

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

January 15, 2020

City Council,

Thank you for the opportunity to provide feedback. After reading the Project Summary, Volume 1, Volume 2, Economic Analysis, and Displacement and Risk Mitigation documents, I have the following comments.

Volume 1, Section 1, Direction from the 2035 Comprehensive Plan, Guiding Principals 3 Human Health and 4 Environmental Health

The proposal indicates a response to guideline 4 "by increasing open space". I believe this to stretch the truth to the point of misrepresentation. While some of the proposed changes do increase open space, as infill projects are implemented on parcels with existing housing, the net will be a significant loss of open space in favor of housing units city-wide. This will mean less open space for swing sets, chicken coops and victory gardens. It will also mean additional stress of more densely populated areas, which has the potential to boil over in the form of increases in crime, including crimes of personal violence. That is certainly as valid a consideration as the proposal's response to guideline 3 "minimizes personal stress caused by housing instability".

Displacement

In Volume 1, the July 29, 2019 letter from the Portland Planning and Sustainability Commission to the Mayor and City Commissioners notes that the Commission's vote of 5 to 4 to support the proposal, and that those members voting against "did so out of concern for displacement". I share that concern. On my block, Julie and her roommate were low income renters displaced from an existing single-family residence when the parcel was purchased, and the new owner built an ADU. The new owner chose not to continue to rent to Julie to allow the house and grounds to be used to facilitate construction of the ADU, then implement minor updates to the house in preparation for increasing rent for next renters of the house as well. While the proposal indicates that less displacement is projected to occur because more existing housing stock will remain, it does not necessarily follow that the renters won't be displaced. For example, if a family with children renting in the highest risk area has an owner who wants to add an ADU or two, the backyard where the kids would have played safely would be reduced, and at least in part be a construction zone. Would that family have an offer of reduced rent from the owner for loss of usable outdoor space? Probably not. Or would that family and others be more likely to be encouraged or pressured to relocate to allow the owner to move forward in a scenario closer to what happened to Julie?

Visitable Units

In Volume 2, 33.110.265.E.3 includes a requirement for triplexes and fourplexes to meet specific standards. 33.910 Definitions include a definition of "Multi-Dwelling Structure that contains ~~three~~ five or more dwelling units that share common walls". The Fair Housing Act (FHA) applies to all dwelling units in buildings containing four or more dwelling units. Figure 110-14 Visitable Bathroom Clearances does not align with FHA requirements for covered units in fourplexes. Instead, the standards appear to be a creative adaptation of outdated 1991 American's with Disabilities Act (ADA) bathroom clearance

meant for commercial construction. I anticipate including an alternate set of technical standards in the zoning code will cause much more ongoing effort to maintain and interpret than desirable for the City of Portland. I recommend that the zoning code refer to specific building code provisions that have already been reviewed to align with FHA.

Parking

In Volume 1, the July 29, 2019 letter from the Portland Planning and Sustainability Commission to the Mayor and City Commissioners includes "Issues Discussed that are Outside the Scope of this Project". Among those issues is item 2 "The future of parking". I wish for a jet pack or Jetson's bubble of the future too. Until viable options are available, people will need to continue to use personal vehicles to meet their needs. My neighborhood had an opportunity to vote on adopting a parking permit program prior to the orange line max service coming online. I did neighborhood outreach prior to that vote, and after talking to many of my neighbors, it didn't surprise me that their vote was no. Many of them had expressed that the burden outweighed the impact of park and riders. To apply the program to unwilling residents seems undemocratic. My retired neighbor Jeff who cares for a disabled spouse has the exclusive use of an on-street parking space in front of his home, signed for use with a disabled tag. Would you tell Jeff he will have to pay for that? My widowed neighbor Rose living on a fixed income has a curbside cut to previously required off-street parking. Would you tell Rose that she needs to pay another tax for what's hers to use now? What would you tell the growing family with two kids under two about what they had to pay to get safety beyond Trimet's range to visit grandma? More importantly perhaps is the downside of suggesting an à la carte tax strategy for use of a curbside cut. The corollary is that property taxpayers would not owe for facilities they are not using, such as schools who would be the biggest loser. Please think again.

Fire/Life Safety

The proposal considers historically narrow lots at length, but I did not find that historically narrow residential streets had been considered. As those streets fill with on-street parkers to capacity, two-way traffic is not possible. Those streets are a challenge currently for fire equipment to navigate in response to fire or medical emergencies, particularly when vehicles are parked close to the intersections in conflict with the required turn radius of the trucks. Recently, my neighborhood fire station reduced service significantly, and emergency response is being provided from the adjacent neighborhood's fire station, increasing response time and making navigation in unfamiliar areas more challenging for fire station staff. Longer response times increase potential for fire events to affect more residential units and emergency medical response to have poorer outcomes.

Sincerely,



Dawn Woods
1205 SE Reynolds St.
Portland, OR 97202
Parcel R253909

Dawn Woods

#83217 | January 15, 2020

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

Letter attached

Testimony is presented without formatting.

City Council RIP testimony Margaret Davis 1/15/2020

Greetings, I'm Margaret Davis, a longtime volunteer neighborhood activist who's worked with UNR, BWNA, Cully, Rose City Park, and Roseway NAs.

Like many Portlanders I've seen hundreds of mostly modest affordable ^{homes} taken to the landfill and replaced with unaffordable units, wasting valuable old-growth materials and mature tree canopy in the process. Not to mention spreading hazardous materials such as lead and asbestos to the environment and anyone within 300 feet.

We shouldn't be entertaining the further demolition blitz contemplated (encouraged) by RIP without looking at present conditions and ineffective controls.

For example, recent news stories and meetings with BDS officials have shown that as few as 20% of demolitions are supervised to control the release of those hazardous materials—which by the way cause permanent brain damage in children, among other conditions. What about the thousands of households exposed in the other 80% of cases. I don't think "sorry" can cover it, nor do I think "let's do better." I and other activists have warned about this for years—and when the hazmat-control measure came to council you all greeted it with open arms. But lip service doesn't protect people—may I suggest there be teeth behind it too. Else, what protection do Portlanders have? You've already voted that they should be protected.

Then there's the demolition delay —pretty much the only tool neighbors have to slow demolitions of viable, affordable homes. That, too, has a laughable record. For instance, Roseway NA filed an appeal for a modest home in our neighborhood, spent many volunteer hours doing the process, and then found that city staff helped the teardown developer do an end run around the regulations—and neighbors. Now in place of a modest old-growth home is unaffordable housing.

Lest I sound antidevelopment, let me say I've been a developer, building two units on vacant land... it can be done!

I've spent lots of time wondering whose side you and the city are on as I've seen the terms "affordable housing" and "housing crisis" bandied about—you'll definitely hear more of that in the next couple days, probably by the developer-backed groups such as 1000 Friends of Oregon and the Portland: Neighbors Wanted group (they keep changing their name the more we publicize their benefactor—a billionaire Trumper developer from Washington whose "affordable housing" includes such properties as Premiere on Pine in Seattle—rents there start at \$2,150).

I've watched the RIP process closely, how the committee was stacked with dev interests, how at one meeting participants were told to consider developers' return on investment, how a breakaway group formed their own demo-sensitive recommendations. It's a flawed process and continues to be, but there's hope.

You can say no.



June 4, 2018

To: Commissioner Eudaly

From: Margie Sollinger, Ombudsman

Re: Demolition delay for Roseway neighborhood property

I am writing to draw your attention to a matter that I have been unable to satisfactorily resolve with the Bureau of Development Services. As I will explain in more detail below, I am concerned that the Bureau is allowing the demolition delay process to be undermined to the detriment of community members and neighborhoods that are seeking to save viable housing from demolition. For the property at issue, I recommended the Bureau issue a stop work order and revoke the demolition permit.

According to City Code 24.55.200, the demolition delay provisions are intended to encourage alternatives to demolition through a two-part process. The first is a 35-day notice period during which demolition is automatically delayed, followed by a possible 60-day extension of the demolition delay period. Interested parties may request the additional 60-day extension by filing an appeal to the Code Hearings Office. Appeals are granted if four criteria are met: 1) contacting the property owner by mail to request a meeting to discuss alternatives to the demolition, 2) establishing the property's significance to the neighborhood, 3) providing a plan to save the structure, and 4) demonstrating a reasonable potential to consummate the plan.

The delay provisions are the result of extensive work by the Bureau and advisory bodies. There were multiple, multi-hour Council hearings to discuss the appropriate process, and the final result came about as amendments to the original proposal in response to community testimony.

In the case at hand, a residential property at 3735 NE 63rd Ave (now listed as 6268 NE Alton St) owned by an elderly, long-time resident was sold to Vantage Homes LLC on September 15, 2017. Vantage then sold the property to Renaissance Homes on January 29, 2018. However, on February 6, 2018, Vantage Homes, through an agent, represented itself to the City as the property owner when it submitted a building permit application to demolish the property. All but one of the documents submitted as part of the application package inaccurately list Vantage Homes as the property owner (the Certification Regarding Asbestos and Lead-Based Paint was signed by a Renaissance Homes representative on February 5, 2018).



The Bureau did not catch the property ownership inaccuracy during its intake processing because the sale to Renaissance Homes was not recorded with Multnomah County until over a week later on February 15, 2018. Relying on the inaccurate information, the Bureau sent a pre-populated demolition delay request form to Roseway Neighborhood Association that listed Vantage Homes as the current property owner.

As a result of the applicant supplying misinformation, Roseway Neighborhood Association unknowingly mailed the required letter to the wrong entity and filed an appeal against the wrong party. The Hearings Officer, who also believed the owner was Vantage Homes, denied the request for an additional 60-day extension in part because there "is virtually no evidence in the record that suggests any communication" between the Neighborhood Association and Vantage Homes about selling the property, preventing the Neighborhood Association from demonstrating a reasonable potential to consummate the plan to purchase the home (Hearing's Officer's Order at 7).

The Neighborhood Association discovered the ownership discrepancy after the Hearings Officer heard the appeal, and filed a complaint with my office. The Neighborhood Association requested a restart to the appeal process with the true property owner identified.

The Bureau acknowledges that "because residential demolitions are a contentious issue in Portland at this time, some property developers who know they want to demolish a home will use various methods of disguising who the true owner is" (5/17/18 email from Nancy Thorington). Obscured identity of the property owner makes it difficult, if not impossible, for interested parties to meet the appeal criteria and win more time to engage in discussions about alternatives to demolition. Even though it undermines the integrity of the process, the Bureau is reluctant to take protective action.

I concluded the appropriate remedy in this instance is for the Bureau to issue a stop work order, revoke the permit, require Renaissance Homes to apply for the demolition permit and restart the delay clock. This recommended remedy is consistent with the recourse outlined in the Bureau's demolition application, which requires applicants to initial a Statement of Fact, certifying that:

the facts and information set forth in this application are true and complete to the best of my knowledge. I understand that any falsification, misrepresentation or omission of fact (whether intentional or not) in this application or any other required document, as well as any misleading statement or omission, *may be cause for revocation of permit . . . regardless of how or when discovered* (emphasis added).

The Bureau has declined to accept my Office's recommendation. It argues that it does not get into tracking the various stages of real estate transactions. The Bureau also somehow concludes that there is no evidence of misrepresentation by the permit applicant in this case. In general,

the Bureau appears to be taking the position that a property owner's attempts to disguise and obscure ownership are beyond the Bureau's purview, viewing such efforts as another way for a property owner to express their non-desire to negotiate alternatives to demolition with neighbors.

Where a permit's issuance is predicated on misinformation supplied by the applicant and that misinformation disenfranchises community members from exercising their rights under City Code, the Bureau is obligated to take remedial action. I am asking you, as the Commissioner-in-Charge, to intervene and direct the Bureau to accept my recommendation and reconsider its position generally.



You are receiving this notice because a demolition is proposed at and this property is in the fallout zone for hazardous materials.

Know Your Rights

Once an application for demolition or major renovation is submitted to Portland Bureau of Development Services (BDS) there is an automatic 35-day delay before a permit is issued. If you are within 150 feet of the demolition site, you should get a notification letter from BDS within 5 to 7 days after the application date. For major renovations: If your property abuts or lies directly across the street, you should get a door hanger notification from the owner at least 35 days before permit issuance by BDS. If proper notification doesn't occur, call **BDS (503-823-7300)** and record a complaint of noncompliance. For information on permits issued on properties visit <http://www.portlandmaps.com> and click the Permits/Cases tab. Always refer to the permit number and lot address when discussing issues with agencies.

During the 35-day delay: Asbestos and lead surveys

The demolition or major renovation contractor must complete asbestos and lead-based paint surveys. Ask the contractor to show you the results of the surveys. If results are not made available to you, call BDS and file a complaint. Also contact **OSHA (503-229-5910)** and **Construction Contractors Board (CCB) (1-503-934-2229)** and ask for immediate resolution of noncompliance and that surveys be completed and made available. (OSHA is responsible for worker safety at demolition sites and CCB for contractor education/training.)

If surveys show presence of either lead or asbestos, ask for the abatement plans. If the owner/contractor does not comply, follow same path as for surveys, including calling OSHA and CCB. Also contact **Department of Environmental Quality (DEQ) (503-229-5982)** for confirmation of asbestos abatement notice and **Oregon Health Authority (OHA) (971-673-0440)** for confirmation of lead abatement notices. If abatement is not registered at either agency, ask for an immediate hold on permit issuance by BDS until hazardous materials issues are resolved.

During actual demolition

You should get a notice at least 5 days before any demolition activity. Notify BDS if this did not occur.

Cover all vegetable gardens and children's play equipment with plastic and close all windows and doors within 300 feet of the site.

If demolition workers are not wearing protective masks and garments, immediately call OSHA and CCB and request a stop work order.

If the structure and debris are not kept wet by the contractor to minimize dust, call CCB and complain that proper steps are not being taken to protect neighbors and request a stop work order. Also call DEQ and OHA and record complaint and ask for site inspection of conditions and tests for presence of lead or asbestos on neighboring exterior surfaces. (Note: Even with abatement, hazardous materials can still be present; only full, responsible deconstruction can approach elimination of risk.)

The city and state do not effectively inspect or enforce asbestos and lead abatement during demolitions. **Public watchdog actions are the primary means of protecting public health.** Therefore, until agencies can demonstrate responsible oversight, **you are on the front line** and need to hold developers accountable every step of the way. To contact your neighborhood association visit

<http://www.portlandoregon.gov/oni>

Information provided by United Neighborhoods for Reform (UNR) as a public service,

<http://unitedneighborhoodsforreform.blogspot.com/>

190093



Are you in the Portland market?

Please consider buying old construction before new

Older homes usually feature:

- durable old-growth and higher quality materials
 - mature tree canopy and open space
- property free of dispersed toxins, unlike demolition sites
 - unique craftsmanship and character
 - generations of history and diverse residents

The cheapest, "greenest" home is the one already standing



Healthy neighborhoods

retain existing affordable housing,

avoiding release of hazardous material

such as lead and asbestos. If buying

new construction, please—for your

protection and the neighborhood's—

ensure that it did not take the

place of valued old-growth housing.

Margaret Davis

#83242 | January 15, 2020

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

Letter attached

Testimony is presented without formatting.

Statement re R I P hearing January 15, 2020

One may be forgiven a chuckle at the acronym for the pending proposal to permit ANY type of residential construction anywhere in the city's neighborhoods regardless of existing single family zoning. However, it is anything but a laughing matter.

Many of us have already experienced "infilling" which has to-date not alleviated skyrocketing rents but it HAS caused much acrimony among existing residents. What I have seen so far is mainly replacements of one single family residence with a multi-story McMansion or apartment complexes that are eyesores. While I recognize the need for greater densities, I do wonder whether there are not more creative ways to achieve absorbing in-migration and growth.

I for one would be thrilled to see this effort linked to the city's climate planning - rather than keeping climate resilience in its own silo. By encouraging infill that demonstrates sustainable, clean energy districts, micro grids, shared common space in blocks, encouraging community solar developments, especially near schools, community centers, churches etc. and setting standards that Portland could create a set of incentives for developers who want to intensify densities by asking they aim for development of "street of dreams" - along Green New Deal methods.

You might call on the Rocky Mountain Institute for consultant help in a review of the city's planning and its codes as Berkeley has done. Or you might copy how the City of Milwaukie has created flexible standards for developers seeking exceptions basing approval on the condition they build energy conserving, green development that builds for the future.

You could begin with selected districts (bringing in neighborhood associations in support of innovative standards), instead of rolling it out city-wide. By finding strategies to win local support through demonstrating how it would improve a neighborhood, acceptance would grow. The showcase would then become your best sales tool for convincing existing residents of the benefit of such changes.

However you chose to proceed, you have a "selling job" to do. So far, you've managed merely to get lots of folks riled up in opposition. They have seen infilling and they can tell it is all too often NOT an improvement.

In closing, I wish to state that I am totally against so-called "micro" apartments with one shared kitchen per floor. That should not be permitted as a rule; I consider them future tenements

Inga Fisher Williams
2824 NE Cesar Chavez Blvd
503.281.6239

Inga Fisher Williams

#83243 | January 15, 2020

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

Letter attached

Testimony is presented without formatting.

Robin Harman 190093
received in Council
1/15/20

January 15, 2020

RIP Public Testimony

Mayor Wheeler, Commissioners,

I'm just a citizen who came to the 1st Infill meeting, then ended up coming to pretty much every one.

I think we are trying to create the best quality of life for us all. I believe this proposal will not make things better, but actually worse. I've included some suggestions for you to consider.

- 1. Implement an anti- displacement policy to minimize the effects on our most vulnerable residents before considering RIP.**
- 2. Honor the well thought out Comp Plan. Focus our density along centers and transit corridors.** This encourages use of mass transit. Scatter shot density is not good planning. We have one of the worst parking problems in the nation. **Please include off street parking.**
- 3. Please limit the demolition of existing, more affordable housing.** This proposal would cause widespread demolitions across the city. Bad for people, bad for the environment.
- 4. Eliminating all Single Family zoning is like throwing out the baby with the bath water !** The 2008 BPS Toolkit is a blueprint of how ADUs, Duplexes, Row Houses, Clusters, & Multiplexes can be developed without eliminating Single Family zoning as a housing option.
- 5. Require affordability as a mandate for increased density.**

Thank you,

Robin Harman robinettehar@comcast.net

8229 SW 11th Ave, Portland, 97219

Robin Harman

#83245 | January 15, 2020

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

Letter attached

Testimony is presented without formatting.

Residential Infill Project CVNA impact

On behalf of the Collins View Neighborhood Associations I am submitting a response to the proposed Residential Infill Project. We are also proposing a few appropriate remedies for your consideration.

Please see the **attached open letter** to Mayor Wheeler and the City commissioners.

Please feel free to contact me:

Prakash Joshi
Transportation chair
Collins View Neighborhood Association

648 SW Maplecrest Ct.
Portland, OR 97219
Ph: 503.816.2078

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.

We believe the proposed RIP, if implemented without the neighborhood's input, would be disastrous for our livability.

Please consider some of the standards set forth in the city's Comprehensive Plan entitled GOALS AND POLICIES OF THE COMPREHENSIVE PLAN in Chapter 2: Community involvement.

The goals and policies in this chapter convey the city's intent to:

- o Provide a wide range of opportunities for involvement in land use decisions.
- o Foster ongoing positive relationships between communities and the city in support of positive land use decision outcomes.
- o Recognize that the city has a responsibility to plan for the needs of and engage with under-served and under-represented communities to achieve greater equity.
- o Expand opportunities for meaningful community engagement in land use **decisions**, from issue identification and project scoping through implementation.
- o Require transparent, well-designed, thoughtful public processes for land use decisions.
- o Increase the community's meaningful participation in land use decisions.

Thank you for your consideration.

Prakash Joshi
648 SW Maplecrest Ct.
Portland, OR 97219
Transportation chair
Collins View Neighborhood Association

Prakash Joshi

#83246 | January 15, 2020

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

Letter from Collins View NA attached.

Testimony is presented without formatting.

Dale Gordon

#83258 | January 15, 2020

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

Opposition to Residential Infill Project As a Portland resident I am opposed to the proposed Residential Infill Project. Not only will this project not produce affordable housing It will decrease the livability of Portland by: - Disrupting and eliminating single-family neighborhoods - Promoting rentals over home-ownership - Increase demolition of affordable housing - Displacement of people from their existing homes and neighborhoods - Increased congestion and parking challenges - Destruction of tree canopy The effects of RIF on communities is not conjecture as other metropolitan areas that have adopted similar approaches have experienced the negative consequences outlined above. Candidly, RIF favors speculative developmental interests over Portland's citizens and should not therefore be adopted.

Testimony is presented without formatting.



City of Portland
Historic Landmarks Commission

190093

1900 SW Fourth Ave., Suite 5000 / 16
Portland, Oregon 97201
Telephone: (503) 823-7300
TDD: (503) 823-6868
FAX: (503) 823-5630
www.portlandonline.com/bds

January 15, 2020

To: Mayor Wheeler and Portland City Council
Re: Residential Infill Project "Recommended Draft"

The Portland Historic Landmarks Commission (PHLC) received a briefing from Morgan Tracy of the Bureau of Planning and Sustainability (BPS) on September 18, 2019, summarizing the latest Residential Infill Project (RIP) proposal. The PHLC has been periodically updated and has been providing comments to BPS staff and the Planning and Sustainability Commission (PSC) since 2016 as this code project has evolved.

While the RIP still contains some concerning issues that the PHLC has raised, we are very appreciative of the level of thoughtfulness, scrutiny, and good intent that is represented in this Recommended Draft. We are enthusiastic about and very supportive of many aspects of the proposal. The two-volume RIP report and proposal are well-organized and clear. Overall, density can and should be increased everywhere in Portland, including in historic districts. Following are some highlights of the proposal that we strongly support.

The stated intent of the RIP includes (Vol 1, p2) "flexibility and incentives to retain existing houses or encourage building affordable housing units." As a goal, this is what we all should be striving for (one quibble: the "or" should be an "AND.")

1. Under category of Housing Option and Scale (in Vol 1, pp12-29)
 - a. (#2) Limit the overall size of buildings: PHLC enthusiastically supports limiting the overall size of buildings ("form-based" rather than "unit-based"). We also are encouraged by and strongly support an incentive to retain an existing house while adding units to the site. [However, see item 3 below, for how this might better be done].
 - b. (#6) Allow small flag lots: New construction and density can be allowed on a site while preserving an older home.
2. Under category of Building Design (in Vol 1, pp30-39):
 - a. (#9) Building features & articulation (limits too-tall stairs, allows doors to face the same street, eave allowance) are common-sense changes that will enhance flexibility.
 - b. (#10) Flexibility for ADU designs might help encourage more ADUs, which we support.
 - c. (#11) Modifying parking rules as proposed is simply good land use policy, prioritizing green space and housing for people over the warehousing of automobiles. One cautionary point may be that having parking from an alley might be difficult if that alley is unimproved or has not been maintained.
 - d. (#12) Improve building design for all narrow lots: this will create typology that matches multifamily historic typology, like a duplex.
3. Future Scope/outside of project (as discussed in Vol 1 letter from the PSC Chair):
 - a. The idea of a curb cut tax or fee is terrific. With a few exceptions (perhaps waived for new accessible/visitable units?) this will push back against the continuous and ongoing prioritizing of cars over housing.
 - b. Update SDC waiver program. Retrofits of existing buildings should benefit in a greater way as an incentive to keep existing homes.

