area in question. Thank you for your consideration. Prakash Joshi 648 SW Maplecrest Ct.
Portland, OR 97219 Transportation chair Collins View Neighborhood Association

Testimony is presented without formatting.

Kol Peterson

#72847 | January 13, 2020

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

Please pass the Residential Infill Project without further delay or amendments. It is extremely frustrating to see tens thousands of hours of volunteer work by the planning and sustainability commission, consultants, and BPS staff over the last 4 years being delayed further by the City Council. There is very active displacement happening now under current zoning. It is incredibly disingenuous to use displacement as a rationale for not passing RIP immediately, which will abate the rate of city-wide displacement overall. When you look at the actual numbers of being people being displaced now vs under RIP in any outer SE district, the modeled numbers are actually very small (

Testimony is presented without formatting.

Rebecca Rosenfelt

#72848 | January 13, 2020

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

Please pass the Residential Infill project -- we need more density and diverse housing options. This has taken so long and so many would benefit from this plan!

Testimony is presented without formatting.

Robert Bernstein

#72849 | January 13, 2020

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

Portland's Residential Infill Project's (RIP) proposal, and Oregon House Bill 2001, call for allowing duplexes, triplexes, quads on what were single family lots. "Upzoning". They assume Developers would have lower costs coming from savings on construction and savings on land by having multiple units per lot. They rely on the largesse, the charity of Builders and Landlords to pass these savings on, to tenants or buyers. They are ill-conceived with no requirements for affordability. They are, however, perfectly conceived to increase profits for Developers and Investors. They are self-policing with a faulty application of 'Supply and Demand ' thrown in to hoodwink the Public. They want me to 'trust'. When Portland passed an inclusionary affordable housing measure for new builds over twenty units, some developers simply split their builds into two smaller builds. Sorry, this is too important for me to 'trust'. In my opinion, the RIP process, which came about due to Public concern over design elements of Infill, was hijacked by former Homebuilder's Association VP, and ex -Mayor, Charlie Hales. It wasn't meant to usurp zoning. Further, I understand why 1000 Friends of Oregon would fund the 'Portland for Everyone' movement, as it's anti-sprawl. But the connection to affordability strikes me as specious. This modest idea, about set backs and height, has gone far off track. Upzoning proponents cite simple 'supply and demand' as a means to affordability. This isn't the reality. With apples for instance, one can choose to source them from elsewhere, creating competition, lowering prices. But, there is only one Portland, OR. More importantly, one can decide not to eat apples, lowering demand and pricing. But, everyone needs housing. That 'choice' is off the table. Gotcha! There's the role of Investors, the 'Financialization of Housing'. Real estate speculation found fertile ground in the collapse of 2008, and has continued. According to the Census Bureau, approximately 3 million homes and 13 million rentals are already owned by offshore 'shell companies'. Speculators can create demand for units of housing as a commodity, bought and sold worldwide. Affordable starter homes are bought for cash, demolished, replaced by multiplexes and turned into a profit stream of bundled "single-family rental securities". A Johnson Economics report cited that RIP would demolish many lower cost homes and add mostly investor- owned rentals. BPS's own economic analysis shows rent for a 1,000 square unit in a fourplex built under RIP code will be \$2,200 a month. That rent is 33% higher than the average rent for a two bedroom apartment in Portland. That rent is 40% higher than the rent that a family earning 80% MFI (median family income) can afford. That rent is 85% higher than the rent that a family earning 60% MFI can afford. A recent article in Forbes citing the slowing of home prices in Portland and elsewhere states, "A better strategy in these markets is to split a single-family home into several rental units, even though

that takes time and money. Apartments are also a good idea, especially because rents will continue to rise, even if home prices don't." Much the same as demolishing and building or building the aforementioned, for profit rentals. It has been reported that Oregon is gaining more millionaires than any other State. Without affordability requirements, builders and owners will charge as much as they can get. So long as someone has more money to offer than you, they win, you lose. It really is that simple. These measures will exacerbate the displacement of lower income residents. RIP's proposal barely squeaked through the Planning and Sustainability Commission due to this looming consequence, with all members of color and those who live in the most to be impacted, East Portland, voting against it. There are ongoing discussions to mitigate displacement, if you trust mitigation, but no money to implement. Don't look to my wallet. What happened to, "first, do no harm"! Housing prices may slow or stabilize as seems to be happening, simply because Portland's growth has slowed. Maybe there are greener pastures where investors can find a better yield. Perhaps the bloom is off our rose. Many Portlanders would say as much. For every study that loves upzoning there are others that say it won't help and will just increase displacement. When even a modest attempt to add affordability requirements into HB2001 was voted down, that spoke volumes to me. Upzoning is not an answer and mandating it on a Statewide level was reckless slap to the face of local engagement. Before allowing new drugs to market, we test on a small scale for risk and benefits. This is a prescription for disaster. If it were to lead to affordability, making sacrifices of privacy, trees, sun access, living with more congestion, would be something worth considering, But asking Portlanders to do this to line the pockets of Investors is quite another matter. Eugene is seeking a repeal of HB2001. Portland should join them. People should see how their representatives voted last year and act accordingly. Portland is accepting input on the RIP proposal.