- c. Expand Title 11 tree preservation. Recognizing the increased need for more shade and more walkability in all neighborhoods, the PHLC would like to see the tree preservation benefit be extended to street trees.

The PHLC also has some criticisms and concerns with the RIP. There is certainly a housing shortage, but we disagree with the current push to let developers have more leeway to tear down smaller, older houses and replace them. Our City regulations should protect what is important in vulnerable communities and neighborhoods, especially since these lower-income areas have always been the areas that bear the brunt of major changes and demolition. We also cannot continue sacrificing buildings that have a lifespan of 100 years (far more than today's construction) and that are often, even after energy upgrades, more affordable than new construction. As a City, we need to get serious about policies which combat climate change, and that means not just encouraging but requiring much more resource reuse, including adaptive reuse and additions, over demolitions and new construction.

1. "Direction from the 2035 Comprehensive Plan" makes a case that the RIP addresses equity "by increasing the range of housing types" and by "reductions in the allowed size of new houses." This is a weak argument because there are still no protections whatsoever for the cultural and architectural resources important to communities of color. Unless **demolitions in gentrifying areas are specifically disincentivized**, Portland will continue to lose those resources, and the African-American population (as well as ANY lower-income population) in close-in Portland will continue to have to relocate.
2. Vol. I "Outcomes" makes the case that rehabilitation will "help prolong the useful life..." but that "some houses will ultimately need to be replaced." The PHLC does agree, but **we need both carrots and sticks to push developers as well as homeowners to take on more alterations and additions to existing houses**. Not every house should be saved, but many that get demolished could have been refurbished, added on to, or moved to other sites. We should reward rehabilitation and adaptive reuse.
 - o 33.110.265.C limits the number of attached houses to two without going through a Planned Development. PHLC proposes this number might be raised to more, as long as an existing primary structure on the lot is retained in place.
 - o Similarly, 33.205.020.B.2 limits the number of ADUs within a house to one "to avoid potential conflicts with the building code." It is high time to address the building code issues to allow more units without having to use "commercial" vs "residential" code.
 - o Add standards similar to those adopted by City Council in the Better Housing By Design project, which will be incorporated into the Multi-dwelling Zones code. These standards deny bonus floor area provisions from being used on sites where a Historic or Conservation Landmark or a contributing structure in a Historic or Conservation District has been demolished within the past ten years (unless the structure was destroyed by causes beyond the control of the owner, if the only structure that was demolished was an accessory structure, or if the demolition was approved through demolition review. See Better Housing By Design code amendments, Section 33.120.211.B.1.)
3. Vol. I "Impacts" on page iv claims that the new housing types will complement existing neighborhoods. Some will (especially conversions of existing structures and added ADUs), but some will absolutely not. While limiting unit sizes will prevent "McMansions" of single-family dwellings, **the overall size proposed for 3- and 4-plex structures is too big** for some neighborhoods. Not only are these not complementary to existing neighborhoods with 1- or 1.5-story homes, but their size will encourage the removal of the older homes. The PHLC proposes **unlimited density allowances** within older structures that are retained, and a smaller overall **size (envelope) allowance based on the surrounding pattern of development**. Let us (as advertised) move towards a form-based, rather than unit-based, measurement.
 - o There are currently some limited "breaks" in SDC fees based on the number of bathrooms or whether a structure is a single-family house or duplex. The PHLC believes this calculation can and should more strongly reward small units so we can move closer to the ideal of "form-based" allowances and not unit counts.
 - o 33.110.210.D.2 Bonus FAR offered for keeping an existing house on a site is great as an idea for offering an incentive (see item 2a, above), but we propose stronger language for what is "kept." While altering up

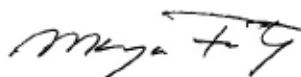
- to “25% of the existing street-facing façade” might allow for a lower or daylight basement level to be added, PHLC would also propose that the primary structure would have to be the closest structure to the street, and that the front portion of the roof of the structure should remain in its original configuration (distance depending on context of existing structure and neighborhood) to prevent a looming new structure a foot behind the “retained” façade.
4. The “Impacts” discussion also claims that RIP will reduce the cost of housing. It is unclear how that would happen. **New construction is almost always more expensive** than purchasing or rehabilitating and adding to existing housing, and new construction will likely not last as long as structures built in the 1940s and earlier. The PHLC proposes encouraging adding more dwelling units onto, within, and behind existing older housing before demolishing existing housing.
 5. The RIP seeks to “mitigate and lessen displacement.” This is laudable, but the method proposed to lessen displacement simply seems to be to build more. There are **many policies that might do far more to lessen displacement** and gentrification, starting with a **demolition disincentive**, clamping down on the number of **short-term rentals** being built to the detriment of longer-term rentals, and actively promoting and assisting in the **development of rental units** in all neighborhoods, especially wealthier neighborhoods.
 - o 33.205.030 could include further regulation and limitation of short-term rental units. For instance, a fund to promote new long-term rentals as infill in existing neighborhoods could be levied on short-term rentals. Perhaps new long-term rental units would receive a percentage of their SDC fees back out of the fund.
 - o Keeping existing houses (and allowing for them to be added on to) will lessen displacement that would come from redevelopment.
 - o The creation of a program that will assist at-risk families with relocation without making this solely the burden of a small landlord (a few rental units).
 6. RIP proposes to increase affordable housing units. It should seek to be clear on the definition used by this project. It is PHLC’s understanding that RIP seeks only to make housing MORE affordable, meaning 100% MFI or higher. The term is misleading.
 7. RIP adds a new definition of “basement” to the zoning code that allows for 50% of the basement wall area to be above grade without counting the floor area in the basement towards FAR. The PHLC seeks a limitation on the basement wall area that can be exposed to the street to better preserve the character of our neighborhoods, to limit erosion of the shared streetscape and right-of-way, to limit the proliferation of tuck-under garages, and to avoid incentivizing the storage of private vehicles over climate change goals and historic character.
 8. The PHLC continues to be dismayed at the lack of demolition deterrents in the code. More preservation and more adaptive reuse, as long as these goals are coupled with policies enabling more simple upgrades, such as added insulation and replaced hot water systems in older houses, will better meet every single guiding principle in the 2035 Comprehensive Plan.

With specific attention to those issues mentioned above, we support the RIP Project.

Sincerely,



Kristen Minor
Chair



Maya Foty
Vice Chair



Ernestina Fuenmayor


Annie Mahoney


Matthew Roman


Andrew Smith

Derek Spears

cc
Morgan Tracy, BPS
Hillary Adam, BDS
Brandon Spencer-Hartle, BPS

Kristen Minor

#133736 | January 15, 2020

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

Letter from Portland Historic Landmarks Commission (PHLC) attached.

Testimony is presented without formatting.

Suzanne Sherman

#83022 | January 16, 2020

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

I am writing to express my opposition to RIP. Portland has already lost so much of its unique character due to rampant development of inappropriate designs for our neighborhoods and lax restrictions on demolitions and tree removals. I believe the RIP plan as currently proposed will continue the destruction of our neighborhoods and lower the overall quality of life in Portland. I am deeply concerned that RIP will accelerate the demolition of what is left of our affordable housing and contribute to even more loss of our urban tree canopy. In addition Portland is already at capacity in terms of traffic and density. Do we really need to encourage more and more people to live here?!! Please consider putting a hold on RIP to allow for some tighter controls on demolitions and the tree code before advancing this program. I also think the public would appreciate being able to vote on something that will have such a grand impact on our city's livability...please consider putting this on the ballot for voters to decide. Thank you, Suzanne Sherman Mt Tabor Resident

Testimony is presented without formatting.

Matthew Cleinman

#83023 | January 16, 2020

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

I've become more and more concerned about how increased housing costs are affecting our community - from the difficulties newcomers face to pricing some people out of housing entirely. Thus, I'm very supportive of the Residential Infill Project. While 1-for-1 teardowns aren't helpful, the current proposal can do even better. Let's allow six units and if half or more of the units are affordable for households making less than 80% of median income. And 8 units if they're all affordable for people making less than 60% of median income. And current tenants should have right of first refusal when properties transfer ownership. Again - I'm very supportive, but want it to go even further. Thank you.

Testimony is presented without formatting.

Elizabeth Deal

#83024 | January 16, 2020

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

I oppose RIP and strongly urge City Council to vote against RIP in its current form. I recognize that there is an affordable housing shortage in Portland; however RIP does not address affordability only density. Despite popular thinking increased density does not equal increased affordability. In fact, numerous studies have shown the opposite effect. Anecdotally, one could just look around Portland and see that the new "middle housing" being build is far more expensive than what it replaced. Furthermore, the City's own experts and members of the Planning and Sustainability Commission have said that RIP will likely increase displacement of vulnerable communities. Is that what we want? Proponents of RIP include some affordable housing developers, like Habitat for Humanity, who do great work. I believe these types of developers should be granted exceptions instead of blanket upzonning that will primarily benefit private developers seeking to profit by demolishing older, currently affordable homes. Additionally, more middle housing "infill" has already been approved with the passage of Better Housing by Design. RIP is overkill and unnecessary. At the very least, RIP should be delayed until the displacement and equity study is complete.

Testimony is presented without formatting.

Donato Masaoy

#83025 | January 16, 2020

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

To the City Council: I strongly urge you to reject "RIP." There is no housing crisis in Portland, there is an affordable housing crisis. RIP does nothing to address that issue, it is merely a green light to real estate speculation, higher rents, higher cost of home ownership. It is the worst form of "trickle down" economics put into play under a mask of euphemisms like "re-legalizing multi-family dwellings" or "missing middle." The only "missing middle" will be the middle class, priced out of home ownership. If you vote yes on RIP, please put into the public record how the destruction of a \$425,000 bungalow suitable for a middle class family, to be replaced by two \$800,000 a piece condominiums in any measure makes either good economic sense to the city, or creates affordable housing. This is the rule, without any meaningful exceptions. This is happening all over Portland, including my own neighborhood. It is reasonably certain there are thousands of vacant apartments in Portland, which again demonstrates there is no lack of housing, just lack of will on the part of city government. Please vote NO!

Testimony is presented without formatting.

Nancy Rimmel

#83026 | January 16, 2020

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

82nd Avenue. Parts of NE Sandy Blvd. This is a win-win proposal, to develop blighted areas first and foremost, over already established neighborhoods. We can address city density in a thoughtful way, by developing derelict properties with low-income housing and new improved business corridors. It makes little sense to fix something that is not broken - meaning ruining the character of the established neighborhoods by cramming often unsightly skinny houses onto a property. Let's keep our neighborhoods nice, and develop our dilapidated properties throughout the city. This will address the Quality of Portland concerns and also address adding value to SE 82nd Avenue, along with similar areas. There is a lot of room on SE 82nd Avenue for beautiful, affordable housing. There are many neglected areas throughout Portland that could use a "facelift". Let's do it. Save our Neighborhoods. Build where it's most needed.

Testimony is presented without formatting.

Barry Manning

#83027 | January 16, 2020

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

Dear Mayor Wheeler and Portland City Council: We are writing to comment on proposed provisions of the Residential Infill Project. Portland is growing, and staff has done a good job balancing the many objectives of this project. In general, we support the notion of allowing for more housing options in Portland's neighborhoods, but have the following comments about the amendments as proposed.

Allowances for the number of units on a lot: The 2035 Comprehensive Plan goals and policies suggest a framework for growth that would focus much of Portland's new population growth into centers and corridors located throughout the city. These centers and corridors are places where investments in transit, and community services (retail, grocery, public and private services, etc.) can be easily accessed by residents, and development of these areas will create complete communities and will reduce reliance on automobiles. Further, the 2035 Comprehensive Plan process found that the city would have more than sufficient capacity to accommodate population growth with a centers and corridors-focused growth strategy. Adding excess additional capacity in single-dwelling areas changes the approach to the plan, and might hamper realization of the complete, connected communities anticipated by the Comprehensive Plan centers and corridors strategy. Given recent changes in state law, and Portland's approach to infill, a moderate number of additional units are expected in single-dwelling areas. We ask City Council to consider limiting the maximum number of units allowed on lots zoned for single dwelling uses to a maximum of three units overall.

Maximum floor area in Single-Dwelling zones (R2.5, R5, R7): The proposed code sets the maximum Floor Area Ratio (FAR) for development in the zones. In the R5 zone, the most common single-dwelling zone, the maximum FAR for a single house is proposed to be 0.5:1. On a typical 5,000 square foot lot in the R5 zone, this means a maximum building of 2,500 square feet. While we agree that the current zoning allowances are too generous, we believe that the proposed FAR may be too limiting. The FAR limitation may constrain the ability to construct a modern family-sized home on a lot. While the recommended code allows more floor area if multiple units are created, some property owners will have different needs and not all owners wish to be landlords or developers. Further, the new FAR limitation suggests that larger or extended family sized homes are only available to the more affluent. Homes over the proposed FAR limits exist now and will continue to demand high prices. However, owners of more modest-sized homes (and potentially lower-income homeowners) that wish to expand – to accommodate an extended family or for other reasons – may be unduly constrained by the proposed FAR limit. This seems unfair and is an equity concern. We understand that basements and attic space are not counted in the floor area calculations,

however those spaces create accessibility issues for many people that may make them unusable. Those exceptions also favor older Portland homes that typically had these features – many of which are located in Portland’s older and most affluent neighborhoods. We recommend the City Council revise the FAR limitations and increase the maximum FAR to 0.7:1 for single houses on-site and include all habitable space in that calculation. This will create a more equitable standard. An additional FAR bonus (perhaps 0.1:1) could be provided for provision of additional or affordable units on-site. Application of R2.5 zoning on zoning map: The amendments to the zoning map change base zones in many areas of Portland with historically platted small lots. However, the R2.5 zoning is generally applied to neighborhoods which are located some distance from the Central City (82nd Avenue, NE Sandy, N Lombard, etc.), while exempting Portland’s communities in “inner ring” neighborhoods where better transit and community services exist. If rezoning to R2.5 is considered, we ask Council to further review the zoning map and consider expansion of R2.5 zoning to “inner-ring” areas well-served by transit and services. Thank you for considering this testimony. Sincerely, Barry Manning Kathryn Philp

Testimony is presented without formatting.

Daniel Chandler-Klein

#83028 | January 16, 2020

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

It is absolutely critical that the city council pass RIP as soon as possible. While single family homes have many benefits, they ignore the reality that the majority of people are not actively living in a nuclear family with their spouse and kids. It makes no sense to dedicate the majority of the land in our city to only a handful of people. I, for example, am single with no kids. When I went hunting for a home to purchase in the summer of 2018 the vast majority of options were single family homes that were out of my budget. Even if they were in my budget, I don't need a 3 bedroom home with front and back yards. That is a waste of space and land. Luckily, I found a 10 unit garden apartment built in 1947, years before we locked ourselves into single family homes. Had that options not been available I would have either not purchased a home or been forced to purchase a home far away from the city and far away from jobs. In addition to providing options for different life styles, building dense housing will allow people to live much closer to work. Every day I work with people who have been forced to live 10, 15, even 20 miles from their jobs due to rising housing costs. Due to the distance these people have to drive. This creates traffic and contributes to climate change. I encourage the city council to pass RIP and start allowing modest density within Portland. It is absolutely critical to the long term health of our city that we do.

Testimony is presented without formatting.

marianne terrell-lavine

#83029 | January 16, 2020

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

I'm not against building. I'm against building stupid. I live in SW. Geographics have not been taken in to consideration. Multnomah Village does not want the building. It's got crazy bad roads, no sidewalks, stormwater issues and no good mass transit. Leave them alone. BUT there are neighborhoods (Hillsdale) that want the building, build there. They have (better) transit and the schools. Build along Barbur as renovation is excellent as that's where there is/ will be mass transit and the area needs revitalization (Capitol Commons area is a work in planning) How about those pretty artist renderings of the 2035 plan we voted for. But I bet the reason is you can bully home owners and kowtow to business owners and real estate Big Bucks. Shame. You've discovered how MacMansions are bad news (too late) but we are stuck with them. I'm not against building. I'm against building stupid. Build on Barbur! It's a great place to build! Lined with old, one story businesses which could/should be razed, rebuilt with store fronts and apartments above! Better than the Pearl! Build smart not stupid! Build on Barbur!

Testimony is presented without formatting.

Elizabeth Dodson

#83030 | January 16, 2020

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

Dear City Council; I support the Residential Infill Project. In the work that I do I am constantly meeting parents who cannot find affordable housing -- particularly in families that are raising young children. Portland could become another city that is largely populated by older people and young single adults who live alone or with roommates, many of whom are wonderful community members. But we need to make sure young families can find housing and raise the next generation of 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 PD

Testimony is presented without formatting.

January 16, 2020

Mayor Ted Wheeler and Commissioners Eudaly, Fritz, and Hardesty
1221 SW Fourth Avenue
Portland, OR 97204

RE: Residential Infill Project

Dear Mayor and Commissioners:

Thank you for the opportunity to comment on the proposed Residential Infill Project (RIP) reforms. The Urban Greenspaces Institute works across the Portland-Vancouver metropolitan region to integrate greenspaces with the built environment. We engage with agencies, nonprofits, and the public on collaborative conservation initiatives and how to best leverage our limited public resources to achieve wildlife habitat connectivity, clean water, and public access to nature.

The Urban Greenspaces Institute is part of the Portland For Everyone and Portland Neighbors Welcome coalitions. We urge you to move ahead with the proposed RIP reforms and the set of amendments suggested by Portland Neighbors Welcome and Portland for Everyone. We recommend that you: legalize fourplexes by right, adopt deeper affordability measures, and embrace the proposed Anti-Displacement PDX renter protections.

In my comments, I want to talk about trees. A common sentiment heard around town these days is that developers are felling Portland's big old trees and knocking down older, affordable houses to make way for high-priced homes. I do not dispute that the City's tree code is an imperfect tool that warrants strengthening. But the proposed residential infill rules are *not* a threat to trees: because the proposed reforms eliminate on-site parking minimums, reduces the size of homes, and does not expand building footprints. Also, the RIP reforms gives more flexibility adaptation of the existing residential building stock, incentivising reuse over total redevelopment. As a result all of these factors, the RIP reforms may actually retain and create *more* space for trees as compared to the status quo.

Tree advocates should appreciate that the reforms remove all off-street parking requirements in particular: this single change makes more space for trees and allows more Portlanders to live in areas with good transit and economic opportunity. Space for parking occupies large areas of our cities. A recent study, 'Quantified Parking,' calculated that there are 5.2 parking spaces per household in Seattle, with a population density that is less than half that of its parking density (13 people versus 29 parking stalls per acre).

On-site parking competes for space with trees and housing, and adds to housing costs. On-site parking limits where trees may be preserved and planted - both in yards and in street right-of-ways. Curb cuts for off-street parking eliminate planting spaces for street

trees. Impervious areas for parking contribute to the urban heat island and stormwater runoff, whereas trees mitigate for such impacts.

Areas reserved for cars can and should be repurposed for more important needs like affordable housing and climate change mitigation. Home builders who choose to include parking should be required to plant extra trees and pay into affordable housing funds, since their product exacerbates our problems. The latter approach is not part of the proposed residential infill reforms but it would strengthen it.

Another benefit of RIP is that it would create more access to well-treed neighborhoods for lower-income tenants and homeowners. Portland's single-detached residential zones have more trees, as compared to commercial corridors and multi-family zones. Renters, people-of-color and lower income Portlanders currently concentrate in under-treed districts, making access to urban tree cover an environmental justice challenge. By creating more affordable units into Portland's single-family residential zones, the residential infill reforms will create more access to trees and their plethora of environmental and social benefits.

As we adapt to climate change and respond to the affordable housing crisis, we need walkable, transit-accessible, affordable and well-treed neighborhoods. Let's move ahead with the residential infill reforms - for housing justice and climate justice.

Sincerely,

A handwritten signature in black ink, appearing to read "Ted Labbe". The signature is stylized and cursive.

Ted Labbe, Executive Director
503-758-9562
ted@urbangreenspaces.org

Ted Labbe

#83031 | January 16, 2020

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

Please accept the attached comments by the Urban Greenspaces Institute on the residential infill project. Thanks!

Testimony is presented without formatting.

Victor Tran

#83032 | January 16, 2020

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

Please vote yes and approve the Residential Infill Project. Portland needs more affordability options.

Testimony is presented without formatting.

Tabor Kelly

#83033 | January 16, 2020

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

I am very much for the Residential Infill Project (RIP). I was born in Washington county just outside of SW Portland and have spent the vast majority of my life in the Portland metro region. When I grew up here Portland was an affordable place to live without crushing traffic and high housing prices. With all the new residents over the last 20-30 years this is no longer the case. Portland is too expensive for many to buy a house. Additionally, Portland is exactly the wrong density. Portland is too dense for single occupancy automobile travel to work well yet too sparse for great mass transit. RIP offers an improvement on both of these fronts. The RIP will not fix all of our problems overnight, but it will add more housing to the market. It will also make the city more dense which will make solving the climate crisis a little bit easier with better options for transit, cycling, and walking. Please support the RIP without delay or additional restrictions.

Testimony is presented without formatting.

Alfred Dolgins

#83034 | January 16, 2020

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

This proposal will have many negative effects on livability by dramatically increasing density, making on street parking very difficult to find. Increasing density will not lower the cost of housing as some suggest, one only has to look at other cities that have very high density but have property values and rentals costs that are very high, especially in the most desirable locations near the inner city. This proposal will only increase the number of high cost housing units, with more people living closer together with no improvements in the infrastructure to accommodate the increase in cars, traffic and people but with all of the negative aspects of over crowded living and the loss of green space. My wife and I strongly object to this proposal.

Testimony is presented without formatting.

Charlie Burr

#83035 | January 16, 2020

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

Hello, my name is Charlie Burr and I'm writing in support of the Residential Infill Project. These zoning changes will help stabilize housing prices while supporting our city's climate goals. By reducing the footprint of new homes and increasing access to housing in high-transit areas, we can help better manage the city's per capita energy consumption and climate pollution. For the past 20 years, I've lived in the King neighborhood in northeast Portland. I love it – and barely a day goes by that I'm not deeply grateful for the chance to raise a family here. I share a block with teachers, musicians, recent transplants and long-time residents. It's an economically and racially diverse part of Portland, but it's changing in large part because of housing costs and a status quo that isn't really working for anybody. Limiting my neighborhood to single-family homes doesn't make sense. A central strength of the neighborhood is its diverse, eclectic mix of housing types. My home is a good example. At various points in its history, our home has been a corner market, church, duplex and currently, a single-family residence. We use it as a single-family home today, but its history shows how more flexible zoning can allow for adaptive reuse as needs change. The Residential Infill Project will meet an urgent need, but looking at it as a necessary evil is the wrong way to think about it. The proposal will foster design changes that will make neighborhoods more interesting and vital. Portlanders understand that there's a difference between a healthy, ecologically diverse forest and a monoculture tree farm. Allowing for more duplexes, fourplexes and bungalow courts will not only help working families getting pushed out, it will make for more vibrant, dynamic neighborhoods. In short, the proposal in front of you represents a dramatic improvement over our city's current path. I strongly support it and urge you to do the same. Still, additional measures can further help meet the scope of the challenge: I hope the council will also consider allowing sixplexes for the most affordable units. Thank you for your consideration.

Testimony is presented without formatting.

Chris Fuller

#83036 | January 16, 2020

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

Hello, I'm writing in support of the RIP draft and encourage you to support the deeper affordability and anti-displacement proposals. This is a wonderful opportunity to live up to (if not burnish) our forward thinking reputation by embracing an affordable, inclusive, and climate friendly approach to housing. Thank you.

Testimony is presented without formatting.

Nate Ember

#83037 | January 16, 2020

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

I support the Residential Infill Project as a means to implement state law and correct the exclusionary nature of single family zoning. It is an essential step to open up housing opportunity in great Portland neighborhoods where more people can own homes, enrich community, find employment, and access essential services nearby. Housing affordability is in crisis with more people being displaced from inner urban areas and from housing in general every day. Since urban land is a limited precious resource, policies like this must be implemented to make more of it available to more people. Some will oppose this measure because they are afraid of change and they hold tightly to their privilege, a privilege based on the myth that land can be owned and controlled by individuals when in fact it was taken by force in the first place, and the opportunity to own / control it has been passed down to select people through systems of power, excluding many other people along the way. This is a culturally accepted immorality that should be corrected, and I applaud Council's effort to take this first critical step. I own a home myself, but understand that this is not a right, but a fortunate privilege that should be available to many more people, especially those most excluded and most struggling to get a home of their own.

Testimony is presented without formatting.

Katharine van der Hoorn

#83038 | January 16, 2020

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

I support the Residential Infill Project because I want to keep Portland the thriving, diverse home that it is for so many, and not become the playground of the privileged few. 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.



PROTECTING YOUR
RIGHT TO ROAM

190093
January 13th, 2020

To: Portland City Council
Re: Residential Infill Project

Oregon Walks appreciates the opportunity to provide comments on Portland's Residential Infill Project. We are the state's pedestrian advocacy organization and we work to ensure that walking is safe, convenient and accessible for everyone.

We have supported the Residential Infill Project since its inception, and today we ask City Council to approve it. Increasing housing options and density in all Portland neighborhoods will help make walking a good transportation option for a wider range of Portland's residents. *This is especially important given our need to reduce carbon emissions in the face of climate change.*

We continue to appreciate the elements of the RIP that directly affect pedestrians, such as the building design proposals concerning main entrances and street-facing facades and the revised parking rules. These changes will contribute to creating a more pleasant pedestrian environment in our residential neighborhoods.

Although we celebrate the fact that RIP will likely decrease displacement city-wide, we are concerned that projected data shows residents in a few of the last affordable areas in Portland may experience housing displacement. These projections are available to you, Commissioners, and we encourage you to consider this data. **Oregon Walks asks you to pass RIP today AND consider other interventions to mitigate expected or unexpected adverse housing impacts in tandem with RIP.** We urge the City to follow the Planning and Sustainability Commission's recommendation to develop comprehensive anti-displacement programs to accompany the implementation of the Residential Infill Project. Options for affordable housing should also be expanded. Anti-Displacement PDX, Housing Oregon, and Portland: Neighbors Welcome have provided important specifics concerning affordability and anti-displacement that the city could use as a starting point. This vote is not the end. It is just the beginning of this walk towards housing justice.

Sincerely,

A handwritten signature in black ink, appearing to read "Jess Thompson".

Jess Thompson
Executive Director

Jess Thompson

#83039 | January 16, 2020

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

Oregon Walks appreciates the opportunity to provide comments on Portland's Residential Infill Project. We are the state's pedestrian advocacy organization and we work to ensure that walking is safe, convenient and accessible for everyone. We have supported the Residential Infill Project since its inception, and today we ask City Council to approve it. Increasing housing options and density in all Portland neighborhoods will help make walking a good transportation option for a wider range of Portland's residents. This is especially important given our need to reduce carbon emissions in the face of climate change. We continue to appreciate the elements of the RIP that directly affect pedestrians, such as the building design proposals concerning main entrances and street-facing facades and the revised parking rules. These changes will contribute to creating a more pleasant pedestrian environment in our residential neighborhoods. Although we celebrate the fact that RIP will likely decrease displacement city-wide, we are concerned that projected data shows residents in a few of the last affordable areas in Portland may experience housing displacement. These projections are available to you, Commissioners, and we encourage you to consider this data. Oregon Walks asks you to pass RIP today AND consider other interventions to mitigate expected or unexpected adverse housing impacts in tandem with RIP. We urge the City to follow the Planning and Sustainability Commission's recommendation to develop comprehensive anti-displacement programs to accompany the implementation of the Residential Infill Project. Options for affordable housing should also be expanded. Anti-Displacement PDX, Housing Oregon, and Portland: Neighbors Welcome have provided important specifics concerning affordability and anti-displacement that the city could use as a starting point. This vote is not the end. It is just the beginning of this walk towards housing justice. Sincerely, Jess Thompson Executive Director

Testimony is presented without formatting.



190093

1000
friends
of Oregon

Dear Mayor Wheeler and Portland City Council,

1000 Friends of Oregon is a watchdog organization created to protect Oregon's iconic land use system. Our mission is working with Oregonians to enhance our quality of life by building livable urban and rural communities, protecting family farms and forests, and conserving natural areas. Portland for Everyone is our program that advocates for responsible land use and housing options in the Portland metro area.

In 1974, with the passage of SB 100, Oregon adopted 19 land use goals — with one of the most talked about and topical being Goal 10, housing.

Goal 10: "To provide for the housing needs of citizens of the state.

Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density."

The Residential Infill Project (RIP) would not only be a step in the right direction of meeting the (required) Goal 10, but also in complying with HB 2001, the statewide middle housing bill passed in the 2019 legislative session.

We firmly believe that RIP is an absolutely necessary policy to begin addressing our exponentially worsening housing crisis. Biding time on passing middle housing policies and initiatives will only cause the situation to fester: More people will suffer, struggle and become displaced or even homeless as rents rise and options dwindle.

Some would have you believe that Oregon's drastic underbuilding of housing is due to urban growth boundaries and our land use system — which is not the case. Rather, it's due in part to the fact that the vast majority of Portland's residential land is zoned exclusively for single-detached homes, and that hasn't changed since the post-WWII boom, even as the world around us and the "American dream" **has**: family sizes are smaller, income disparity is greater, and people are demanding more walkable, mixed use neighborhoods.

Not passing policies like the Residential Infill Project will have real, lasting consequences on the lives of Portlanders — ones that can't always take the time out of their day to testify or advocate — and it's important that we not lose sight of that.

We support the Residential Infill Project for several, data-driven reasons:

- It encourages responsible land use and limits future sprawl by creating more housing options that fit the needs of a wider group of Portlanders, in every neighborhood.



190093

1000
friends
of Oregon

- RIP begins to rectify [racist zoning policies](#) that have been endemic to the U.S. and Portland alike. Communities of color are still negatively impacted by redlining to this day.
- Upzoning will help [mitigate climate change](#) — duplexes, triplexes and quadplexes create fewer carbon emissions and are more efficient at using building materials and land. They also alleviate reliance on cars and promote walkability/bikeability.
- RIP will encourage better, faster and more effective transit development. Less sprawl and more individuals living in an area means that frequent bus service and future MAX stops are possible, benefitting a greater amount of individuals. In turn, more communities — including lower-income communities — will be able to utilize public transportation options.
- This policy WILL reduce overall displacement in Portland — a rampant trend that must be addressed immediately. Further work does need to be done on displacement, but one policy cannot make all the necessary changes.
- There has been talk about RIP not creating "more affordable options." While there is no affordability mandate in the policy itself, data shows that market-rate fourplex units are much more "affordable," sometimes at or below [100% AMI](#) — something not happening with our current single-detached home market. Not passing or stalling RIP will only exacerbate our housing crisis and make it harder to rectify in the future.
- There is no data to suggest that RIP will markedly increase demolitions — which are already happening. Single-detached homes are still in high demand for those that want and can afford them. The problem with current zoning policy is that for those who can't afford single-detached homes, options are extremely limited: displacing individuals or permanently preventing them from the ability to own a home.
- In terms of neighborhood character, the character of many beloved and iconic Portland neighborhoods is defined by the tri, quad, six and eightplexes that were legal until the mid-twentieth century.

We also strongly support deeper affordability and strengthened anti-displacement amendments as a method of further improving RIP.

To Council, the City of Portland, and all that have been involved in this multi-year effort of the Residential Infill Project, we say thank you for the hard work that has been done so far — and we look forward to working hand-in-hand after the passage of RIP to address further housing and displacement problems in Portland.

Sean Carpenter,
Communications & Media Relations Manager

Sean Carpenter

Sean Carpenter

#83040 | January 16, 2020

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

Dear Mayor Wheeler and Portland City Council, 1000 Friends of Oregon is a watchdog organization created to protect Oregon's iconic land use system. Our mission is working with Oregonians to enhance our quality of life by building livable urban and rural communities, protecting family farms and forests, and conserving natural areas. Portland for Everyone is our program that advocates for responsible land use and housing options in the Portland metro area. In 1974, with the passage of SB 100, Oregon adopted 19 land use goals — with one of the most talked about and topical being Goal 10, housing. Goal 10: "To provide for the housing needs of citizens of the state. Buildable lands for residential use shall be inventoried and plans shall encourage the availability of adequate numbers of needed housing units at price ranges and rent levels which are commensurate with the financial capabilities of Oregon households and allow for flexibility of housing location, type and density." The Residential Infill Project (RIP) would not only be a step in the right direction of meeting the (required) Goal 10, but also in complying with HB 2001, the statewide middle housing bill passed in the 2019 legislative session. We firmly believe that RIP is an absolutely necessary policy to begin addressing our exponentially worsening housing crisis. Biding time on passing middle housing policies and initiatives will only cause the situation to fester: More people will suffer, struggle and become displaced or even homeless as rents rise and options dwindle. Some would have you believe that Oregon's drastic underbuilding of housing is due to urban growth boundaries and our land use system — which is not the case. Rather, it's due in part to the fact that the vast majority of Portland's residential land is zoned exclusively for single-detached homes, and that hasn't changed since the post-WWII boom, even as the world around us and the "American dream" has: family sizes are smaller, income disparity is greater, and people are demanding more walkable, mixed use neighborhoods. Not passing policies like the Residential Infill Project will have real, lasting consequences on the lives of Portlanders — ones that can't always take the time out of their day to testify or advocate — and it's important that we not lose sight of that. We support the Residential Infill Project for several, data-driven reasons: •It encourages responsible land use and limits future sprawl by creating more housing options that fit the needs of a wider group of Portlanders, in every neighborhood. •RIP begins to rectify racist zoning policies that have been endemic to the U.S. and Portland alike. Communities of color are still negatively impacted by redlining to this day. •Upzoning will help mitigate climate change — duplexes, triplexes and quadplexes create fewer carbon emissions and are more efficient at using building materials and land. They also alleviate reliance on cars and promote walkability/bikeability. •RIP will encourage better, faster and more

effective transit development. Less sprawl and more individuals living in an area means that frequent bus service and future MAX stops are possible, benefitting a greater amount of individuals. In turn, more communities — including lower-income communities — will be able to utilize public transportation options. •This policy WILL reduce overall displacement in Portland — a rampant trend that must be addressed immediately. Further work does need to be done on displacement, but one policy cannot make all the necessary changes. •There has been talk about RIP not creating "more affordable options." While there is no affordability mandate in the policy itself, data shows that market-rate fourplex units are much more "affordable," sometimes at or below 100% AMI — something not happening with our current single-detached home market. Not passing or stalling RIP will only exacerbate our housing crisis and make it harder to rectify in the future. •There is no data to suggest that RIP will markedly increase demolitions — which are already happening.

Single-detached homes are still in high demand for those that want and can afford them. The problem with current zoning policy is that for those who can't afford single-detached homes, options are extremely limited: displacing individuals or permanently preventing them from the ability to own a home. •In terms of neighborhood character, the character of many beloved and iconic Portland neighborhoods is defined by the tri, quad, six and eightplexes that were legal until the mid-twentieth century. We also strongly support deeper affordability and strengthened anti-displacement amendments as a method of further improving RIP. To Council, the City of Portland, and all that have been involved in this multi-year effort of the Residential Infill Project, we say thank you for the hard work that has been done so far — and we look forward to working hand-in-hand after the passage of RIP to address further housing and displacement problems in Portland. Sean Carpenter, Communications & Media Relations Manager

Testimony is presented without formatting.

Iris Williamson

#83041 | January 16, 2020

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

Dear Portland City Council, I support the Residential Infill Project because it is a step towards improving Portland's housing problems. 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, Iris Williamson

Testimony is presented without formatting.

Christa Nicholas

#83042 | January 16, 2020

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

The city government of Portland has determined to fundamentally downgrade the character of inner southeast neighborhoods through the aptly named RIP. These neighborhoods are currently a mixture of housing sizes, styles and periods interspersed with small retail, greenspace, pollinator habitat and heritage trees, which is why people chose to move here. The targeting of SE in addition to the elimination of single family zoning statewide is unjustified and unnecessary. Homeowners are being told that the city needs to sacrifice neighborhood integrity for two reasons: 1) to increase the total number of people living in inner SE and 2) to create more housing for low and middle income residents. The actions that city government has already taken on Division St are more than fulfilling requirement 1), without addressing requirement 2). If wealthy developers are not being held accountable for building or adding units of middle/low income housing to their massive apartment complexes, residents of established neighborhoods should not be required to fill in the breach. Not only are the voices of SE homeowners being ignored, but we are actively vilified by members of the council. Apparently the fact that we own homes justifies calling us “entitled” and “undeserving”. Speaking as someone whose parents came from another country, was a first-generation college student and has worked every day of her life to afford her house, I am deeply offended by this rhetoric. A 2019 survey of Portland residents by neighborhood showed significant dissatisfaction with housing issues amongst those in SE, but the concluding comment was that it was “not possible to determine the exact nature of this dissatisfaction”. The neighborhood meetings that took place in December would have been the ideal place to get that clarification. Instead, the organizers made sure to combine the topics of homelessness and housing so that the former would be the topic of discussion, in addition to taking the opportunity to condescendingly lecture the participants on how their attitudes needed adjusting. I have spent over \$1K of my own money (not tax deductible) to help someone off the street and hopefully find employment. That person isn’t going to afford a unit in one of the innumerable 6- story Division apartments going up on every block near my house any time soon – if ever. Developers have carte blanche to charge what the market will bear for these units – “starting at \$500K”. I have not seen a single environmental or traffic impact report on this activity, which should have been done before it started. Apparently the city intends to allow an unlimited number of apartments to be built regardless of the effects on current residents of the adjacent neighborhoods. Most of these buildings have no parking – another gift to developers (not to mention their exemption from the “green new deal” tax on corporate revenue). Once again, there is no data from surveys of residents actually living in buildings without parking to indicate what

percent of them have a car. Maybe they'll be green and buy an electric car – which still needs parking and road space. Anyone actually living in the area can report that where 2-way traffic used to flow freely, drivers now have to thread the needle between cars parked on both sides of narrow streets, creating a daily safety hazard. Another important problem is that new apartment construction is not required to meet a usability standard rather than a survivability standard in an earthquake, which we know is already overdue. Who does the council and mayor believe will stay and rebuild Portland after a major quake? The renters of damaged apartments that will take a year to rebuild? Or the people who have invested their lives and savings in neighborhood homes? A related question of course is how much the city is getting in permit fees for these units, and where is that money is going - certainly not to the benefit of people living in SE. Our parks are starved for cash while concrete fills more of our landscape. If the construction of unlimited apartments were not already enough, Division has been determined to be route of a fleet of buses rather than the wider adjacent streets of Hawthorne or Powell favored by many residents. The flyer recent mailed about this project did not include A SINGLE SENTENCE about the effect of this plan on local traffic, or cite a traffic impact study that demonstrates these changes are appropriate – probably because that isn't what actual data would show. As double length, full-width buses obstruct traffic on Division and already scarce parking disappears, drivers will naturally shift their routes onto other streets including residential streets, further putting people and pets at risk of injury as delays increase frustration. The many smaller homes we have in SE will be (and already are) the first to be torn down, further reducing affordable housing. The new builds, which residents are not even allowed to weigh in on with design review (the city has taken pains to ensure that “no public comment is allowed”) all look alike with flat roofs, square bulk and a token area of wood “trim”. Duplexes, fourplexes and now sixplexes are now being proposed in place of individual homes. I could turn my ½ my basement into a studio apartment that rents for \$800-\$1000/month, but that won't be happening – because I have no incentive to spend the upfront money given what the city is doing to lower the value of the investment I have already made in my house. I work for a nonprofit and can't just pull cash out of my hat. If the city really wanted to make more affordable housing available, they would offer homeowners a property tax break for adding ADUs in basements and over garages that DON'T increase the built footprint of each property. These tax breaks would only apply to ADUs that are not listed on Airbnb, and the amount would increase for every year that the property is rented at 80% or less of the average new rental rates for apartments of comparable square footage in the area. This would create a healthy stock of lower-cost housing without ruining the unique character of SE Portland.

Testimony is presented without formatting.

Residential Infill Project, Testimony – January 16, 2020

Submitted by Jim Gorter, Southwest Portland

I am a resident of Southwest Portland and live in a 1200 square foot house. As a member of the Residential Infill Project Stakeholder Advisor Committee, I have participated in the Residential Infill Project since its inception.

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. The Comprehensive Plan requires development rules to be tailored to enhance the uniqueness of the neighborhood, block and public realm.

- “One-size-fits-all” redevelopment will focus demolitions and displacement on neighborhoods with less expensive homes and on smaller, less affordable homes in areas of more expensive homes. It is urban renewal, one house and one family at a time.
- RIP will not produce homes that are more affordable..
- RIP will not result in increased home ownership and the opportunity for intergenerational wealth accumulation. BPS says most new middle housing will be investor owned rentals.
- RIP will lead to gentrification. Refill will defeat efforts to achieve equity in Portland’s neighborhoods.

RIP allows scatter-shot densification that fails to advance Portland’s walkability, sustainability, and transportation goals called for in the Comprehensive Plan.

- Dispersed density will lead to increased automobile dependency and carbon footprint.
- Dispersed density will not lead to complete, walkable, full service neighborhoods.

RECOMMENDATIONS

- Respect context and scale. Make front setback, height and mass compatible with surrounding houses.
- Require affordability in exchange for density. Require at least one unit in plexes to be affordable at 60-80% MFI.
- Do not provide FAR bonus for affordable dwelling units. Encourage affordable housing through financial and regulatory incentives.
- Focus middle housing density around centers and narrowly on frequent transit corridors.
- Preserve naturally occurring affordable housing. Allow demolitions of viable housing only if it is replaced by affordable housing.
- Allow all middle housing only in R2.5 zones already designated for moderate density.
- Include finished attics and basements in FAR.
- Do not reduce minimal lot sizes.
- Delay further consideration of RIP until the Anti-Displacement Action Plan is completed, fully funded and implemented.

James Gorter

#83043 | January 16, 2020

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

Testimony is presented without formatting.

S·M·I·L·E

SELLWOOD MORELAND IMPROVEMENT LEAGUE
8210 SE 13th AVENUE, PORTLAND, OR 97202
STATION 503-234-3570 • CHURCH 503-233-1497

January 16, 2020

Dear Commissioners:

The Sellwood Moreland Improvement League (SMILE) is providing testimony on specific proposals in the Residential Infill Project (RIP) Recommended Draft Report.

We endorse the proposed size limits. We expect you will hear testimony to change them; we would oppose a change.

The proposed draft reduced Floor:Area Ratio (FAR) for detached homes on R2.5 lots but the Recommended Draft eliminates this reduction. We support a reduction. Our neighborhood has about 868 R2.5 lots, 720 of which are 5000 square feet (sf) or larger. The Recommended draft proposes that a 5000 sf R2.5 lot have two units and a 0.8:1 FAR which would allow a 4,000 square foot building with a minimal internal ADU, ideal for guests or teenagers. Thus, the R2.5 zone would become the McMansion zone with 4,000 sf buildings that essentially would provide only one unit of housing and be oversized for the neighborhood. A FAR reduction for detached buildings on large R2.5 lots to the R5 values would limit detached homes from being no larger than allowed in R5 and better utilize the R2.5 zone.

We endorse proposal 2d which would provide some protection for older building facades while allowing density to increase.

The threshold for the affordability bonus -- 80% of median income -- appears too high, please consider lowering it to 60% or less. Greater affordability is consistent with our principle that ideally any increase in zoned density in our neighborhood should be dedicated to affordable housing.

We endorse the improvement in how height is measured in all zones.

This testimony was discussed at public meetings of the SMILE Land Use Committee on December 4, 2019 and the SMILE Board of Directors on January 15, 2020. The SMILE Board of Directors unanimously approved this testimony on January 15, 2020. If you have any questions, please contact David Schoellhamer, Chair of the SMILE Land Use Committee, at land-use-chair@sellwood.org. Thank you for the opportunity to testify.

Sincerely,



Tyler Janzen
President, Sellwood-Moreland Improvement League

David Schoellhamer

#83045 | January 16, 2020

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

The Sellwood Moreland Improvement League (SMILE) submits the attached testimony on the Residential Infill Project.

Testimony is presented without formatting.



January 15, 2020

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

RE: Residential Infill Project

Dear Mayor Wheeler and Commissioners:

Hacienda strongly supports the Residential Infill Project. Hacienda is focused on the goals of diversifying and expanding the number of homes affordable to the communities we serve, to ensure that low-income homeowners, especially seniors and people of color, can stably retain the homes they own and remain a part of their community. ***RIP can help us achieve these equity goals, however, RIP must include the amendments to produce regulated affordable units.***

Formed in 1992 in response to the poor housing conditions Latino families were experiencing in the Cully neighborhood of NE Portland, Hacienda has become an influential Latino led Community Development Corporation that serves everyone by providing culturally specific services that strengthen families' economic and social well-being.