Testimony is presented without formatting.

James Purdy

#72850 | January 13, 2020

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

Dear City Council: Thank you for the opportunity to provide testimony regarding the proposed infill rules. We applaud the effort to increase availability and affordability of housing in Portland. With that said, we believe the one size fits all approach of the current proposal fails to address the historical makeup of some Portland neighborhoods, as well as presenting a fundamentally unfair approach to certain properties. Neighborhoods such as the NW Heights and Laurelhurst have historically been developed with large houses on small lots, and would be unduly impacted by proposed regulations. The current proposal would require smaller homes out of character with the neighborhood if a house were to be removed for new construction, or a vacant lot to be developed. As an illustration, a group of 7 consecutive homes in our 1920s neighborhood have an average lot size of 7,729 square feet with an average house size of 3,434 square feet (per county records). This average includes the two smallest houses at 2,160 and 2,210 square feet, respectively. Without those, the average lot size would increase slightly to 7,840 and home size significantly to 3,934. Parallel homes on the two adjacent streets show a similar trend: 4 homes on NW Summit have an average lot size of 7,458 square feet with an average home size of 3,665, while 4 on NW Albemarle average 7,275 and 4,089. Under the new proposal any construction on the vacant 5,000 square foot lot (zoned R7) next to us would be limited to 2,000 square feet—at 50-58% of their size it would be out of character with the rest of the homes in the immediate area. The proposed regulation does not take into account differences in individual parcels, which can lead to unfair outcomes. For example, the lot at 2663 N NW Westover has a flat surface for the West 50' of the lot, then a drop of 40' over the East 51' (a 65° slope). This would preclude building the proposal offset of allowing an ADU on the property. It would result in a scenario where the allowed size for construction would be significantly lower than under current code, and the mitigating opportunity would not be feasible. Other lots in the West Hills present similar challenges. The proposal also does not distinguish between a lot with an existing structure and one that is currently vacant. Our property that has sat vacant for 96 years for the express use of building a home comparable to the neighborhood is treated the same as one where an existing home is torn down for the purpose of building a large house. In trying to avoid the latter the proposal unfairly restricts the former. Realistically as well, affordable housing will not be built in areas of the city with this type of historical makeup. Any multiple units constructed would likely be high-end units out of reach for the homeowner or renter the Infill Project attempts to address. In these areas the outcome of the new rules will either be no construction, or construction out of keeping with the character and livability of the neighborhood.

We would ask that a broad-brush approach not be used; that consideration be given to the size of homes on comparable lots in the immediate area, to vacant land and to lots with geographical differences. This is a more fair and balanced approach, and more in keeping with the spirit and goal of the changes proposed. Type or paste your testimony in this box...

Testimony is presented without formatting.

Heidi Hart

#72851 | January 13, 2020

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

I support the Residential Infill Project because the status quo prevents the vast majority of current and future Portlanders from living in the 70% of the city that only allows single family homes. Allowing Portland's single family zones to gradually densify will reduce our reliance on cars, allow more efficient municipal services, and avoid forcing people out of Portland to encroach on more of Oregon's natural environment. As a current renter who makes very close to Portland's median household income, buying a single family house is not affordable for me. Personally, I would love the opportunity to rent or eventually buy a unit in a duplex, triplex, or quadplex (I am happy with my current 1950s one bedroom apartment, but it would be nice to eventually have a dishwasher and in-unit laundry). Much of Portland's housing is either expensive small apartments or expensive large houses (which are only ever being demolished and replaced with even larger, more expensive houses). Young families move out of the city to find a place that is at least three bedrooms and without a crushing mortgage. Older people who may want to downsize because of decreased mobility and income restraints are unable to find housing in the same area and have to move away from their friends and social supports. Many people in socially valuable but low paid professions like daycare workers and home health aides will never be able to afford the price of a single family home in Portland. Middle housing is a necessary component of Portland's housing mix and Portland has the opportunity to act decisively in favor of equitable, environmentally-friendly housing. Please approve the recommended draft and accompany it with a new "deeper affordability" option for below-market developers and the citywide "tenant opportunity to purchase" renter protections advocated by Anti-Displacement PDX.