Through Hacienda's supportive community programs – including affordable housing and our community benefit commercial buildings, youth and family support, homeownership support, and economic development – Hacienda is improving the lives of its residents, by helping children succeed in school and parents become engaged in their child's education. At Hacienda, we continue to strategically transform our Cully neighborhood and work collaboratively with our public and private partners to transform the lives of the many low-income individuals and families we mutually serve.

More housing opportunities are needed in single-family zones and adding modest residential density in single-family neighborhoods helps address our housing crisis and is also smart climate policy. But in order for these new housing opportunities to be available to low-income households, the policy must include measures that support the production of regulated affordable homes, provide more stability for renters and incentives that equitably benefit low income homeowners.

We support the equitable housing policy provisions recommended by the Anti-Displacement PDX Coalition. In particular, I'd like to call your attention to the impact of providing subsidy for the creation of affordable units.



Hacienda is working in partnership with Portland Community Reinvestment Inc. (PCRI), Verde and ROSE Community Development on the Small Homes Northwest demonstration project, creating a scalable, replicable model for building small one or two bedroom homes (ADUs) in partnership with modest income homeowners. Providing a modest subsidy (1/2 the typical subsidy needed for a new multifamily unit) creates stability and asset building for these homeowners and a new unit rented to a low income household for an agreed affordability period.

This demonstration project is just one example of the innovation and multiple benefits that community development organizations can bring to addressing the core goals of the Residential Infill Project, expanding and diversifying the supply of affordable equitable housing in Portland, when paired with measures that support those goals.

Sincerely,

A handwritten signature in blue ink that reads "Rose M. Ojeda".

 Rose M. Ojeda
Director, Real Estate Development

Rose Ojeda

#83047 | January 16, 2020

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

Dear Mayor Wheeler and Commissioners: Hacienda strongly supports the Residential Infill Project. Hacienda is focused on the goals of diversifying and expanding the number of homes affordable to the communities we serve, to ensure that low-income homeowners, especially seniors and people of color, can stably retain the homes they own and remain a part of their community. RIP can help us achieve these equity goals, however, RIP must include the amendments to produce regulated affordable units. Formed in 1992 in response to the poor housing conditions Latino families were experiencing in the Cully neighborhood of NE Portland, Hacienda has become an influential Latino led Community Development Corporation that serves everyone by providing culturally specific services that strengthen families' economic and social well-being. Through Hacienda's supportive community programs – including affordable housing and our community benefit commercial buildings, youth and family support, homeownership support, and economic development – Hacienda is improving the lives of its residents, by helping children succeed in school and parents become engaged in their child's education. At Hacienda, we continue to strategically transform our Cully neighborhood and work collaboratively with our public and private partners to transform the lives of the many low-income individuals and families we mutually serve. More housing opportunities are needed in single-family zones and adding modest residential density in single-family neighborhoods helps address our housing crisis and is also smart climate policy. But in order for these new housing opportunities to be available to low-income households, the policy must include measures that support the production of regulated affordable homes, provide more stability for renters and incentives that equitably benefit low income homeowners. We support the equitable housing policy provisions recommended by the Anti-Displacement PDX Coalition. In particular, I'd like to call your attention to the impact of providing subsidy for the creation of affordable units. Hacienda is working in partnership with Portland Community Reinvestment Inc. (PCRI), Verde and ROSE Community Development on the Small Homes Northwest demonstration project, creating a scalable, replicable model for building small one or two bedroom homes (ADUs) in partnership with modest income homeowners. Providing a modest subsidy (1/2 the typical subsidy needed for a new multifamily unit) creates stability and asset building for these homeowners and a new unit rented to a low income household for an agreed affordability period. This demonstration project is just one example of the innovation and multiple benefits that community development organizations can bring to addressing the core goals of the Residential Infill Project, expanding and diversifying the supply of affordable equitable housing in Portland, when paired with

measures that support those goals. Sincerely, Rose M. Ojeda Director, Real Estate Development

Testimony is presented without formatting.

Jan. 15, 2020

Mayor Ted Wheeler and Council Members,

Please do not pass RIP. It is not about affordable housing. It is not about sustainability. It is not about equity or classism or racism. It will not help the houseless. If it were going to address these important issues, I'd be writing to beg you to pass RIP.

It's about infill and density without regard for transit, accessibility, a sense of place, and livability. New development without infrastructure to support the needs of residents translates into more cars, traffic impacts and people walking in this rural SW neighborhood that has no sidewalks. We do not need more pedestrian deaths.

Thoughtful, careful development, along with development of the infrastructure is needed.

Let's wait to see what HB 2001 does. Why rush into decisions that will impact Portland for decades yet not address affordable housing?

Why not use the Comprehensive Plan 2035 as a model? It's been worked on, funds have been poured into it, people have testified about it, etc., etc. What is the rush?

I urge you to vote NO on RIP.

B. Hurwitz
4727 SW Flower Ct.
Portland, OR 97221

Brynna Hurwitz

#83048 | January 16, 2020

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

Please see attached Letter: No on RIP

Testimony is presented without formatting.

Portland Coalition for Historic Resources: Issues and Recommendations for RIP

There is still time to get RIP right. People matter. Place matters. Context matters.

The Portland Coalition for Historic Resources (PCHR) is a broad consortium of Portlanders that includes community leaders, Restore Oregon, United Neighborhoods for Reform, members of the Residential Infill Project Stakeholder Committee, architects, planners, and others. We are committed to ensuring that Portland is a place where all are welcome and are a city that builds for the future while maintaining assets that contribute to its success and livability.

PCHR 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 (CP). While the Residential Infill Project (RIP) Recommended Draft makes a number of recommendations that we support, overall, it is likely to exacerbate, rather than alleviate, housing affordability and displacement 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).

The impacts from RIP will be far-reaching and potentially irreversible. It is critical to take the time to get the details right. Fortunately, there *is* time to rework RIP following simple principles that and are consistent with the 2035 CP:

- ❖ Focus higher-density development on 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 (SFZs).
- ❖ Improve the Zoning Code to ensure development whose building and site design responds to and enhances the positive qualities of its surroundings.

**PRINCIPLES FOR RESIDENTIAL INFILL AND DENSIFICATION
ALIGNED WITH THE 2035 COMPREHENSIVE PLAN**

1. **Siting, Placement and Urban Form: Focus higher-density development on transit centers and, where appropriate, along corridors with access to frequent and reliable transit (CP1 Goal 3.C).**
 - Zone to ensure appropriate transitions (i.e., appropriate in terms of design and compatibility) between “Middle Housing” (i.e., duplexes, triplexes, quadplexes, cottage clusters and row houses) and adjacent residential neighborhoods and minimize randomly-scattered density (CP page GP3-7).
 - Promote walkable neighborhoods and locations for Middle Housing that make it more convenient to use public transit (CP Policies 4.6, 4.10 & 9.17) (CAP², p. 51, 103-104) (CP Policy 3.2).
 - Meet Portland’s housing needs in ways that advance environmental, sustainability, and public health policies in the 2035 Comprehensive Plan and the 2015 Climate Action Plan.
 - Preserve and enhance the distinctive characteristics of each neighborhood (Policies 3.42 & 3.43).
2. **Displacement and Affordability: Require Affordability with Density in SFZs**
 - Focus additional density to minimize displacement of families and demolition of housing to maintain affordability, diversity, stability, character, and vibrancy of neighborhoods.
 - Offset redevelopment up-zoning incentives with effective anti-displacement programs.
 - Limit demolition of existing sound housing to reduce 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) (CP Policy 4.48).
 - Allow triplex and quadplex 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 so that people will be motivated to sustain them for many generations.
 - Work with neighborhoods to encourage well-designed, appropriately-placed density that meets market needs and supports the CAP (Page 5 of CAP).

¹ CP refers to the 2035 Comprehensive Plan

² CAP refers to the 2015 Climate Action Plan

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 Single-Family Zones (SFZs) with areas of Middle Housing.
- 1.2 Limit Middle Housing (other than duplexes) in SFZs to within 400 feet of designated centers and within 300 feet of most transit stops along the 15 frequent, reliable transit corridors where appropriate. This will reduce congestion and auto dependence and improve walkability (CP 3.2 and GP 3-8).
- 1.3 Identify locations 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.
- 1.5 Work with neighborhoods and communities to identify their distinctive characteristics and establish clear and objective design standards that encourage well-designed, compatible Middle Housing consistent with the CP, Goal 10 of Oregon land use law, and the CAP.

2. Displacement and Affordability

- 2.1 Postpone RIP adoption until the City's anti-displacement protections are adequately funded, demonstrably effective, enforceable, and approved – not merely aspirational. Evaluate their effectiveness 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 it is 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 bonuses) for internal conversions of single-family houses to multiple units. Internal conversion means retaining at least three of the original exterior walls and roof. Incentives could include property tax abatement and reduced SDC fees.
- 2.5 Retain SFZ 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, which addresses the desire for independence, access to nature, air and light, acoustic privacy. 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 For permanently affordable housing, that is households earning no more than 80% of Median Family Income), SDCs and property tax rates should be reduced or waived under bond funding for affordable housing in RIP overlay zones.
- 2.7 Houses and ADUs built to meet visitability standards 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.

3. Context-Sensitive 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 overlay zones:

- a. Allowed FAR applies to all occupied spaces on a buildable lot, including basements wherever basement ceiling framing is greater than 3 feet above exterior grade and in attics where the finished ceiling is greater than 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, and 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, and 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.
 - e. Height limits for zones R5, R7, R10, and 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 and R7: 15 feet front and 8 feet on side of corner lot. For R10 and 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 and 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. Revise. Allow eaves to project up to *within 18 inches* of side and rear setbacks consistent with fire code requirements (#8b)
 - c. Support. Standards for front door height above the grade.
 - d. Revise. Standards for garage width: 12 feet within 30 feet of front lot line.(Not 50% of front street facing wall)
 - e. Support. Require lots on alleys to access off street parking access from alleys.
 - 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. 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 of available land, and when fitted with street facing garages degrade the streetscape
- 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.

SUMMARY

If Portland chooses to densify under the current RIP proposal, there will be many unintended consequences that have not been adequately addressed and/or ignored. These include randomly-scattered density rather than planned density focused on transit centers and corridors. It means out-of-scale infill development that is inconsistent with sensible planning and incompatible with existing neighborhoods. Conclusions in the Johnson economic analysis used to support RIP indicate that the added density in SFZs will primarily result in small rental units that benefit investor-ownership, not individual homeownership. Proponents claim that RIP will lead to more affordable housing options; however, research overwhelmingly contradicts this assumption. As a city that prides itself as a sustainable leader, we are not being responsible stewards with RIP by demolishing sound, habitable homes. Furthermore, RIP has the potential of redeveloping underserved (and often more diverse) neighborhoods, displacing residents, and developing wealthier neighborhoods in their place. How is this equitable and inclusionary?

The 2019 Oregon Legislature narrowly passed HB 2001, which allows duplexes everywhere and limits triplexes and quadplexes in some areas. The Oregon Department of Lands and Conservation is working on a model code, which according to a Portland House representative, is expected to recommend allowing triplex and quadplex development only on corner lots. This recommendation is similar to that included in earlier RIP drafts.

HB 2001 gives cities until summer of 2022 to address the requirements of the bill. As Portland and many other cities learned from the urban-renewal era, well-intentioned programs sometimes yield disastrous results. Is it worth risking these unintended consequences?

Portland has time to get things right and the responsibility to do so.

Janet Baker for PCHR

#83049 | January 16, 2020

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

I am submitting this on behalf of PCHR

Testimony is presented without formatting.

Leah Sherman

#83050 | January 16, 2020

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

I oppose the Residential Infill Project. RIP will create more traffic congestion in areas that are already congested. Neighborhood streets are already being used as short cuts due to heavy traffic on main arterials, endangering pedestrians, cyclists, children, and pets.

Testimony is presented without formatting.

Camden Middlebrooks

#83051 | January 16, 2020

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

I strongly oppose the Residential Infill Project for many reasons. The strongest reason being that the conservation of neighborhood communities and all of the beings who reside within them are not being prioritized to the fullest capability. Yes, this project could possibly create more physical structures for housing more people, however, will they truly be affordable to everyone and will the quality of life of those individuals be compromised in doing so? Portland has for some time now been a uniquely intimate, nature-filled, unified city that cares about it's people and nature. If this is true, hear us now as we speak to oppose the RIP and look to conserve our communities and the environment in which we live.

Testimony is presented without formatting.

3828 NE Alameda Street
Portland, Oregon 97212
January 16, 2020

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

Dear Commissioners:

The August 2019 Recommended Draft of the Residential Infill Project is worse than the original proposed draft of 2018. Like the 2018 proposal, this revision violates the fundamental planning principle of concentrating density in areas with established or planned infrastructure and services (an underlying principal of Oregon land use law). The promotion of this greenwashed gift to developers has been deceptive, and at times, offensive. It is flawed in so many ways that it is difficult to prepare comprehensive comments. We address three of many issues:

- The proposed policies could shift the character of currently thriving neighborhoods by promoting absentee ownership. Multiplex housing, especially tri- and fourplexes, is frequently owned by small-scale absentee investors. The object is money and the result is a declining percentage of owner-occupied houses, mediocre property maintenance, and indifference to the community.
- The RIP's focus on "middle housing" omits consideration of the more important role of low and mid-rise housing and rowhouse blocks. These are generally less expensive on a square foot basis than "middle housing" and accommodate greater density. They can be sited within or adjacent to established and developing commercial areas, convenient to transit and other services. Areas dominated by surface parking and aging low-rise commercial structures suitable for higher density housing abound in Portland, e.g., along Sandy Boulevard and lower NE Broadway.
- No consideration is given to infrastructure. Increased population density requires upgrades to streets, water, wastewater, emergency services, energy services, transit, schools and other necessities and amenities. Many of these are currently inadequate. Sprawling, randomly-located increases in density, as advocated by the RIP, will increase the cost and disturbance of upgrades, compared to more concentrated development.

We recommend that the one-size fits all RIP proposal be discarded. Rather, challenge each neighborhood to develop a plan to accommodate additional residents and promote affordable and well-integrated development. Draw on the well-thought out concepts of the 2008 Infill Design Toolkit and existing neighborhood plans.

Sincerely


Jeffrey C. and Jessie Kitts King

Jeffrey and Jessie King

#83052 | January 16, 2020

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

See attached PDF.

Testimony is presented without formatting.

Christopher Taylor

#83053 | January 16, 2020

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

I support expanding the supply of more affordable and differing types of housing options throughout all neighborhoods in our city. But this proposal has zero guarantees of affordability. All these new smaller units that replace larger homes are going to be MORE expensive on a per square foot basis than what they replace, or no one would be investing in them. The total lack of planning for parking and traffic impacts is also a major concern. Potentially quadrupling the number of households on a given block without doing anything to address parking or traffic will lead to a reduction in quality of life. But most importantly, this policy is just giving developers and homebuilders more tools and options to make money without requiring that ANY of those units are affordable at ANY level. This is not a proposal to make housing more affordable or actually diversify our most affluent neighborhoods. It is just a give away to developers who are offering nothing in return. Making housing affordable requires more than just letting developers tear down single family houses and put up fourplexes. I urge you to oppose this proposal.

Testimony is presented without formatting.

My testimony today on the latest draft of the Portland Residential Infill Project (RIP) complements and extends the testimony I submitted on June 6, 2019, in support of HB2001.

I support the current draft of the Portland Residential Infill Project, as well as the "deeper affordability" and "tenant opportunity to purchase" amendments that have been put forth by Portland: Neighbors Welcome and Anti-Displacement PDX.

The narrative which follows, which is lengthy and reflects my right-brain and my left-brain thinking, led to my decision to support HB2001 and RIP follows.

First, I'll start with a little about my personal background. I was born in the Territory of Alaska and spent my youth and years as a young adult living there. Alaska was and always will be a special place to me; 25 years of wonderful memories. I still return often to visit family and friends. During my youth in Alaska, our working-class family of five lived in three cabins, two 12'-wide trailers, a double-wide mobile home, and three small houses. Later, during my years as a college student in Alaska (ACC/UAA,UAF) and Oregon (OSU, UO), I lived in dorms, quads, apartments, and rental houses. This is not an uncommon experience among many young adults who attend school and/or work in the Portland metro region today.

At this juncture, my story begins to divert from the experience of those same young adults who live in Portland today, including my own children. As most folks now recognize, in the 1970s and 1980s housing and tuition costs for public higher education in the United States was relatively affordable. At least that was my experience. I was also able to work in a few good-paying jobs in my early to mid-20s, as a Teamster and later as a hotel manager. In the end, I was able to graduate from two undergrad programs almost debt-free.

Back to RIP. In 1979, not long after I started in my first career as a hotel manager, I was able to purchase a very small house in Anchorage with an assumable mortgage. I was 24 years old. Now fast forward a few years. In 1986, not long after I got married, my wife and I relocated to Portland. We were in our early 30's. After renting a house in NE Portland for six months, we purchased a house in NE Portland. 34 years later, we still live in that house.

Although we have spent a significant amount of money on improvements and repairs on our house, the appraised value is now approximately twice what we have invested. This is not equitable, and the reasons are well known.

That said, we like our house, very much. In addition to the blood, sweat, and tears our family of five have (literally) shed in our house, we also have many years of wonderful memories. We also like our neighborhood and our neighbors, young and old. Five of our immediate neighbors have young children. It's wonderful to see youngsters on and even in our street again. As you consider the various implementation elements in RIP, I don't think the lived experiences I just described should be readily dismissed.

At this time, with retirement on the horizon, my wife and I would like to remain in the Portland metro region. Ideally, we would like to age in place. We have no desire to live in a sprawling retirement community with a golf course though. But each to their own.

As we now look ahead to living on fixed incomes, it's doubtful we can afford to remain in our house. At least in its current form. I favor "gentle density" and think ADUs can be a key housing form, particularly in neighborhoods like ours. An ADU, as described in the RIP materials, might be an option for us. There are three very nice ADUs close to where we now live.

Moving to a duplex, triplex or fourplex might also be a viable option for us. I am pleased to see there is now language in the RIP draft that would require visitable units. I still need to determine how visitable differs from accessible, as defined by ADA standards.

At this time, the prospect of our children who currently rent being able to purchase a single-family house in the Portland metro region seems doubtful. This might lead us collectively to consider an intergenerational option, such as immediate and extended families do throughout the world.

For any developer who has made it this far; I think if/when RIP passes, there will be an increasing demand among my cohort and even other generations for dense housing that is well designed and constructed using quality materials and methods. I've recently discussed this with two architects I know. Rather than building the retirement community with a golf course I mentioned earlier, I think retirement mini-complexes should be built throughout the region. I recognize price-points and accessibility would be constraints you would have to consider.

Now a little about my professional life, which reflects my left-brain thinking on RIP. In my profession when I have to design a complex solution, to put it simply, I must analyze, define and document my stakeholders' needs and desires. Then I define the risks, options, alternatives and finally the solution. I use analytical methods and tools to accomplish my tasks. In my approach that led to my decision to support RIP on a personal level, I did the same. I even created a mind-map and a decision matrix.

Based on a couple RIP Stakeholder Advisory Committee (SAC) open houses I attended, as well as some related reading, I recall that SAC also used various analytical methods and tools in their approach to address the project's requirements; e.g., affordability, equity, preserving housing stock, etc. I think it's important to keep this in mind.

From a project perspective, I think RIP will only be successful in the long-term when it is considered within a broader program of public and private projects. Examples are projects related to land use planning that promote the use of our existing and new nature areas, parks and recreation centers, projects that preserve our green space and tree canopy, projects that support public and active transportation within the metro region, and so forth. In short, projects that ascribe to the guiding principles described in the Portland 2035 Comprehensive Plan. I encourage those who have not read the plan to do so. Within the context of RIP, I think

the Introduction and Housing (Chapter 5) sections are relevant. I see that last version of the plan was published in December 2018. I would also encourage all who testify to read the policy and position papers of our current mayoral and commissioner candidates, particularly those related to housing. I appreciate the contributors' time and attention to details, which will matter.

I was not a member of the RIP Stakeholder Advisory Committee (SAC), and I'm not an urban planner or a professional project manager. I have acted in the latter role at different points in time in my career, which now spans decades.

I should add that I have never played an urban planner or project manager on TV, but I did get a blip of airtime recently on TV during an open house PBOT sponsored for the Portland Rose Lane Project, which I strongly endorse. Unfortunately, my comment about reducing carbon wasn't included.

Two final points before closing. I am in favor of the testimony that AARP Oregon, Oregon Walks, Portland: Welcome Neighbors have already submitted. I am a member and volunteer with AARP and Oregon Walks, but I am not representing either organization in my testimony today.

Finally, over the past 10 years I have literally walked 1000s of miles throughout the Portland metro region and chronicled my walks with 1000s of photos. In 2010, when I first began to snap 1-1 demos leading to expensive "McMansion" replacements, I felt like I was able to keep up. Then the pace of construction quickened and it seemed hopeless. For this reason, among many others, I expect that RIP will lead to a better Portland for all. I also have some thoughts about repurposing some of our six public golf courses and many of our surface parking lots for affordable housing, but I'll save my thoughts on those for another day and another forum.

Thank you for your time.