Testimony is presented without formatting.

Jeanne Bear

#72852 | January 13, 2020

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

I've been waiting for the Residential Infill Project to start operation for almost 4 years now, since the Planning Bureau invited seniors to an open house and asked for our perspective. In discussion with senior and disabled attendees, the benefits of this Missing Middle housing increase (additional ADUs, cottage clusters...) were well supported. During that period, I've changed from a homeowner exploring how to add people to my property to now a renter on a fixed income dependent on inexpensive small rentals. In both roles, I support this project! I also volunteer in the Villages NW organizations to help other seniors stay in their homes. As homeowners, they tell me of the potential of adding spaces to their too-large-to-maintain homes to have others live nearby, to share the space and their resources. This allows close-by neighbors of multi-generations to look out for each other as interdependent neighbors of mutual benefit -- both renters and owners. Increasing available smaller units in Portland is critical for low- & middle- & fixed-income residents, and a major way to increase Portland's efficient use of property and transportation resources (streets, vehicles, and public transit), without adding hundreds of millions in homebuilding responsibilities directly to Portland's budget. Portlanders help each other and their communities when they choose to live closer to others. This project is critical to our resilience and community and livability, and allows residents to put their own money where it helps.

Testimony is presented without formatting.

Eve Prior

#72853 | January 13, 2020

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

My name is Eve Prior and I have lived at 112 NE 32nd Avenue for the last 21 years. I am a Portland native and grew up in the Irvington neighborhood (as did my mother). I am dismayed to have just learned that if the City passes the Residential Infill Project (RIP) as it is now proposed, it will not: Protect trees, preserve existing houses, protect tenants from displacement, consider neighbors' light or privacy, or an area's history or character, or require off-street parking. And, that the proposed RIP will: Rezone all lots in every single-family residential neighborhood & with only minor exceptions, allow development for up to four units per standard city lot. Permit buildings much larger than existing houses, permit buildings much taller than surrounding houses; and that affordability will not be required. Clearly, the only entities that will benefit from the RIP are the developers (build as cheaply as they like, not have to provide parking, charge high rents) and the City of Portland (building permit and higher property tax revenues). Those who will not benefit from the RIP include everyone who currently either owns and lives in houses in our neighborhoods, or the renters who rent homes in our neighborhoods. Or, the homeless population. Although Portland residents can voice their concerns, at this point, on this issue, it is City government that decides and votes. The City requires a strong revenue base to run the city, but it does not bode well for the future livability of Portland if the City Fathers to achieve this base succumb to the desires of developers only. For the RIP to be allowed, the requirements need to insist upon, for example, a healthy green environment (such as preserving and enhancing our urban forest); housing that is built to last and that aesthetically fits into our neighborhoods (duplexes are much more neighborhood friendly than fourplexes); off-street parking for one vehicle for each unit. And if the City is really committed to providing truly affordable housing, then this too must be taken into account. Portland has an image nationwide of being at the forefront of thoughtful, forward thinking development. The Residential Infill Project as presently envisioned is a far far cry from what it could be with a more creative, sensitive approach to this very complicated issue. Sincerely, Eve Prior 112 NE 32nd Ave 97232

Testimony is presented without formatting.

Elena Sokol

#72854 | January 13, 2020

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

I welcome any changes that will increase density in my neighborhood or other areas of Portland! I know that with density comes more public transportation options, more demand for pedestrian and bike infrastructure. We need all of this in SE Portland! I completely disagree that density ruins the character of a city or lowers property values. Some of the densest East Coast cities (Boston, NYC etc) are also very densely populated. There are beautiful and dense neighborhoods in both, as well as local businesses, transit, amenities like parks and libraries that are all within an easy walk. Portland needs to shed the exclusionary zoning policies and embrace new neighbors!

Testimony is presented without formatting.