Sincerely, Mark McClure

Mark McClure

#83054 | January 16, 2020

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

My testimony today on the latest draft of the Portland Residential Infill Project (RIP) complements and extends the testimony I submitted on June 6, 2019, in support of HB2001. I support the current draft of the Portland Residential Infill Project, as well as the "deeper affordability" and "tenant opportunity to purchase" amendments that have been put forth by Portland: Neighbors Welcome and Anti-Displacement PDX. The narrative which follows, which is lengthy and reflects my right-brain and my left-brain thinking, led to my decision to support HB2001 and RIP follows. First, I'll start with a little about my personal background. I was born in the Territory of Alaska and spent my youth and years as a young adult living there. Alaska was and always will be a special place to me; 25 years of wonderful memories. I still return often to visit family and friends. During my youth in Alaska, our working-class family of five lived in three cabins, two 12'-wide trailers, a double-wide mobile home, and three small houses. Later, during my years as a college student in Alaska (ACC/UAA,UAF) and Oregon (OSU, UO), I lived in dorms, quads, apartments, and rental houses. This is not an uncommon experience among many young adults who attend school and/or work in the Portland metro region today. At this juncture, my story begins to divert from the experience of those same young adults who live in Portland today, including my own children. As most folks now recognize, in the 1970s and 1980s housing and tuition costs for public higher education in the United States was relatively affordable. At least that was my experience. I was also able to work in a few good-paying jobs in my early to mid-20s, as a Teamster and later as a hotel manager. In the end, I was able to graduate from two undergrad programs almost debt-free. Back to RIP. In 1979, not long after I started in my first career as a hotel manager, I was able to purchase a very small house in Anchorage with an assumable mortgage. I was 24 years old. Now fast forward a few years. In 1986, not long after I got married, my wife and I relocated to Portland. We were in our early 30's. After renting a house in NE Portland for six months, we purchased a house in NE Portland. 34 years later, we still live in that house. Although we have spent a significant amount of money on improvements and repairs on our house, the appraised value is now approximately twice what we have invested. This is not equitable, and the reasons are well known. That said, we like our house, very much. In addition to the blood, sweat, and tears our family of five have (literally) shed in our house, we also have many years of wonderful memories. We also like our neighborhood and our neighbors, young and old. Five of our immediate neighbors have young children. It's wonderful to see youngsters on and even in our street again. As you consider the various implementation elements in RIP, I don't think the lived experiences I just described should be readily dismissed. At this time, with retirement

on the horizon, my wife and I would like to remain in the Portland metro region, Ideally, we would like to age in place. We have no desire to live in a sprawling retirement community with a golf course though. But each to their own. As we now look ahead to living on fixed incomes, it's doubtful we can afford to remain in our house. At least in its current form. I favor "gentle density" and think ADUs can be a key housing form, particularly in neighborhoods like ours. An ADU, as described in the RIP materials, might be an option for us. There are three very nice ADUs close to where we now live. Moving to a duplex, triplex or fourplex might also be a viable option for us. I am pleased to see there is now language in the RIP draft that would require visitable units. I still need to determine how visitable differs from accessible, as defined by ADA standards. At this time, the prospect of our children who currently rent being able to purchase a single-family house in the Portland metro region seems doubtful. This might lead us collectively to consider an intergenerational option, such as immediate and extended families do throughout the world. For any developer who has made it this far; I think if/when RIP passes, there will be an increasing demand among my cohort and even other generations for dense housing that is well designed and constructed using quality materials and methods. I've recently discussed this with two architects I know. Rather than building the retirement community with a golf course I mentioned earlier, I think retirement mini-complexes should be built throughout the region. I recognize price-points and accessibility would be constraints you would have to consider. Now a little about my professional life, which reflects my left-brain thinking on RIP. In my profession when I have to design a complex solution, to put it simply, I must analyze, define and document my stakeholders' needs and desires. Then I define the risks, options, alternatives and finally the solution. I use analytical methods and tools to accomplish my tasks. In my approach that led to my decision to support RIP on a personal level, I did the same. I even created a mind-map and a decision matrix. Based on a couple RIP Stakeholder Advisory Committee (SAC) open houses I attended, as well as some related reading, I recall that SAC also used various analytical methods and tools in their approach to address the project's requirements; e.g., affordability, equity, preserving housing stock, etc. I think it's important to keep this in mind. From a project perspective, I think RIP will only be successful in the long-term when it is considered within a broader program of public and private projects. Examples are projects related to land use planning that promote the use of our existing and new nature areas, parks and recreation centers, projects that preserve our green space and tree canopy, projects that support public and active transportation within the metro region, and so forth. In short, projects that ascribe to the guiding principles described in the Portland 2035 Comprehensive Plan. I encourage those who have not read the plan to do so. Within the context of RIP, I think the Introduction and Housing (Chapter 5) sections are relevant. I see that last version of the plan was published in December 2018. I would also encourage all who testify to read the policy and position papers of our current mayoral and commissioner candidates, particularly those related to housing. I appreciate the contributors' time and attention to details, which will matter. I was not a member of the RIP Stakeholder Advisory Committee (SAC), and I'm not an urban planner or a professional project manager. I have acted in the latter role at different points in time in my career, which now spans decades. I should add that I have never played an urban planner or project manager on TV, but I did get a blip of airtime recently

on TV during an open house PBOT sponsored for the Portland Rose Lane Project, which I strongly endorse. Unfortunately, my comment about reducing carbon wasn't included. Two final points before closing. I am in favor of the testimony that AARP Oregon, Oregon Walks, Portland: Welcome Neighbors have already submitted. I am a member and volunteer with AARP and Oregon Walks, but I am not representing either organization in my testimony today. Finally, over the past 10 years I have literally walked 1000s of miles throughout the Portland metro region and chronicled my walks with 1000s of photos. In 2010, when I first began to snap 1-1 demos leading to expensive "McMansion" replacements, I felt like I was able to keep up. Then the pace of construction quickened and it seemed hopeless. For this reason, among many others, I expect that RIP will lead to a better Portland for all. I also have some thoughts about repurposing some of our six public golf courses and many of our surface parking lots for affordable housing, but I'll save my thoughts on those for another day and another forum. Thank you for your time. Sincerely, Mark McClure

Testimony is presented without formatting.

January 16, 2020

Portland City Council
1221 SW 4th Ave
Portland, OR 97204

Dear Mayor Wheeler & the Portland City Council,

My name is Colin Clemente Jones and I am writing to support the Residential Infill Project and many of the amendments championed by Portland: Neighbors Welcome.

I've served on the City Club of Portland Board of Governors for the last several years and one of the City Club efforts [I'm most proud of is the 2016 research report on affordable housing](#). Several of the recommendations from that report have been enacted, including dedicated funding for affordable housing and stronger tenant protections. However, the most important recommendation which hasn't yet been implemented is addressing missing middle housing by allowing a diversity of housing types across the city. The report concluded that the region has enough capacity within the urban growth boundary to accommodate population growth, "but other barriers create limits in practice." **The Residential Infill Project holds the potential to largely eliminate those barriers to housing options and greater affordability.**

In every report City Club (or nearly any other organization) has produced on housing over the last decade, issues of displacement and disparities along racial lines have come up. **To that end, the Residential Infill Project would be significantly improved by increasing the affordability bonus and taking additional steps to prevent displacement of low-income households and households of color.** I would specifically encourage the Council to (1) allow up to eight units, a greater floor area ratio, and a waiver of system development charges for projects creating units for households making less than 60 percent of the median income; and (2) give current tenants the right of first refusal when property changes hand and engaging in proactive efforts to educate low-income homeowners about their rights and options.

I'm sharing this testimony in a personal capacity, but my perspective is informed by my work with the grantees of The Collins Foundation, particularly dozens of community development, anti-poverty, and racial justice organizations across the region. They range in mission, strategy, and community but what I hear again and again is the critical need for Portland to deploy every available tool to increase the availability and

affordability of housing. But this call to address affordability isn't just coming from housing advocates and community development corporations.

- When I've asked youth mentors what worries them when it comes to the future of the kids they work with, two responses come up again and again – **will we still have a livable planet in 30 years and will kids growing up in Portland today be able to live here if they're not inheriting a house from their parents?**
- When City Club hosted a panel with improv artists and comedians, they were asked what the most significant thing Portland could do to support a thriving performing arts scene. Their unanimous and enthusiastic answer was: improve affordable housing. [This is echoed in RACC's 2018 State of the Arts Report](#), which notes "The cost of living in Portland continues to rise, pricing many artists and arts organizations out of the city and **jeopardizing Portland's reputation as a center of creativity.**"
- And when I've asked environmentalists about **the most significant environmental legislation the state has passed in the last 25 years**, HB2001 – statewide upzoning – was among the most consistent answers.

By acknowledging our history – often *very recent* history – of racist planning and zoning; increasing the diversity of and accessibility of housing stock throughout the city; and supporting transit access and deprioritizing car storage, **the Residential Infill Project is one of the most strategic and comprehensive ways for the City to make progress on its equity, sustainability, livability, *and* affordability goals.**

With housing, perhaps more than anywhere else, the old adage is true: The best time for residential infill and zoning reform was fifteen years ago. The second-best time is today. Thank you for your thoughtful approach to the Residential Infill Project and your commitment to ensuring all Portlanders have access to safe, decent, and affordable housing.

Sincerely,



Colin Clemente Jones
colinclemente@gmail.com

Colin Jones

#83055 | January 16, 2020

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

Please see my attached letter in support of the Residential Infill Project Recommended Draft, with amendments to increase the affordability bonus and anti-displacement measures.

Testimony is presented without formatting.

Evan Heidtmann

#83056 | January 16, 2020

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

I support the Residential Infill Project Recommended Draft for these reasons that are personally important to me: 1) It would allow duplexes, triplexes, and fourplexes where currently only large single-family houses are being built. 2) It would eliminate the unhelpful requirement to include parking in new residences 3) It requires "visitable" units in some conditions 4) It reduces the overall scale of new buildings My personal relationship with housing: With my wife and 2-year-old, I own a house in NE Portland. My elderly parents are looking for a place near us, and we are having a lot of trouble finding something appropriate that's reasonably priced. There are plenty of big houses with lots of land, a few small apartments on busy streets, but not a lot in-between. They would be happiest in a 2-bedroom condo on a quiet street, and that kind of thing almost can't be built in the current zoning. I don't think that RIP alone will make a huge dent in housing costs over the short term, but I know for sure that if this had been in effect 20 years ago, we would be a lot better off. For example, somebody is building two houses next door to mine that are enormous; if RIP were in effect last year, it's likely they would be a single four-plex in a more reasonable size, and maybe my parents could afford to live in one of the units. Please pass the RIP! I also support the recommendation for a "deeper affordability" option that would allow even more units per lot for below-market developers. I also support a variety of complementary anti-displacement measures, such as a tenant opportunity to purchase.

Testimony is presented without formatting.

Blaine Palmer

#83057 | January 16, 2020

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

I support the Residential Infill Project, and urge you to adopt it along with a deeper affordability option and renter protections, because it is time for Portland to dismantle the land use patterns adopted decades ago that hurt all Portlanders, including our most vulnerable. My wife and I raised three kids in our little urban home. They're adults now, and I think a lot about what burden we are leaving them, what opportunities I've had that won't be there for them. The climate crisis is real, immense and urgent. The longer we delay serious action, the greater will be the challenges and sacrifices required of our children and grandchildren. This bill will allow smaller homes and density that will make transit feasible, addressing both of the greatest two contributors to carbon emissions. My grandparents struggled to provide for their families in the Great Depression. My father fought in the South Pacific. I'm here today because making tough choices and sacrifices is the opportunity for my generation to make a better world for the next. This is an opportunity for all of Portland to contribute to affordable housing and reduce our impact on the climate. I hope you will take this opportunity. 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.

Regina Tricamo

#83058 | January 16, 2020

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

I support the Residential Infill Project, and urge you to adopt it along with a deeper affordability option and renter protections, because it is time for Portland to dismantle the land use patterns adopted decades ago that hurt all Portlanders, including our most vulnerable. Our family moved into our close-in Southeast Portland neighborhood in 1997. Two things attracted us then that we continue to love today: the neighborhood's walkability and access to public transportation, and its mix of housing types: single-family homes, small apartment buildings, duplexes, triplexes and fourplexes: a mix of housing that is illegal in most urban neighborhoods today. In the two decades that have passed we've also seen economic diversity dwindle around us, as affordable housing options have not kept up with increasing demand for homes near the city center. The neighborhood where seniors, students, artists and families could all afford to live has largely disappeared. 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.

Devlin Tricamo-Palmer

#83059 | January 16, 2020

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

I support the Residential Infill Project, and urge you to adopt it along with a deeper affordability option and renter protections, because it is time for Portland to dismantle the land use patterns adopted decades ago that hurt all Portlanders, including our most vulnerable. 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.

Mariana Lindsay

#83060 | January 16, 2020

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

Dear City Council, I support the RIP draft and encourage you to add the deeper affordability and anti-displacement proposals! This is a critical step to improving Portland's housing crisis and minimizing the environmental impact of our housing footprint. As a lifelong Portlander who grew up in North Portland and now lives off N. Mississippi with my own family and child, I firmly believe we must support this kind of measures to make this city a place where more can thrive.

Testimony is presented without formatting.

Evan Ward

#83061 | January 16, 2020

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

The residential infill project is a vital reform to Portland's land use regulation. Throughout my adult life (basically this millennium) Portland has grown by attracting people from around the PNW and the country who find something appealing about this city. If tens of thousands of people want to move to Portland, and we can't stop them (we can't, and we shouldn't), then we need to make sure their presence contributes to the city we love. The best way to do this is to increase the allowed density and relax the real constraints preventing that density. Increasing the number of units developers can put on a single lot means fewer existing houses need to be demolished for a given number of new units, wherever the market makes such development profitable.

Testimony is presented without formatting.

Barbara Kerr

#83062 | January 16, 2020

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

Testimony for City Council hearing on Residential Infill Project January 16, 2020 Barbara Kerr, NE Portland Mayor and Council Members: My name is Barbara Kerr, I live in East Columbia neighborhood, and I am a member of United Neighborhoods for Reform. We all agree that two of our greatest crises are housing and climate change. Yet as we carry the banners expressing our concerns, we march in the opposite direction. The density we say is creating more housing is creating more expensive housing and eliminating our most affordable housing, the existing homes that can be lower cost and therefore more accessible to obtain and fix-up, if necessary. Homes at all price levels can be shared as is or adapted to multiple-family dwellings if desired, allowing for homeownership as well as rentals. Adapting existing housing is how surges in housing needs were dealt with in the past, maintaining neighborhood character and the history that gives our communities a sense of stability. We have been carrying the banner for density for many decades but it was built on the concept of infill, not demolition and building new. The new dwellings we say are addressing affordability may be affordable for new-comers, but are not affordable for those who are desperate to find housing, either to own or rent, who already live here. As new development raises the prices, we are walking away, in the opposite direction, from our low-income, elderly, underrepresented, new families, and minorities whose history and pride of place is being erased. We carry the banner of increasing representation of all citizens, yet we ignore their basic needs of housing and community, and the opportunity to remain or become independent, if they desire, instead of being forced into higher-cost apartments because there are no modest homes, fixer-uppers, or lower-cost rentals that allow them to save for the future. We are in a housing crisis, and yet we march in the direction of destroying our most affordable housing, the homes that already exist. We walk under the banner of sustainability and a “green” city, but we go in the direction of wasting rather than reusing the most “green” buildings, those that already exist, even compared to new “green” construction. We say we need density to decrease the use of the automobile, but we ignore the fact that we can have that density without destroying existing houses and neighborhoods; and we ignore that as we concentrate housing around fewer bus lines, we leave neighborhoods where people have to drive to catch a bus, rather than increasing the bus lines. The Residential Infill Project has followed those that profit from building new, in the opposite direction from where we say it is going. The RIP incentivizes demolition, especially if we have rent control that does not apply to new construction instead of all rentals. We have been led away from common sense, affordable, and more equitable solutions, that have been given minimal attention. We need to turn around and get

back to supporting our communities by emphasizing creating regulations that encourage affordable density created in existing homes in all neighborhoods, and spend our money supporting our communities rather than creating zoning that benefits new development. Thank you.

Testimony is presented without formatting.

Leslie Hickey

#83063 | January 16, 2020

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

Dear City Council, I support the RIP draft and encourage you to add the deeper affordability and anti-displacement proposals. Thank you, Leslie Hickey

Testimony is presented without formatting.

Margaret DeLacy

#83064 | January 16, 2020

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

Dear Council members: I am opposed to the current RIP plans. Whatever else infill houses do, they are certain to reduce, overshadow, or eliminate our gardens, which the city seems to regard as so much wasted space. In a time of climate change, no one seems even to have considered the environmental services that our gardens provide in improving air quality, reducing urban temperatures, cleansing runoff, or supporting biodiversity. These are city- and state-wide benefits in addition to the benefits to local residents such as providing healthy homegrown food or improving physical and mental health. Infill has been encouraged to save farmland, but most of our farms now are monocultures that don't support the same diversity of wildlife as urban gardens. Furthermore, our gardens support a thriving sector of our economy: local nurseries, horticulture programs, writers, photographers, landscapers, tourism, and publishers all depend on our urban gardens for their livelihoods. At least commission a study on the cost/benefits of our gardens before paving Portland over forever or we won't know what we've got till it's gone. Let's keep the roses in the Rose City.

Testimony is presented without formatting.



January 16, 2020 (Sent this date via email)

City of Portland

Attn: Mayor Ted Wheeler & City Commissioners(cctestimony@portlandoregon.gov)
1221 SW Fourth Ave.
Portland, OR 97204

CC: Auditor Mary Hull Caballero(auditorsoffice@portlandoregon.gov)
The Oregonian(gfriedman@oregonian.com)
The Tribune (jredden@portlandtribune.com)

Subject: RCPNA Opposition to the RIP Supported by RCPNA Survey with 208 responses.

Dear Mayor Ted Wheeler and City Commissioners:

From December 29, 2019 to January 5 of this year the Rose City Park Neighborhood Association (RCPNA) conducted an online survey requesting its members' input on various aspects of the Residential Infill Project (RIP). Over 200 RCPNA members responded. On Jan. 7th the RCPNA held a Special Board Meeting to review the results of the survey and render a recommendation on the RIP. The results of the survey and comments are attached along with an executive summary.

At the January 7 meeting the Board recommended that the City Council oppose the PSC recommended RIP based on the majority opposition reflected in the results of the attached survey and the following findings:

1. The proposed RIP does not promote affordable housing for moderate- and low-income residents, the city's largest middle housing need. Rather, it encourages the destruction of existing homes in the neighborhood, forcing displacement of longtime residents, in favor of more expensive per-square-foot housing units. Investors and developers will see the RIP as a land-grab opportunity to demolish homes to rebuild single dwelling zoned properties into 3- and 4-plex units. These units then will be rented out at a much higher price per-square-foot than the existing units. If implemented at all, such a radical proposal should first be applied in test neighborhoods that welcome this proposal, such as Cully, then reviewed for impact before applying citywide.

The opposition to elements of this proposal has been documented in the attached survey results. Question #11 specifically asks how well the PSC satisfies the 6 stated goals for this project. We determined that the proposed RIP fails to satisfy three of the six goals established by the Planning and Sustainability Commission:

- a. "Support housing affordability and extend access to neighborhood amenities to the lower income population"
- b. "Fit the context of the existing neighborhood"
- c. "Avoid increasing the risk of displacement for the current households"

Therefore, the majority of the survey respondents and a unanimous vote by RCPNA 13-member board recommend the City Council reject the RIP for failure to satisfy the Planning and Sustainability Commission's stated objectives.

2. The following process and policy issues need to be addressed prior to proceeding:
 - a. City Council previously directed BPS to include front-loading garages on houses. Such development options are not allowed in the current RIP;
 - b. City Council previously directed BPS that the proposal would not include development of historically narrow lots as individual parcels. Not only are they included for development, they are promoted for development with both the rezoning of half of these lots from R5 to R2.5 and the remaining R5 lots with historically narrow lots are given increased options for allowing development of 2 or more units.
 - c. No notice of public hearing has been delivered to the property owners of parcels being impacted by the "a" Overlay. City staff has refused to send property owners proper notice because they insist this major overlay change is not a zoning change requiring notice under Oregon law. This does not legally or logically work when the proposed RIP doubles or triples the allowed residential unit density per Single Dwelling zoned lot, reduces allowed square footage for both new structures and remodel projects, and restricts development of single dwelling units.

Indeed, the RIP will significantly change the makeup of Portland neighborhoods, restrict property owners' rights, and thus affect value of Portland homes. An interpretation of such a change skirting required notice provisions of Oregon law purposefully shuts Portlanders out of the process, is beyond a mere bureaucratic loophole, and cries of the sort of back-room decision making begging for legal action. The impacted property owners should be mailed notice of all public hearings that include the "a" Overlay and Council should encourage property owners' participation in the policy design process.

- d. Short term vacation housing that are located in detached homes as whole house rentals should be restricted before adopting the RIP. These types of rentals rob long-term rental market seekers of whole-home rental housing options. Unless this short term housing issue is addressed the future homes developed are most likely going to be marketed for short term housing as it is the most lucrative use.

The Board further strongly recommends the following policy goals be included in any future RIP plan:

1. Promote the conversion of existing housing as the primary option rather than their demolition. The most affordable housing are the ones that are already existing. Newly built housing will never be cheaper per square foot than existing structures.
2. Preserve the neighborhoods by helping the residents remodel homes to create more units. Existing residents should be supported rather than being pushed out. This includes much needed assistance in foundation stabilizations as this will also help secure permanent housing that is earthquake resilient.
3. Implement the "a" Overlay within walking distance along frequent transit corridors adjacent to designated centers, such as town and regional centers, as identified by the 2035 Comprehensive Plan. This promotes the use of frequent transit and enhances the vibrancy of these higher intensity urban areas.

4. Require off-street parking for at least one residential unit per property. The results of our survey show clearly that higher density could be considered acceptable if one or more unit is required to provide off-street parking (see responses to questions #4 and #7). We understand that vehicle parking is a citywide issue and welcome the opportunity for greater public dialogue. The on-street parking in neighborhoods is finite. Higher density could become more acceptable to neighbors if they accommodated some of the vehicle parking needs generated on site.

Please review the attached summary and results of our RCPNA RIP Questionnaire. Thank you for your consideration.

Respectfully,



Tamara DeRidder, AICP
Chairwoman, RCPNA
1707 NE 52nd Ave.
Portland, OR 97213

Attachments:

- A. RCPNA 2019-2020 RIP Questionnaire - Executive Summary
- B. RCPNA 2019-2020 RIP Questionnaire – Response Summary
- C. RCPNA 2019-2020 RIP Questionnaire- Complete Copy

RCPNA 2019-2020 RIP Questionnaire Summary

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

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

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

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

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

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

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

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

13. Optional: Which choice best describes your age?

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

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

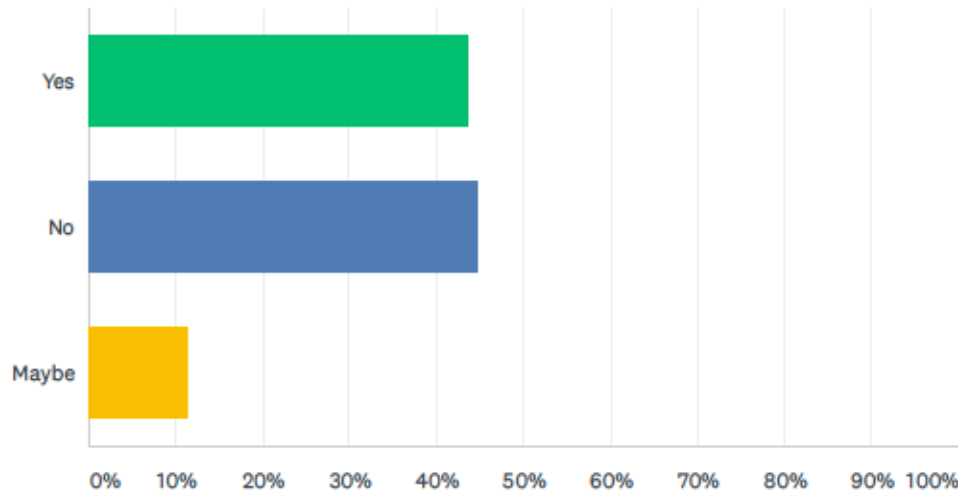
14. Optional: What best described your living situation?