Ted Sarvata

#72855 | January 13, 2020

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

Before I moved to Portland, I lived in Chicago for 16 years. I lived in 3-flats, 4-flats and 6-flats in diverse neighborhoods across the city. Density is awesome, when done right. I'm not talking about Manhattan density. I'm talking about density that allows for busses every 5 minutes or a corner store within 3 blocks of everyone's home. In Portland we don't have that kind of housing for some reason. More ADUs is great, but why not allow more people to live in the same footprint of our existing single family homes? It will only make our city better.

Testimony is presented without formatting.

Kimberly Bakken

#72856 | January 13, 2020

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

Dear City Council: Thank you for the opportunity to provide testimony regarding the proposed infill rules. We applaud the effort to increase availability and affordability of housing in Portland. With that said, we believe the one size fits all approach of the current proposal fails to address the historical makeup of some Portland neighborhoods, as well as presenting a fundamentally unfair approach to certain properties. Neighborhoods such as the NW Heights and Laurelhurst have historically been developed with large houses on small lots, and would be unduly impacted by proposed regulations. The current proposal would require smaller homes out of character with the neighborhood if a house were to be removed for new construction, or a vacant lot to be developed. As an illustration, a group of 7 consecutive homes in our 1920s neighborhood have an average lot size of 7,729 square feet with an average house size of 3,434 square feet (per county records). This average includes the two smallest houses at 2,160 and 2,210 square feet, respectively. Without those, the average lot size would increase slightly to 7,840 and home size significantly to 3,934. Parallel homes on the two adjacent streets show a similar trend: 4 homes on NW Summit have an average lot size of 7,458 square feet with an average home size of 3,665, while 4 on NW Albemarle average 7,275 and 4,089. Under the new proposal any construction on the vacant 5,000 square foot lot (zoned R7) next to us would be limited to 2,000 square feet—at 50-58% of their size it would be out of character with the rest of the homes in the immediate area. The proposed regulation does not take into account differences in individual parcels, which can lead to unfair outcomes. For example, the lot at 2663 N NW Westover has a flat surface for the West 50' of the lot, then a drop of 40' over the East 51' (a 65° slope). This would preclude building the proposal offset of allowing an ADU on the property. It would result in a scenario where the allowed size for construction would be significantly lower than under current code, and the mitigating opportunity would not be feasible. Other lots in the West Hills present similar challenges. The proposal also does not distinguish between a lot with an existing structure and one that is currently vacant. Our property that has sat vacant for 96 years for the express use of building a home comparable to the neighborhood is treated the same as one where an existing home is torn down for the purpose of building a large house. In trying to avoid the latter the proposal unfairly restricts the former. Realistically as well, affordable housing will not be built in areas of the city with this type of historical makeup. Any multiple units constructed would likely be high-end units out of reach for the homeowner or renter the Infill Project attempts to address. In these areas the outcome of the new rules will either be no construction, or construction out of keeping with the character and livability of the neighborhood.

We would ask that a broad-brush approach not be used; that consideration be given to the size of homes on comparable lots in the immediate area, to vacant land and to lots with geographical differences. This is a more fair and balanced approach, and more in keeping with the spirit and goal of the changes proposed. Kimberly Bakken 2663 NW Westover Rd. Portland, OR 97210

Testimony is presented without formatting.

Maria Hein

#72857 | January 13, 2020

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

I am firmly opposed to the Residential Infill Project (RIP) in its current form. As now written, it will continue to displace families of modest-to-moderate incomes and communities of color that have historically populated the Sabin neighborhood. I have been a member of the Land Use and Transportation Committee of the Sabin Community Association in Northeast Portland for five years. In that time 11 residential demolitions have been carried out and one is currently pending within our boundaries. The structures that have replaced the demolished single-family homes have, in a very limited manner, increased density and raw numbers of housing stock in the Sabin neighborhood. However, NOT A SINGLE replacement structure would qualify as “missing middle” housing. Sales prices of new homes were at least twice, if not three times, the cost of the original structure that was demolished. For example, the result of one demolition on the corner of NE 18th Ave and NE Skidmore is a two-unit structure on a corner lot. JUST ONE UNIT is listed for sale at \$989,900—in other words, nearly \$1 million dollars. The original home at that location sold to the developer for \$472,00, or less than half the asking price of just one of the two units. Nothing in RIP will keep this from continuing to be the norm. Our stock of smaller, more modest homes in this neighborhood will continue to fall victim to cash-rich developers who can quickly outbid young, first-time buyers and then replace relatively affordable existing housing with housing afforded only by wealthy individuals or investors. When I bought my home in 1979, I chose the Sabin neighborhood because I wanted to live in an economically and racially diverse community and send my children to a school that reflected the neighborhood. During the late ‘80s and into the early ‘90s the school was approximately 50% children of color. Today it is only about 20% and falling. This is displacement of our economically diverse families and communities of color in Sabin thanks to the no-holds-barred approach to residential development that gives all power to the development community. Current provisions of RIP will not incentivize affordable housing but further allow continued displacement. I urge a NO vote on RIP until it can be re-written to ensure new housing will provide truly affordable homes for the families that formerly made up our richly diverse neighborhood.