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

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

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

Answered: 208 Skipped: 0

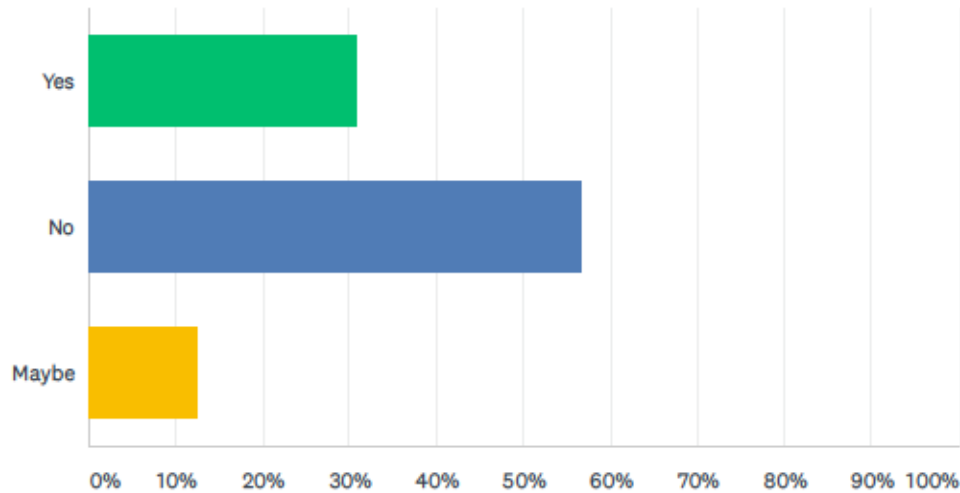


ANSWER CHOICES	RESPONSES	
Yes	43.75%	91
No	44.71%	93
Maybe	11.54%	24
TOTAL		208

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

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

Answered: 208 Skipped: 0



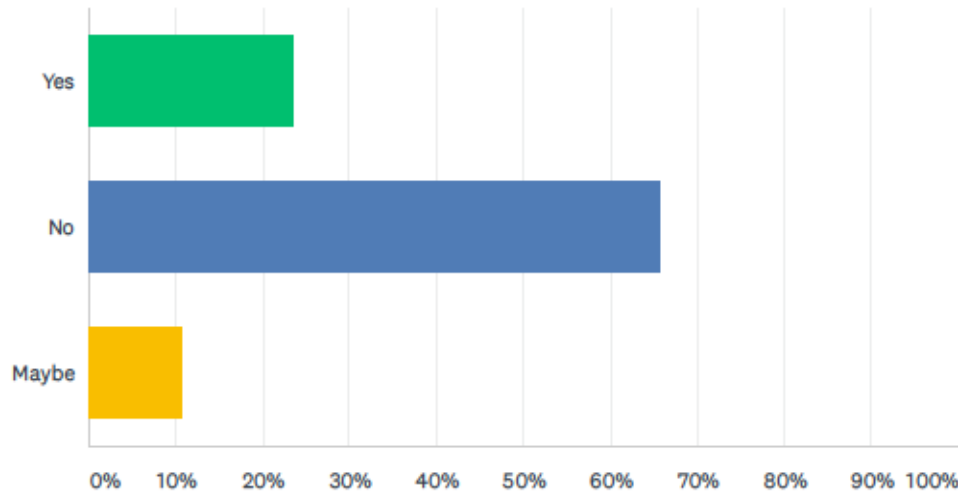
ANSWER CHOICES	RESPONSES	
Yes	30.77%	64
No	56.73%	118
Maybe	12.50%	26
TOTAL		208

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

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

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

Answered: 207 Skipped: 1



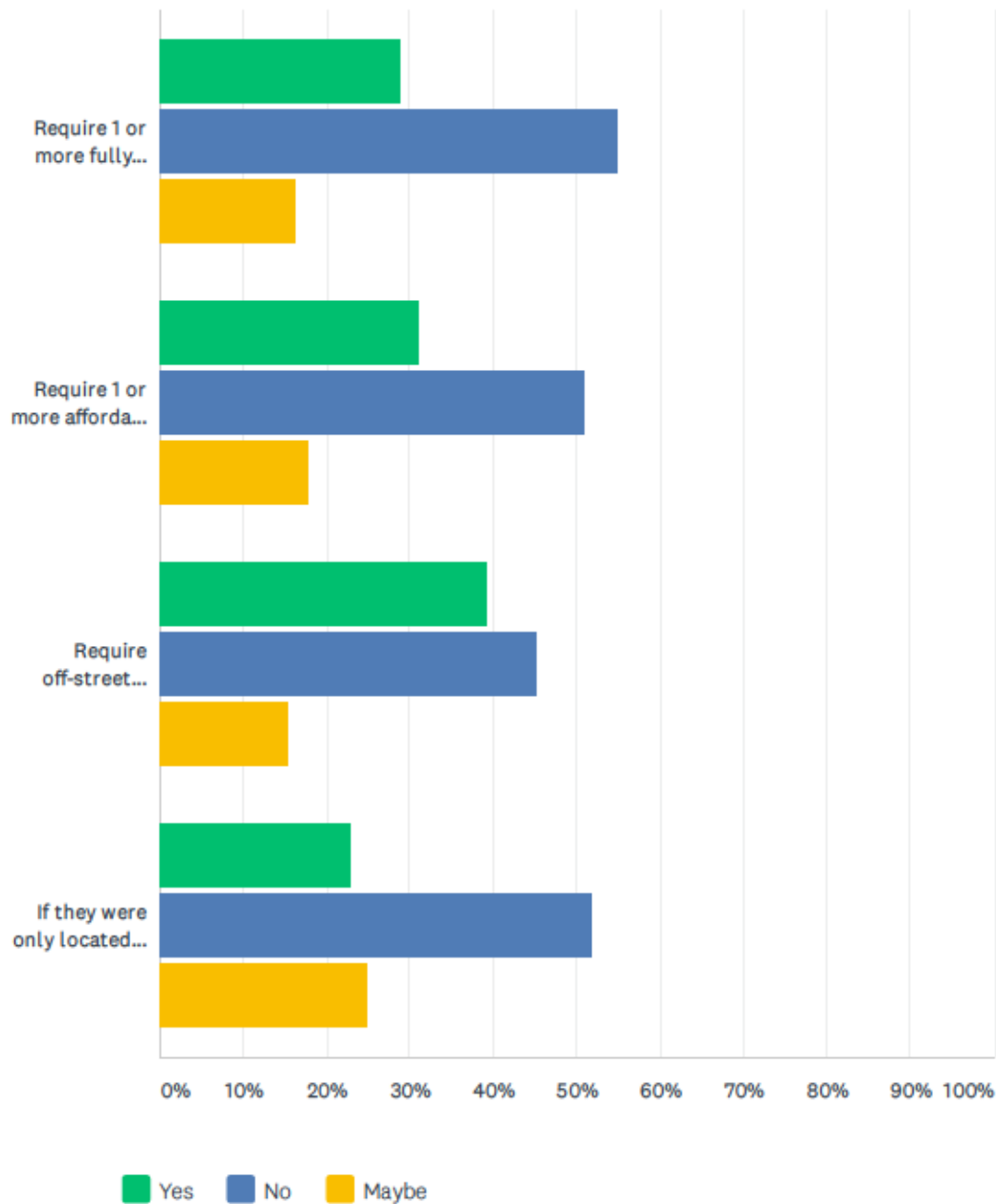
ANSWER CHOICES	RESPONSES
Yes	23.67% 49
No	65.70% 136
Maybe	10.63% 22
TOTAL	207

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

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

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

Answered: 208 Skipped: 0



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

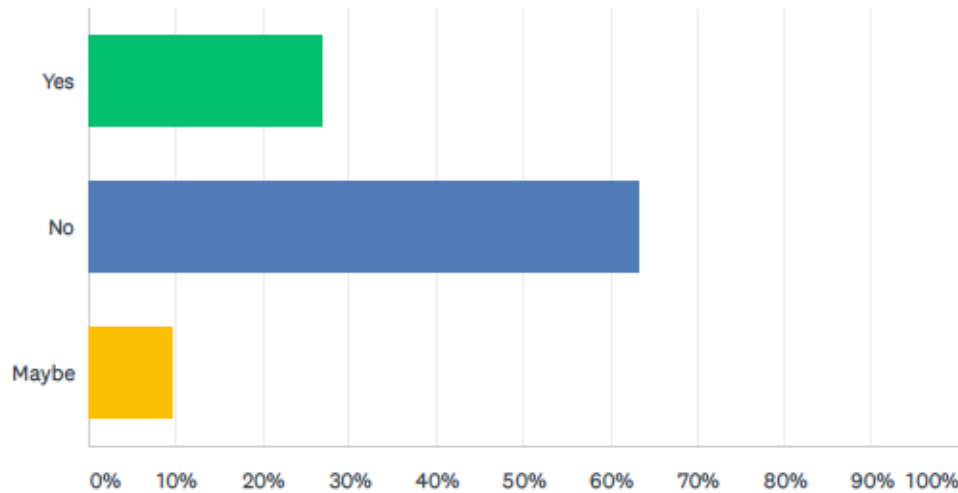
#	OTHER REQUIREMENT (PLEASE DESCRIBE)	DATE
1	NOT ON ALL - MAYBE CORNER LOTS	1/6/2020 1:49 AM
2	MUST require off street parking for ALL units	1/6/2020 12:55 AM
3	As someone who spent time in a wheelchair, I very much appreciate accessibility. I couldn't stay in my home for almost 20 weeks because it was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

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

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

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

Answered: 208 Skipped: 0



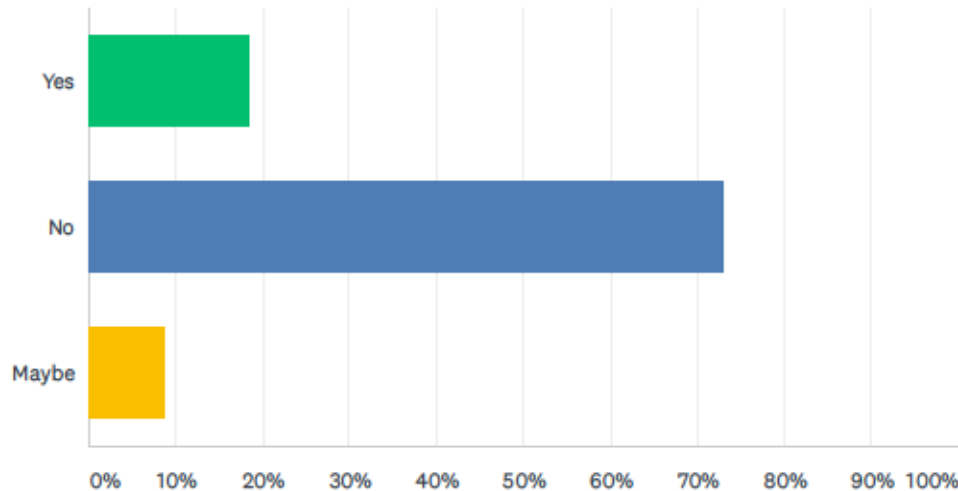
ANSWER CHOICES	RESPONSES	
Yes	26.92%	56
No	63.46%	132
Maybe	9.62%	20
TOTAL		208

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

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

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

Answered: 207 Skipped: 1

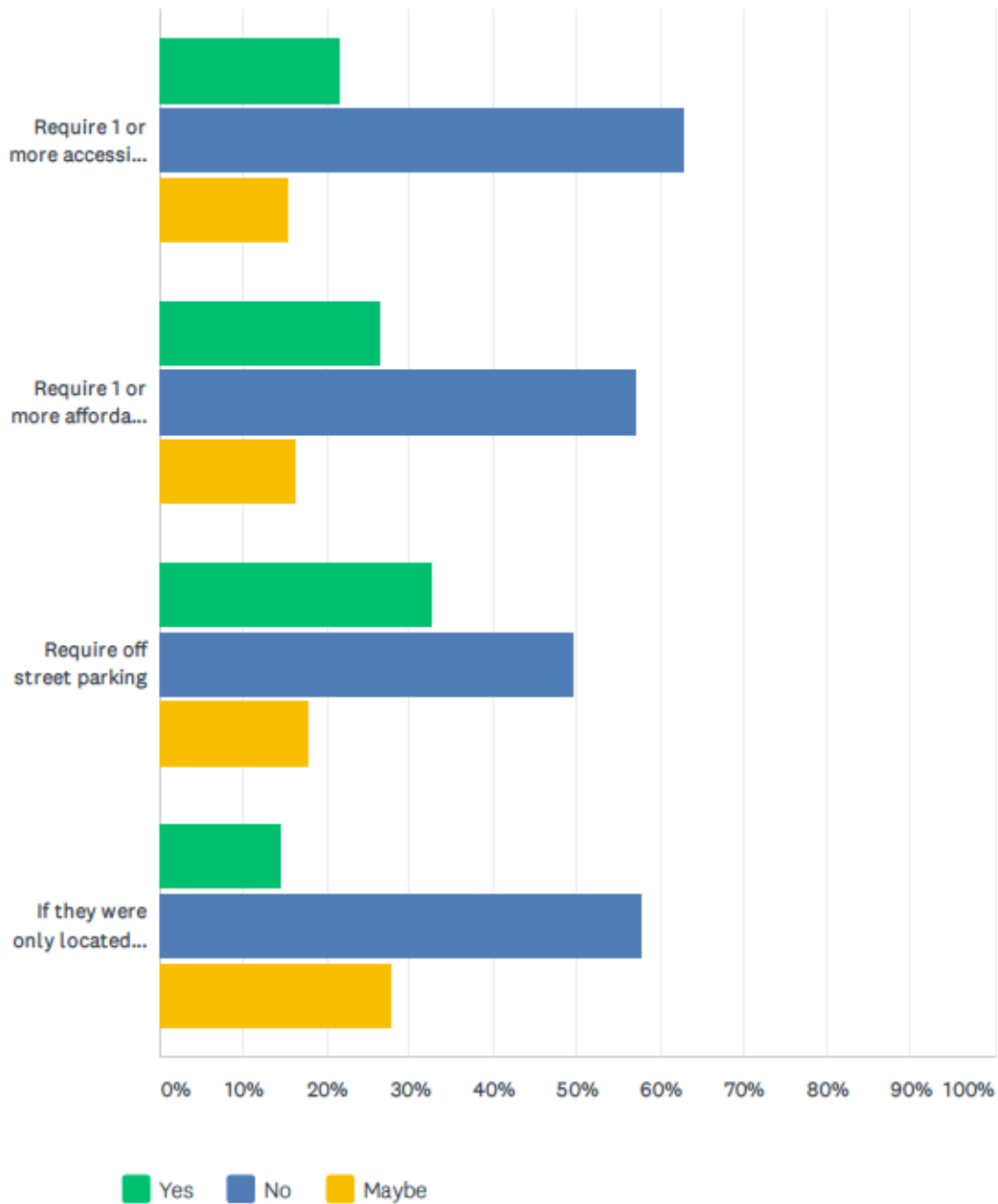


ANSWER CHOICES	RESPONSES	
Yes	18.36%	38
No	72.95%	151
Maybe	8.70%	18
TOTAL		207

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

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

Answered: 208 Skipped: 0

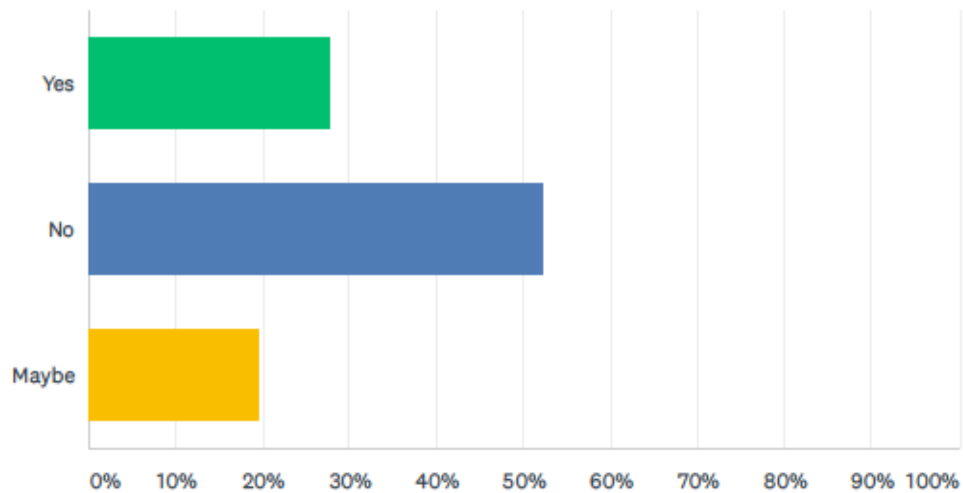


	YES	NO	MAYBE	TOTAL
Require 1 or more accessible unit	21.63% 45	62.98% 131	15.38% 32	208
Require 1 or more affordable unit	26.44% 55	57.21% 119	16.35% 34	208
Require off street parking	32.69% 68	49.52% 103	17.79% 37	208
If they were only located on the corner lots	14.42% 30	57.69% 120	27.88% 58	208