Testimony is presented without formatting.

Sarah Mirk

#72858 | January 13, 2020

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

When I needed to move, I spent nearly a year trying to find an affordable place to rent in Portland. Eventually, I was lucky: In July, I found rent on a one-bedroom that I could actually afford. The building I now live in is a four-plex in inner Southeast. It was built in the 1800s and would be illegal to build in Portland today. That doesn't make any sense, because the building provides affordable apartments for seven people (and two cats) in the same space as a single-family house. We desperately need affordable housing, making it possible to build more densely is essential for the future of Portland.

Testimony is presented without formatting.

Lornie McCormick-Goodhart

#72859 | January 13, 2020

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

I would like to go on record as opposed to the RIP. I am suspicious as to who really benefits from this proposal, but I know that the owners of single family homes east of the river do not. I see this as a developer driven land grab that will ultimately accelerate the devolving livability of Portland. That said, I recognize the need for additional density and more affordable housing, but I feel this blanket approach will not meet those goals effectively. The RIP does little to assure enough affordable housing. Requiring a small percentage of units to be affordable does not begin to address the need. RIP encourages density by limiting unit sizes and thereby discourages families to locate here because these units are not proportionately sized for encouragement of all sizes of families. RIP does not encourage community involvement through ownership. And RIP doesn't account for community character and historic preservation. It is bias against the east side of Portland by excluding much of the west side of Portland. I fear RIP in our neighborhoods will erode our schools, cause family flight, destroy any sense of community, and embellish the pockets of developers. I have yet to see any statistics that lead me to believe that this is a good thing for the city and will not destroy the middle housing we already have here in SE Portland. Please, let's not go backwards.

Testimony is presented without formatting.

John Cameron

#72860 | January 13, 2020

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

Dear Peoples!!! Please DO NOT allow this Infill Project to pass!!! The whole complexion of the neighborhood in its older homes, established neighborhood will be at risk.

Testimony is presented without formatting.

David Sweet

#72861 | January 13, 2020

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

I write representing the board of the Cully Association of Neighbors. We love our neighborhood. We love the economic and ethnic diversity of Cully. We want a Cully where everyone is welcome: young and old, rich and poor, renter and homeowner, citizen and immigrant, lifelong resident and new arrival. We want anyone and everyone who wants to live in Cully to have the opportunity to do so. We are also involved in efforts to improve our streets, sidewalks, parks and commercial districts recognizing that those improvements make Cully more attractive to developers, investors and home buyers, driving up prices and causing displacement. That's a dilemma. But we are unwilling to choose between greater livability for all our residents on the one hand and preventing the displacement of our most vulnerable neighbors on the other. We insist on both. That is why we enthusiastically endorse the Residential Infill Project which is projected to reduce the risk of displacement in Cully and citywide. In fact, adopting these reforms will further eight of the twelve goals we set down four years ago in our Inclusive Cully Policy which I have shared with the Council in the past. It will encourage the development of smaller, lower-cost homes rather than the large ones currently being built. It will create opportunities for older adults to downsize and stay in Cully. Greater density will support our Cully business districts and better bus service. And It will create opportunities for nonprofit developers to build affordable housing in Cully, especially if you approve the Deeper Affordability Bonus proposed by Portland: Neighbors Welcome. Please help the Cully neighborhood in our efforts to prevent displacement by adopting the Residential Infill Project.

Testimony is presented without formatting.