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

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

Answered: 208 Skipped: 0

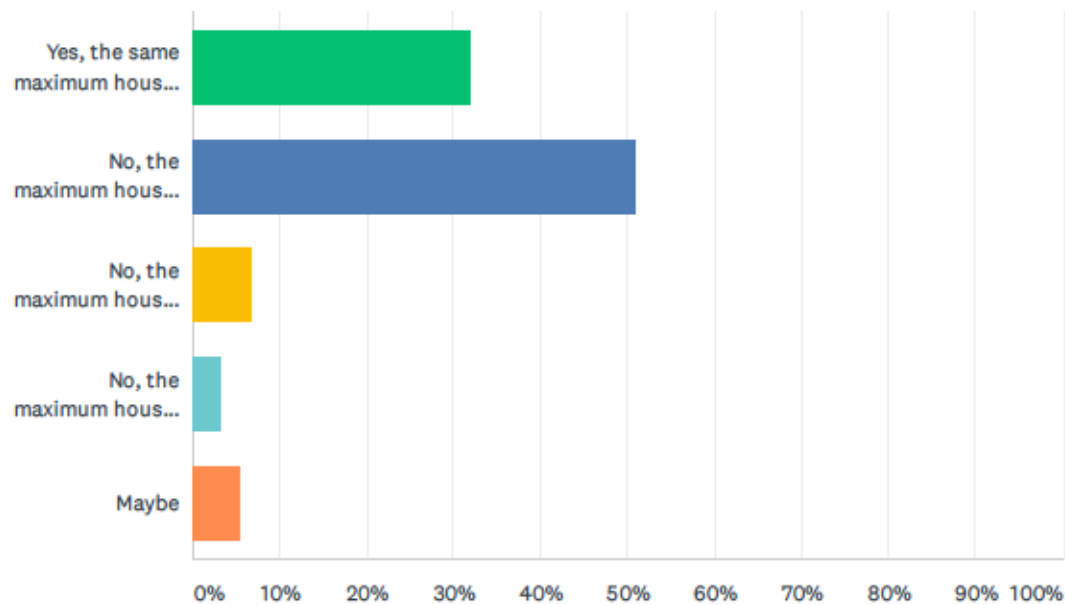


ANSWER CHOICES	RESPONSES	
Yes	27.88%	58
No	52.40%	109
Maybe	19.71%	41
TOTAL		208

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

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

Answered: 206 Skipped: 2

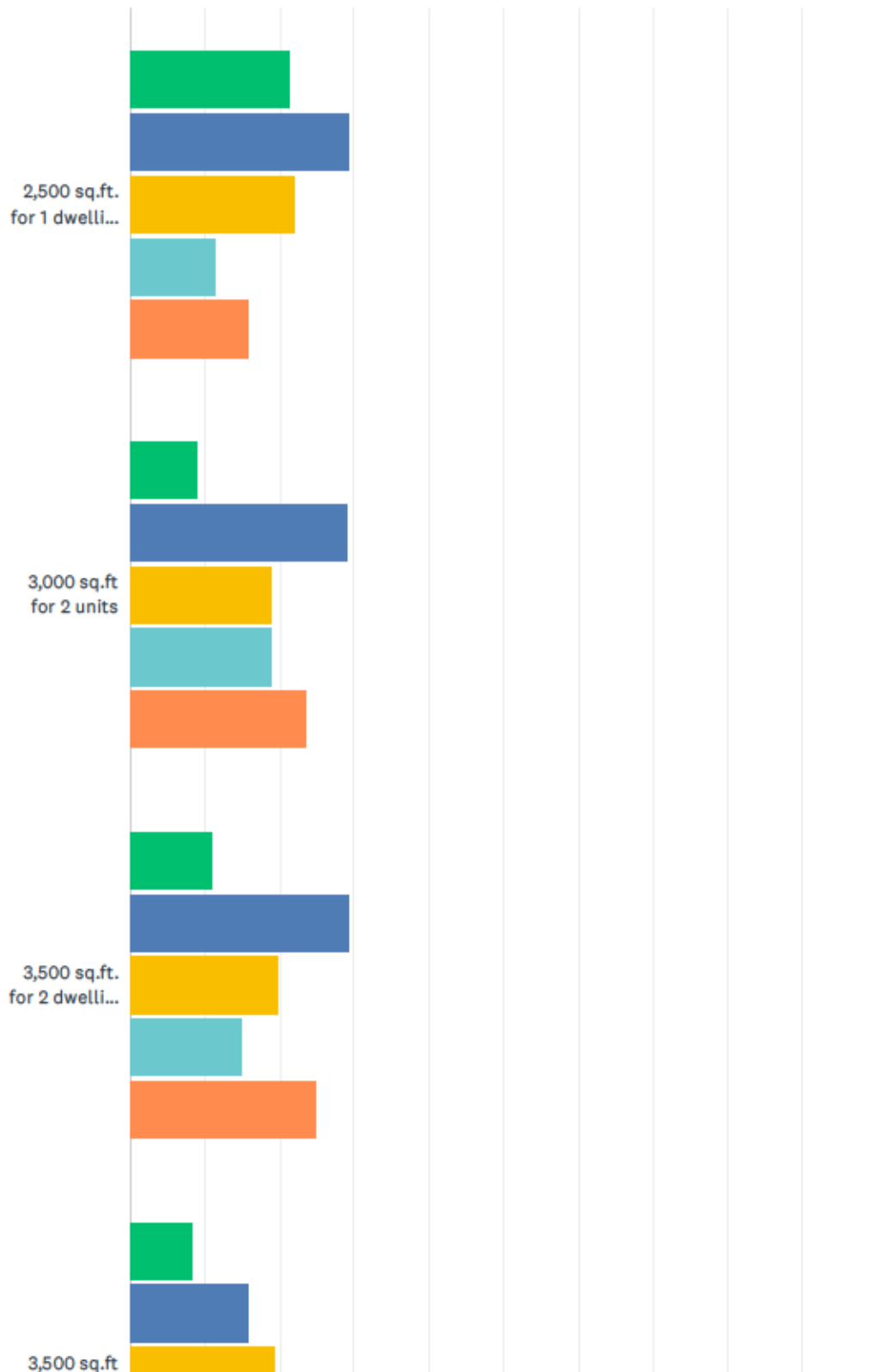


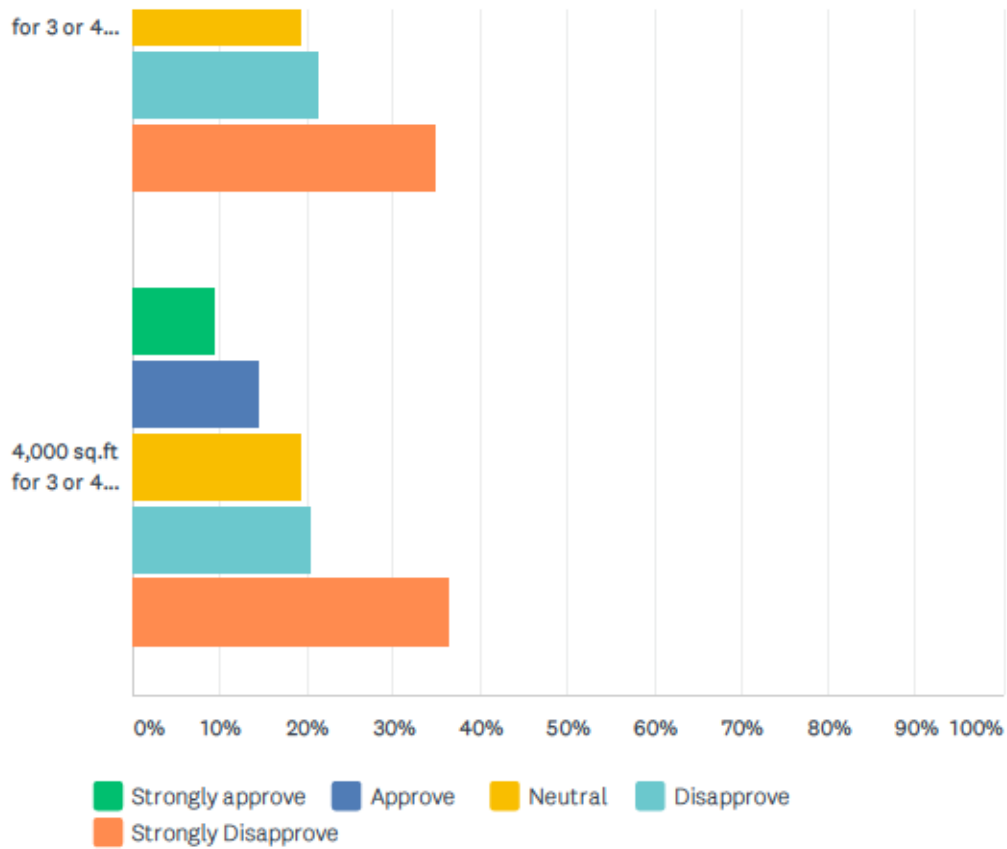
ANSWER CHOICES	RESPONSES	
Yes, the same maximum house size should be applied citywide	32.04%	66
No, the maximum house size should be varied to better match the size of the existing housing stock in each neighborhood.	50.97%	105
No, the maximum house size should be larger	6.80%	14
No, the maximum house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

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

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

Answered: 202 Skipped: 6

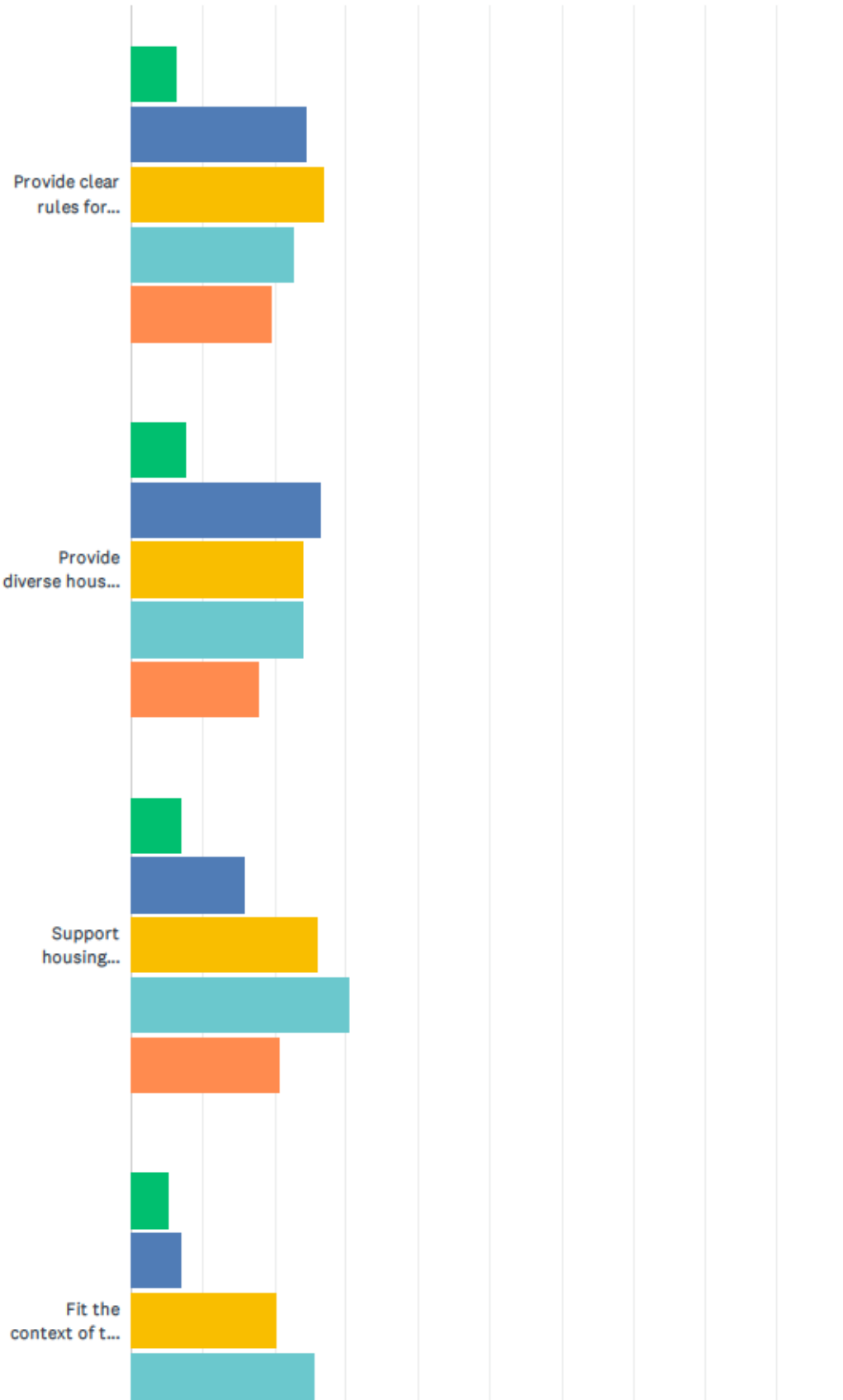


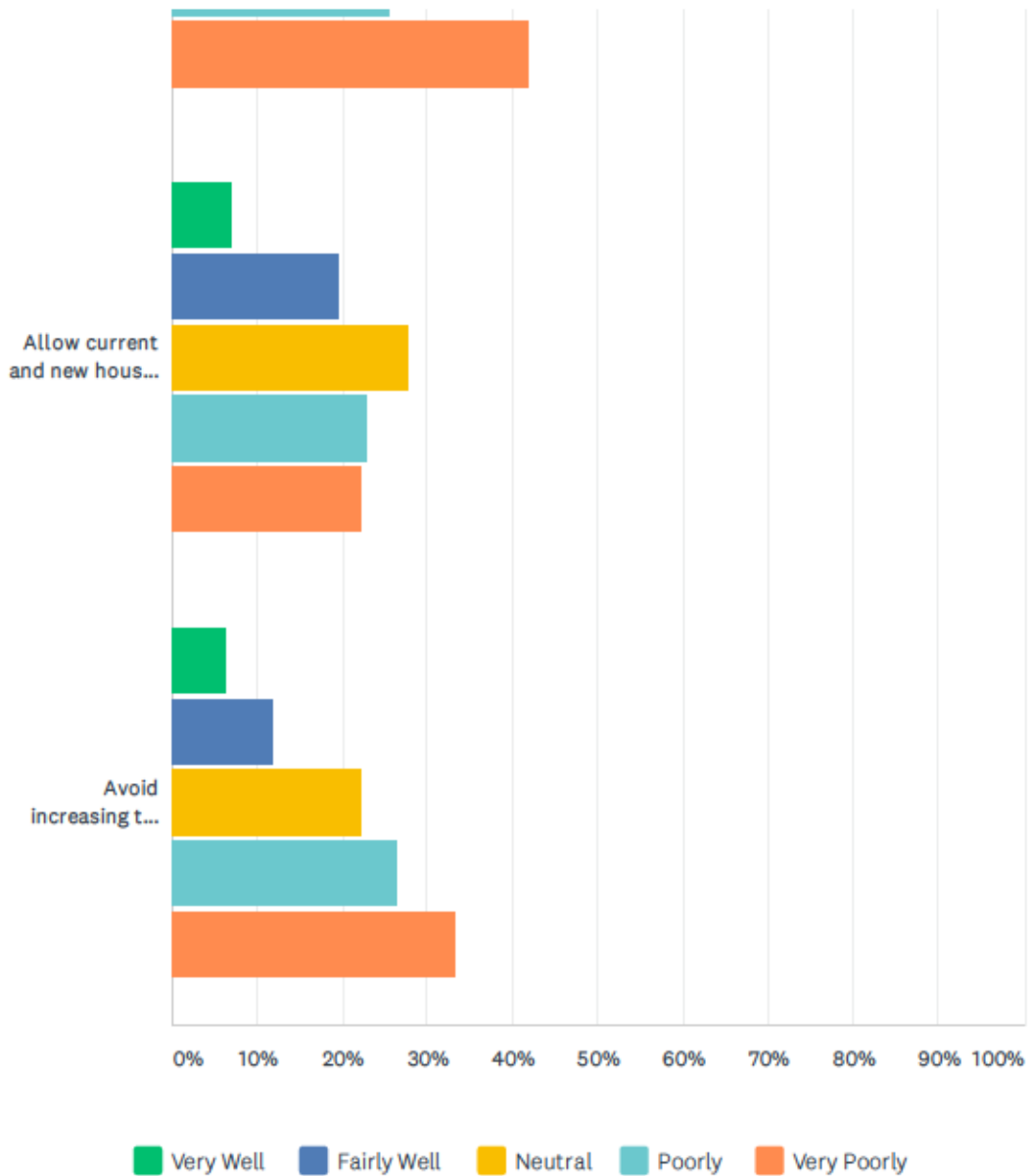


	STRONGLY APPROVE	APPROVE	NEUTRAL	DISAPPROVE	STRONGLY DISAPPROVE	TOTAL	WEIGHTED AVERAGE
2,500 sq.ft. for 1 dwelling unit	21.39% 43	29.35% 59	21.89% 44	11.44% 23	15.92% 32	201	2.71
3,000 sq.ft for 2 units	9.05% 18	29.15% 58	19.10% 38	19.10% 38	23.62% 47	199	3.19
3,500 sq.ft. for 2 dwelling units if original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

Q11 How well does the proposed RIP satisfy its Goals?

Answered: 208 Skipped: 0





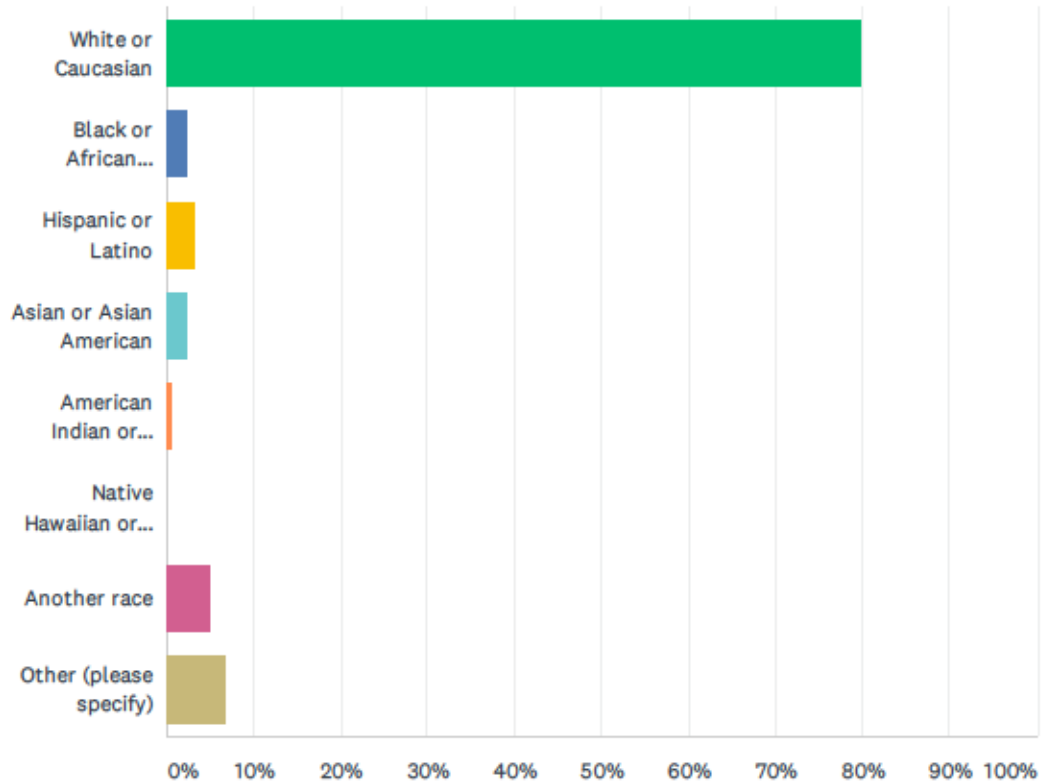
	VERY WELL	FAIRLY WELL	NEUTRAL	POORLY	VERY POORLY	TOTAL
Provide clear rules for future development	6.25% 13	24.52% 51	26.92% 56	22.60% 47	19.71% 41	208
Provide diverse housing opportunities	7.69% 16	26.44% 55	24.04% 50	24.04% 50	17.79% 37	208
Support housing affordability and extend access to neighborhood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

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

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

Q12 Optional: Which of the following best describes you?

Answered: 180 Skipped: 28

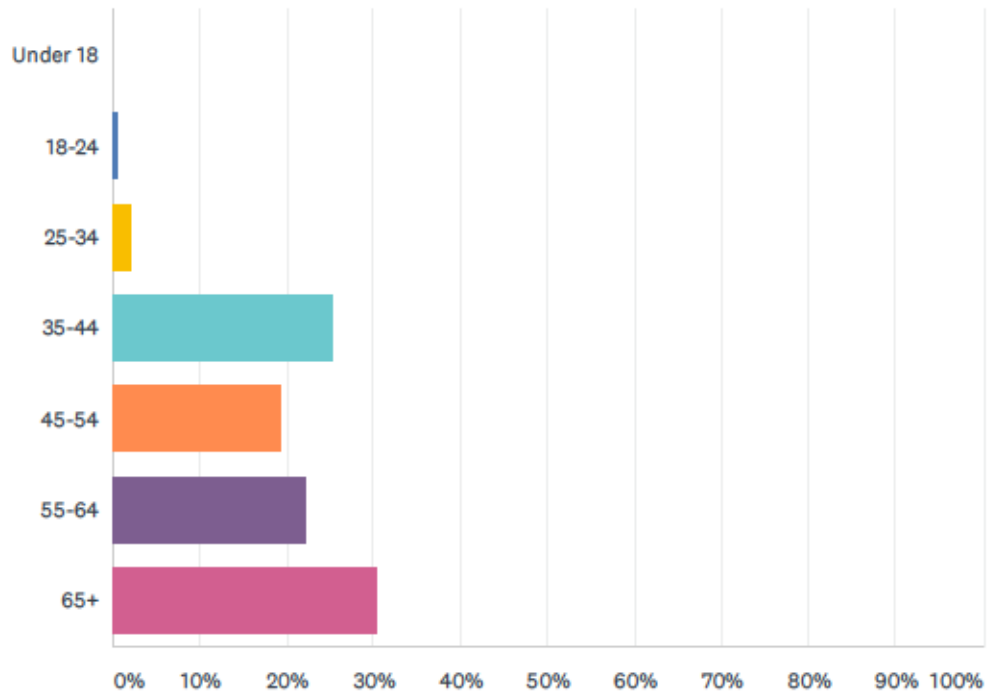


ANSWER CHOICES	RESPONSES	
White or Caucasian	80.00%	144
Black or African American	2.22%	4
Hispanic or Latino	3.33%	6
Asian or Asian American	2.22%	4
American Indian or Alaska Native	0.56%	1
Native Hawaiian or other Pacific Islander	0.00%	0
Another race	5.00%	9
Other (please specify)	6.67%	12
TOTAL		180

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

Q13 Optional: Which choice best describes your age?

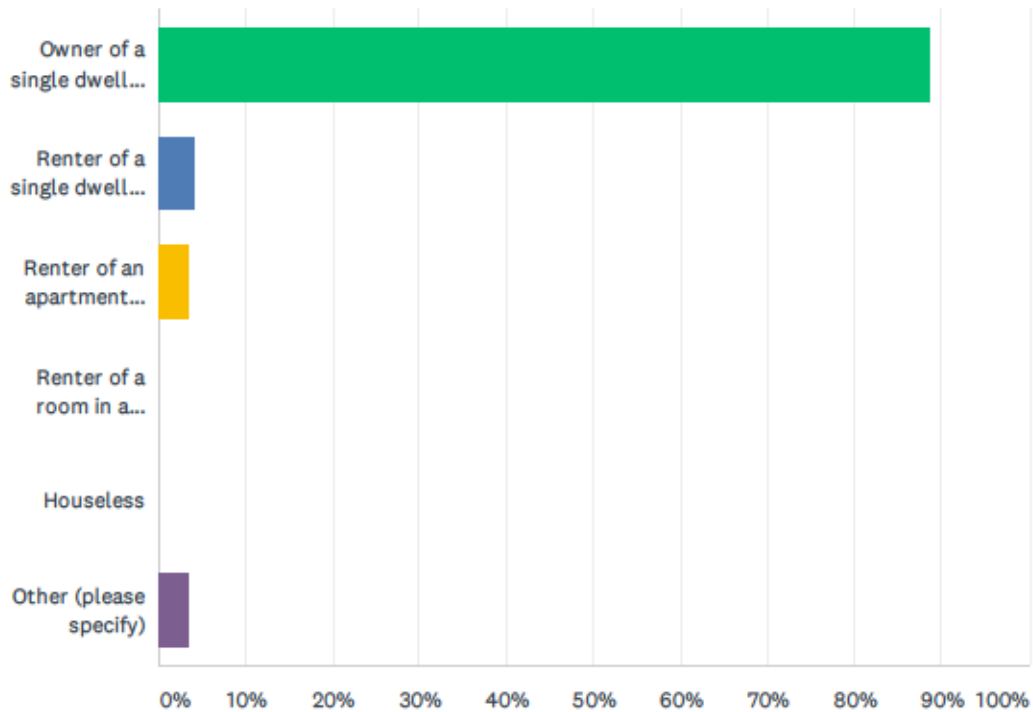
Answered: 185 Skipped: 23



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

Q14 Optional: What best describes your living situation?

Answered: 194 Skipped: 14



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

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

Tamara DeRidder

#83065 | January 16, 2020

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

RCPNA opposes the Residential Infill Project as it fails to satisfy 3 of the 6 Planning and Sustainability Objectives for this project.

Testimony is presented without formatting.

Eva Frazier

#83066 | January 16, 2020

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

We need more density without sprawl. Please bring the RIP to fruition with more affordable housing and more multiplexes that will fit right in. We need to build more housing without displacing the folks that don't have the means to own a house. I need this to be a city for everyone, not just homeowners that bought in before the recent growth spurt.

Testimony is presented without formatting.

Anahita Azizkhani

#83067 | January 16, 2020

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

Hi, I oppose the proposed Residential Infill Plan. I bought my house in 2004. As a 28 year old Iranian refugee, this was the first time in my life that I had a choice to pick my home. I picked my house on SE 33rd ave in Portland Oregon with dreams of setting down roots and creating community. For the past 15 years, I have been able to do that but after so many years of hard work to buy my house and keep my house, I am heartbroken that I have to let go of my dream. My street and neighborhood as changed so much. At first, I welcomed what seemed like renovation to falling down homes. But now I see perfectly sound and stable single family homes demolished to make way for luxury condos. These condos and row houses have no yards or front porches. I have no opportunity to interact with my neighbors. Some of my long time neighbors have been forced out because the property they were renting was sold and developed, some have been taxed out, and some were offered a price they could not refuse. Slowly over the past few years my surrounding area is one that I no longer recognize. Again, I am heartbroken to see no regard for public places that foster community, no regard for trees and green space that provide shade and homes for biodiversity. The high percentage of single family homes in the City of Portland is what gave it the unique characteristic of a city that didn't feel like a city, a city of neighborhoods. That was one reason I fell in love with Portland and chose to make my home here. Now, I must find another place.

Testimony is presented without formatting.