Daniel Hernandez

#72862 | January 13, 2020

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

Try as I may to support RIP, there are too many questions left unanswered, so my vote is no. It may not be the intention of the city council, but RIP looks like it rewards developers more than those needing affordable housing. The main problem I see is that there is no requirement to make the units affordable, no parking or transportation requirements, and lack of consideration to existing homes and neighborhoods. My neighbors in Irvington, a largely historical district, believe that infill will happen in historic districts without requirements to maintain the existing aesthetic. We bought our house because it was in a neighborhood, not on a bustling city street. If crowding, littering and crime begin to happen near us as it does in the blocks just south of us where there are several apartment complexes, then our reason for staying in Portland --certainly in Irvington--is null. However, we imagine there are nearby communities that would welcome us. Again, I don't think all the facts are clear but it's hard not to conclude that RIP lines the pockets of developers and those that they lobby, without helping those in need. RIP is bad for existing homeowners/taxpayers and in my opinion, will make the city a less desirable place to live. Unless the city council's plan is to weed out wealthier, long-time, private homeowners paying high taxes to replace them with a volume of renters, please do not pass RIP. I understand it's a dilemma and would welcome greater studies on the subject, but this is not the way.

Testimony is presented without formatting.

Neil Heller

#72863 | January 13, 2020

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

I urge Commissioners to adopt the Residential Infill Project and to include the recommendations of the PSC and Portland: Neighbors Welcome. The hand wringing and concerns over the displacement of 3-7 households over the next 20 years in only three census tracts are guaranteed to become a reality if we do not act now to provide the housing options the Infill Project provides. Affordability is a major concern for many. While the suggested updates go a long way to improve relative affordability for the working class, I encourage consideration of a Deeper Affordability Bonus for regulated affordable units. This option puts our local affordable housing providers on a more level playing field with market-rate developers. This popular option was provided in the BHD update and should be mirrored in our lower-density zones update. Financial modeling demonstrates that a Deeper Affordability option decreases subsidy required or can be used to push affordability to even deeper levels. What is being proposed is nothing new in Portland. Some of our most treasured neighborhoods offer a wide range of building types, sizes, and household types. Truly, neighborhood character is nothing without the actual neighborhood characters.

Testimony is presented without formatting.

Megan Daline

#72864 | January 13, 2020

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

I am appalled by these regulations and the allowance of a fourplex in single family neighborhoods, especially when the rents will not be affordable and with no off-street parking required. This RIP helps only those who stand to make money on this kind of unfettered development: developers, builders, the politicians who take campaign contributions from these kinds, the industry associations, and finally the City, which stands to make a lot more in property taxes. Yes, more urban density may be necessary but not at the expense of current residents or future residents who work in Portland but can't afford to live within the city limits. I hope this does not pass.

Testimony is presented without formatting.

Marcy McInelly

#72865 | January 13, 2020

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

Residential Infill Project testimony for 3845 SW Condor Avenue This is a 7,400 square foot property, zoned R5 with conservation and design overlays. On three sides it is surrounded by R2.5 and R2 residential zones with c and d overlays. (The R2 property is known as Abitare Condominiums.) On the edge between the property and Terwilliger Parkway is a large, approximately 2,400 square foot lot that is zoned R5. It provides a significant buffer between the 3845 property and Terwilliger Parkway Open Space. The City is not proposing an increase in housing types (nor number of units) than is already allowed because of environmental overlays. However, we are requesting that the property be permitted to have the ability to infill the same types of housing as the R2.5-zoned townhouse lots across SW Condor Drive. Specifically, we are requesting that we be permitted to develop: ? House (plus two Accessory Dwelling Units) ? Duplex (plus one detached Accessory Dwelling Unit) ? Triplex ? Fourplex At 7,400 square feet, our property could sensitively accommodate additional units. The site shares driveway access with the townhouses across the SW Condor Drive. In other words, Condor Drive serves as an alley for the townhouses and our property. We believe the FAR restrictions will limit size of total development and ensure compatibility. In addition, we would be willing to continue to apply the FAR restrictions that go with R5. We would prefer to be allowed to infill all the housing types that are proposed to be permitted in R2.5. This will allow us to explore the fullest range of massing options, with the goal to keep the massing close to the street and sloping with the hillside, so infill is low-scale and unobtrusive. If we are allowed to build duplexes with ADUs or fourplexes, more and smaller dwelling units will be possible. At a minimum, we are requesting that we be permitted to develop as if the site were a corner lot (it is on the corner of Condor Avenue and Condor Lane, a private street /alley). This would allow us to develop a duplex and an ADU. Our property is in an area of SW Portland that is increasingly walkable, close to downtown, Marquam Hill, and South Waterfront jobs and services. It is already served by high frequency transit which will increase if SW Corridor LRT is built. The site is 2 blocks away from Barbur Boulevard. Thank you for your consideration.

Testimony is presented without formatting.