Kealey Browne

#83068 | January 16, 2020

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

The 2035 Comprehensive Plan has been on track to create city centers around Portland. The RIP will take away from the development around the city centers and put that development in the residential neighborhoods. This will raise the cost of land/homes in the residential areas. It will also take away from the development in the city centers, which will make people travel more by car etc to other parts of the city. Portland City Council 2121 SW 4th Ave. Portland, Oregon 97204 RE: Testimony Opposing the Residential Infill Project RIP is being promoted as a solution to the housing affordability crisis. However, the analysis commissioned by the City of Portland showed that rezoning all single-family lots to allow for duplexes, triplexes, quadraplexes, and townhouses will promote market-rate rentals over home ownership. The new units are predicted to be mostly micro-rental units with unaffordable average market-rate rents of \$1,823/month. Rather than affordable housing, Portland will see speculative redevelopment accompanied by increased demolitions of the most-affordable existing housing and more displacements of the most-vulnerable residents. According to the City's analysis, this type of rezoning will result in the displacement of low-income residents with no path of return. This will disproportionately impact minorities. The adopted 2035 Comprehensive Plan already has a 20-year housing supply of all housing types without RIP, including detached single-family, duplexes, triplexes, quad-plexes, and townhouses. Objections to RIP include: • Elimination of Single-Family Neighborhoods • Promotion of rentals over home ownership • Increased demolitions of affordable housing • No parking requirements • No infrastructure requirements • No transportation planning • Environmental protections overridden • Significant loss of residential tree canopy • No protection for historic resources • No restrictions on vacation rentals • Decreased fire safety in multi-units • Creates unaffordable housing • Displaces minorities worse than redlining • Exceeds the State-mandated requirements of HB 2001 The predicted unintentional consequences of RIP are far too negative to jeopardize the livability of the City of Portland. Please vote against it. Please add this to the Record. Thank you, Kealey Browne, 4757 NE Cully blvd. 97218

Testimony is presented without formatting.

Emily Young

#83069 | January 16, 2020

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

Residential Infill project This is the title of proposal before the Portland City Council: Amend the Comprehensive Plan, Comprehensive Plan Map, Zoning Map and Title 33 Planning and Zoning to revise the Single-Dwelling Residential designations and base zones (Ordinance introduced by Mayor Wheeler; amend Code Title 33 and Comprehensive Plan and Zoning Maps) I am completely opposed to this RIP proposal because it never received the detailed public involvement process used to develop the 2035 Comprehensive Plan. While there have been several iterations of the proposal with discussions by committees and requests for comment from community stakeholders, direct public outreach for comment has been minimal. For example, a session held to receive public comment at our County Library was so poorly organized, crowded, and time-consuming that many of us left without being able to give our comment, and even the Librarian castigated the City staff for misrepresenting the manner in which the meeting would be conducted, stating that the City would not be able to hold another such meeting at that location. In all the time this RIP proposal has been discussed by community stakeholders and neighborhood coalitions, why has there not been a greater effort on the part of the City to provide a more direct, accessible, and extended opportunity for the public, unaffiliated with specific stakeholder organizations, to comment? Considering the technical nature of many of the proposal's features and impacts, requesting comments through posting on the City web site or MapApp has been a poor substitute to holding widely available public meetings in which people are given time to absorb the design and impacts presented in the proposal, to ask questions, to understand how it would affect their neighborhoods. It's quite obvious that the real estate and development community has had a major role in crafting and refining this proposal to meet their own needs, before the public at large had been given any opportunity to comment on the extremely complex issues involved. How is it that those with financial interests in the proposal have greater representation in City deliberations than its own public? Who are these supporters of RIP? In contrast, during 2015-16 the City held numerous and detailed meetings for the public as part of its public involvement process for the 2035 Comprehensive Plan. This plan called for the City to map out how the city should progress for the next 20 years. I attended many of these public and committee meetings as a resident eager to hear what the planners and so-called experts designated as SAC committee members reported. One thing that concerned me was that most committees included many more members with real estate affiliations and development than residents without those connections or interests. In the end, though, due to the very extensive public involvement process, the adopted plan has been a positive step for Portland. It left some areas that

are still disputable, such as problematic policies on parking requirements for apartments, which had already been removed by the City and caused many neighbors to be concerned that they had no voice in the matter that apartment owners were allowed to build without space for parking. This brings me to the basic problem that has been going on since at least Mayor Adams' tenure. It appears there is a view in City government that Portland needs to maximize development with a minimum of rules. The Bureau of Development is now Prosper Portland. The name change itself is self-explanatory. Development = Prosperity. It has been clear that many in City government have fallen into blaming single family zoning, and by extension, the people who live in these homes, for all the ills of our current housing dilemma. Prosper Portland seems to affirm that our society has big problems such as prejudice, poor land use management decisions, and communication problems between elected officials and the citizenry (using their own language and jargon that we cannot understand). For example, this statement on their web site: "These are just some of our projects and programs that support the creation of vibrant neighborhoods and communities". We already have vibrant neighborhoods; but instead of involving citizens and neighborhoods in their work to improve livability, the very features of these neighborhoods that make them livable are blamed for our problems. It's quite obvious that the Prosper Portland approach with RIP is to amend the Comprehensive Plan adopted by the City and State because we forgot to give the realtors and developers more. Instead of allowing more time and meetings as were used during the Comprehensive Plan, let us solve all our problems with the RIP plan and do it quickly. After all the effort and community involvement in adoption of the Comprehensive Plan, now we find that because the City has not been able to encourage or require affordable multi-family housing as part of its plan for greater density, it has to allow developers yet another opportunity to build market rate units. Single family zoning is now the scapegoat for the City having made poor development decisions and a real estate market unable to provide affordable housing. There are very few new apartment complexes that include low income apartments. There are apartment projects that are being built separately as all low-income in certain areas. While there have been incentives offered to developers to include low-income housing, most recent projects have been built for market rates. It appears the City has given in to the idea that if developers are not given these deals they will go away. The City has no backbone for preserving the quality of life of its neighborhoods, but just gives platitudes on why the real estate market is unable to provide affordable housing. Saying that RIP will solve our housing crisis is unproven. Greater density can only be achieved if the housing is affordable. Some ideas to consider for more discussion: What are the best attributes of our neighborhoods today, and how can we preserve and enhance them? Are there alternatives to the types of new infill proposed by RIP? Why not start with building greater density through internal conversions of existing homes to create multiplex residences and ADUs? It seems obvious that internal conversions and ADUs offer greater density at a much lower cost to developers and renters. The code should not prescribe a maximum number of units, but insure that the form of any development fits the surrounding neighborhood. Later, after a review of the program, the code could expand lot size. The focus would remain on maximizing the number of units available at an affordable cost. Notice I am not just complaining but offering ideas. I HOPE SOMEONE ON THE

COUNCIL IS ABLE TO READ THIS! sincerely, Emily L Young resident of Portland for
50+years

Testimony is presented without formatting.

Anjala Ehelebe

#83070 | January 16, 2020

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

The Woodlawn neighborhood has the following comments on the RIP proposal. We support the RIP but especially want ideas from Better Housing By Design regarding green spaces and community meeting places to be cross-pollinated in it. We are most concerned to increase the supply of affordable housing, and we see that this project might increase housing, but not necessarily affordable housing, or housing available for purchase such as condos. We see a significant difference between housing and houses. There should be a balance between increasing the number of buildings and increasing the ability for average people to build equity by home ownership. We like the idea that the new construction should be near transit, jobs and shopping. We agree that careful placement of new buildings should minimize the need for additional parking. We think that new buildings that have commercial on the ground level should also have handicapped accessible housing on that level. There is a shortage of accessible properties now and the population is aging, so accessibility should have greater priority. We also have a question: When there is a current shortage of affordable housing, why does the City continue to allow the demolition of existing habitable affordable housing?

Testimony is presented without formatting.

January 16, 2020

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

Mayor Wheeler and Commissioners Eudaly, Fritz, and Hardesty,

I'm pleased that you're considering adoption of the residential infill project. I hope that you will evaluate it based on the likelihood that it will contribute to a lasting increase in our housing inventory. People need places to live, and not everyone wants to live within one-hundred feet of a busy, noisy road.

I will personally take advantage of this legislation by converting my basement to an ADU. My parents have recently retired, and I hope that they will be able to have a comfortable place to stay when they visit. I hope to have children in the next several years and the more comfortable I can make my parents (and my wife's parents), the more likely I'll be able to get familial childcare. When I no longer need the space, it will provide one more dwelling in our growing city.

I write to express my support for aspects of this project which I believe will positively impact our housing supply:

- The elimination of arbitrary parking requirements.
- The per-unit FAR bonus.
- The elimination of the "one front door" rule for additional units.
- The allowance of 4 dwellings per lot.
- The elimination of arbitrary ADU size constraints in pre-existing basements.

I hope you'll also consider amendments to improve this proposal in light of the passage of HB2001:

- Eliminate the minimum lot size requirements for "residential infill options" greater than a single duplex on every lot. There are many conforming lots in amenity-rich areas which are currently too small to qualify for 3- and 4-unit development. Since it seems to be tremendously difficult to rezone even close-in inner-ring properties, this is a reasonable short-term step.
- Instead of changing the base point measurement for height calculations (which will be disruptive to the future enhancement of existing structures on moderately sloping lots) only lower the base point for vehicle areas connected to the front lot-line.
- Allow a by-right FAR increment so that any new structure can be just a little bigger than large structures on the same block or across the street.
- Direct BPS staff to produce a real cottage cluster proposal that doesn't require the planned development process.
- Allow additional attached ADUs — the code language specifying one attached and one detached makes reference to the building code. If the building code can be satisfied, the zoning code shouldn't force this configuration. Additional ADUs won't trigger a property tax reassessment but a duplex or triplex conversion will.

Sincerely yours,

Sam Noble

420 SE 62nd Ave.
Portland, OR 97215

Sam Noble

#83071 | January 16, 2020

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

See attached PDF.

Testimony is presented without formatting.

Nannette Gatchel

#83072 | January 16, 2020

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

I am very much opposed to the infill project. We moved to this neighborhood because it is quiet. We owned a home near Hawthorne for 20 years and moved because that area became so congested and noisy because developers were allowed to build large living complexes, split lots, put in skinny houses, etc. The infill project would set our neighborhood up for this kind of disaster. By allowing this kind of runaway development, you completely change the spirit of the neighborhood. People want to live in these desirable neighborhoods, but after they are over developed, the desirability is gone. I love birds and I have a vegetable garden. When you allow this kind of building, we lose what I call sun space, we run out wildlife and destroy trees that provide valuable habitat for so many creatures. Please re-think this destructive proposal. I have lived in Portland since 1986 and I am so saddened by the continual degradation of the city. This kind of overbuilding will run people out rather than attract them. Don't do it.

Testimony is presented without formatting.

Bruce Hall

#83073 | January 16, 2020

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

The Infill Project is another deceptive project to reduce the liveability of Portland's tax-paying residents. They claim that they want to reshape our residential neighborhoods so that more people can live in them while limiting the construction of very large new houses. Portland had very good neighborhoods with liveability qualities, until our money-hungry city officials started infilling over the past several years. They claim that housing will be more affordable. They have allowed construction companies free range, tearing down older homes and building large homes in smaller areas, while destroying neighborhoods. and the prices have sky-rocketed. The damage has already been done; but now they come out with proposals, that allow these construction companies to build smaller houses and add on every inch of property; henceforth the city can rake in more property taxes, while eliminating parking, trees, and breathable space. They say that homes will be smaller but more affordable, which is not true. The only ones to benefit will be city coffers and Construction companies; who come into neighborhoods make quick money, while building inferior houses & Living units; which have to be repaired or rebuilt a few years later (I've seen it over the last 15 years or so) Then these companies leave the destroyed neighborhoods with their quick money & move on with no responsibility for their inferior work!! PARKING is becoming non-existent, making the streets stressful and unsafe. Privacy is a thing of the past; because you can't have privacy with all the tall houses overlooking any yard that a person might have. TREES -- The City has regulations and say that they want trees, but it's they've already allowed construction companies to cut down thousands of trees in the last 15 years. In their infill neighborhoods, they decrease the space to plant trees. there isn't enough space for trees to grow, henceforth they tear up sidewalks etc. FIRE & SAFETY---- Crowded housing invites more crime & Safety Hazards and allows for multiple units catching fire, because of their proximity. When I moved to Portland 46 years ago, you could actually enjoy your neighborhood. Now the neighborhoods have become crowded with no plan to make them liveable! The RESIDENTAL INFILL PROJECT will not solve the affordable home problem. It will ONLY allow the city the opportunity to make neighborhoods less liveable while allowing them to make more money through Permits, Property Taxes, parking permits, etc. The city has once again managed to misuse the tax-payers' hard earned money and not given them anything in return !!!!!!!!!!!!!!! Concerned Portland Resident Bruce W Hall

Testimony is presented without formatting.

Brian Gjurjevich

#83074 | January 16, 2020

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

Dear City Council, I'm writing in support of the Residential Infill Project. As our housing crisis extends into a new decade, it's absolutely vital that we bring more density into neighborhoods across Portland. Duplexes, triplexes, and 4-6-8-plexes are important housing options that address both affordability and climate issues—truly a win-win in a time when both are existential threats to our livability. I hope you'll approve the recommended draft and add a new "deeper affordability" option for below-market developers, along with citywide renter protections that are long overdue. Thank you for your time and consideration.

Testimony is presented without formatting.

Brian Posewitz

#83075 | January 16, 2020

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

I generally support the concept of more housing options and density in residential neighborhoods. However, I fear the size limits (through limits on floor area ratios) are too strict and my limit creation of new and affordable housing by reducing or limiting financial incentives to build new homes. For example, I have a 6,300 square foot lot in an R2.5 zone. I would like to keep the existing small home (about 1,300 square feet) and add two more detached homes. However, under the proposed FARs, the additional homes would be limited to an average of about 1,500 square feet. These homes would sell for less than, say, 2,000 square foot homes, which could make the return too little to justify the construction and permitting costs, resulting in fewer homes. If the FAR ratios are to prevent "McMansions" seen as inconsistent with "neighborhood character" (an incorrect guidepost, in my opinion, because neighborhood character should be allowed to change as it did at one time to create the current neighborhood character, but setting that aside), you should at least increase the FAR on smaller lots to allow at least 2,500 square feet (the apparently acceptable size for a single house in an R5 zone) for any lot at or above the minimum lot size. This would help ensure the financial return necessary to incentivize new construction without producing what some consider oversized houses. Thank you for considering my comments.

Testimony is presented without formatting.

Statement re R I P hearing January 15, 2020

One may be forgiven a chuckle at the acronym for the pending proposal to permit ANY type of residential construction anywhere in the city's neighborhoods regardless of existing single family zoning. However, it is anything but a laughing matter.

Many of us have already experienced "infilling" which has to-date not alleviated skyrocketing rents but it HAS caused much acrimony among existing residents. What I have seen so far is mainly replacements of one single family residence with a multi-story McMansion or apartment complexes that are eyesores. While I recognize the need for greater densities, I do wonder whether there are not more creative ways to achieve absorbing in-migration and growth.

I for one would be thrilled to see this effort linked to the city's climate planning - rather than keeping climate resilience in its own silo. By encouraging infill that demonstrates sustainable, clean energy districts, micro grids, shared common space in blocks, encouraging community solar developments, especially near schools, community centers, churches etc. and setting standards that Portland could create a set of incentives for developers who want to intensify densities by asking they aim for development of "street of dreams" - along Green New Deal methods.

You might call on the Rocky Mountain Institute for consultant help in a review of the city's planning and its codes as Berkeley has done. Or you might copy how the City of Milwaukie has created flexible standards for developers seeking exceptions basing approval on the condition they build energy conserving, green development that builds for the future.

You could begin with selected districts (bringing in neighborhood associations in support of innovative standards), instead of rolling it out city-wide. By finding strategies to win local support through demonstrating how it would improve a neighborhood, acceptance would grow. The showcase would then become your best sales tool for convincing existing residents of the benefit of such changes.

However you chose to proceed, you have a "selling job" to do. So far, you've managed merely to get lots of folks riled up in opposition. They have seen infilling and they can tell it is all too often NOT an improvement.

In closing, I wish to state that I am totally against so-called "micro" apartments with one shared kitchen per floor. That should not be permitted as a rule; I consider them future tenements

Inga Fisher Williams
2824 NE Cesar Chavez Blvd
503.281.6239

Inga Fisher Williams

#83076 | January 16, 2020

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

Statement re R I P hearing - January 15, 2020 One may be forgiven a chuckle at the acronym for the pending proposal to permit ANY type of residential construction anywhere in the city's neighborhoods regardless of existing single family zoning. However, it is anything but a laughing matter. Many of us have already experienced "infilling" which has to-date not alleviated skyrocketing rents but it HAS caused much acrimony among existing residents. What I have seen so far is mainly replacements of one single family residence with a multi-story McMansion or apartment complexes that are eyesores. While I recognize the need for greater densities, I do wonder whether there are not more creative ways to achieve absorbing in-migration and growth. I for one would be thrilled to see this effort linked to the city's climate planning - rather than keeping climate resilience in its own silo. By encouraging infill that demonstrates sustainable, clean energy districts, micro grids, shared common space in blocks, encouraging community solar developments, especially near schools, community centers, churches etc. and setting standards that Portland could create a set of incentives for developers who want to intensify densities by asking they aim for development of "street of dreams" - along Green New Deal methods. You might call on the Rocky Mountain Institute for consultant help in a review of the city's planning and its codes as Berkeley has done. It would be money well spent. Or you might copy how the City of Milwaukie has created flexible standards for developers seeking exceptions basing approval on the condition they build energy conserving, green development that builds for the future. You could begin with selected districts (bringing in neighborhood associations in support of innovative standards), instead of rolling it out city-wide. By finding strategies to win local support through demonstrating how it would improve a neighborhood, acceptance would grow. The showcase would then become your best sales tool for convincing existing residents of the benefit of such changes. However you chose to proceed, you have a "selling job" to do. So far, you've managed merely to get lots of folks riled up in opposition. They have seen infilling and they can tell it is all too often NOT an improvement. In closing, I wish to state that I am totally against so-called "micro" apartments with one shared kitchen per floor. That should not be permitted as a rule; I consider them future tenements Inga Fisher Williams 2824 NE Cesar Chavez Blvd 503.281.6239

Testimony is presented without formatting.



Sullivan's Gulch Neighborhood Association, c/o Holladay Park Plaza, 1300 NE 16th Ave., Portland, Oregon 97232
<http://www.sullivansgulch.org>

January 16, 2020

Mayor Ted Wheeler
City of Portland
1221 SW 4th Ave., #110
Portland, OR 97204

Subject: Residential Infill Comment Letter

Dear Mayor Wheeler:

Please accept this letter in support of the proposed amendments to Portland's lower-density residential zoning districts. The City's traditionally labeled single family residential zoning districts need reform in order to provide greater diversity of housing choice for present and future residents. The proposed amendments also address a century of de facto discrimination and exclusion of lower income and people of color from some residential districts.

The Sullivan's Gulch land use committee and board have reviewed the proposed amendments and monitored commentary from the various interest groups weighing in on this proposal. We have been dismayed and disturbed by some of the hysterical claims that the initiative will destroy our neighborhoods. Speaking as a resident of a city neighborhood with diverse housing choices I find these comments insulting. We believe that Sullivan's Gulch shows how diverse housing types can be blended together and offer excellent quality of life to residents. Our housing diversity also enables transportation options and proximity to services that are not economically feasible in low-density residential areas.

Sullivan's Gulch has learned the hard way that while housing diversity has been beneficial there are things we wish had been done differently in the 1970s when poorly designed apartments were permitted. The problem is not with the density but with building quality and site design. We believe the approach to regulate new development in residential zones using siting, height, and floor-area rules rather than density limits are a step in the right direction. Had this approach been in place in the 1970's, aesthetic conditions in Sullivan's Gulch would be better today.



Sullivan's Gulch Neighborhood Association, c/o Holladay Park Plaza, 1300 NE 16th Ave., Portland, Oregon 97232
<http://www.sgnablog.blogspot.com>

In this context, we would like to see the city embrace voluntary neighborhood design guidelines as a mechanism to provide design professionals and builders guidance concerning design features, plantings, appurtenances, and other historic or aesthetic features that are prevalent in a particular area or district. We emphasize the voluntary nature of this remedy. We do not wish to see design guidance made mandatory lest it be used to exclude housing types that would otherwise be allowed, or impose significant costs as a means of deterring construction of affordable housing. We recognize, however, that concerns about infill and redevelopment that is out of character is widespread and feel this approach may assuage those concerns.

As an example, we offer the well-crafted design guidelines that were prepared as part of the 1993 Albina Community Plan. They focused on characteristic features of the neighborhood and it's housing stock, such as preservation of sightlines, signage, building orientation and access, and historic characteristics common with the districts in the plan area. More recently, a collaboration of neighborhoods in the Division Street corridor developed design guidance for that commercial corridor that were not proscriptive in terms of materials and architectural style but rather focused on livability issues so that building massing, design features, and siting would be compatible with adjacent development.

Sincerely,

A handwritten signature in black ink, appearing to read "DJ Heffernan", written in a cursive style.

DJ Heffernan, Chair
SGNA Land Use and Transportation Committee

Daniel Heffernan

#83077 | January 16, 2020

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

Please accept the attached letter in support of the residential infill zoning code amendments. The hysterics about the changes ending Portland as we know it are just that - hysterics. Our Sullivan's Gulch neighborhood has a diverse range of housing types and it is a very livable neighborhood. Our diversity is our strength.

Testimony is presented without formatting.

Matt Otis

#83078 | January 16, 2020

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

Dear Mayor and City Commissioners, I strongly support the Residential Infill Project. Our city is beset with a myriad of issues. Most of those center around housing and that we need more of it. We need more market rate housing to supply those moving to the region. We need a way to grow our housing supply as climate refugees arrive in the coming decades. We need public housing to help keep those near the bottom from falling off the bottom and into our streets. We need options that allow young students and aging individuals to have homes sized right for their needs. We need missing middle homes to give young families opportunity and stability to grow their families. We need cottage clusters that can foster close-knit communities to counter the driving isolation in our society. We need more options than just large old single-family homes, and one bedroom apartments on corridors. We need more people living in the heart of our metro so that we reduce our overall environmental footprint. We need the options put forward in the Residential Infill Project to drive us towards a better future. If the Residential Infill Project were rejected your vote against it says that you like the status quo created by single-family-only policies with racist roots. You'd help to entrench wealth in the hands of the wealthiest for another generation. You'd show that you don't see a problem with the way things are now. It'd be very disappointing to see you choose such a negligent path and vote against the Residential Infill Project. While the Residential Infill Project can't fix all the problems facing our city. It's a critical component to address missing middle housing. With this step taken, we can work on long-term options to address affordability. We can work on plans to reduce displacement and lessen the impact of gentrification. We can create environmental policies for cleaner city neighborhoods. We can build a more-livable city that's a model for the region and country. I ask that you support the Residential Infill Project. And 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.

Isadora Cascante

#83079 | January 16, 2020

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

Please DO NOT exempt developers from providing additional parking. The lack of adequate parking in Portland is already a serious public safety issue. It prevents us from daylighting intersections. Pedestrians and cyclists are dying because of short-sighted urban planning decisions driven by developers and business interests.

Testimony is presented without formatting.

Katherine Montgomery

#83080 | January 16, 2020

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

I oppose RIP because it displaces long term residents, makes buying a home unaffordable, and ruins the uniqueness of Portland.

Testimony is presented without formatting.

Daniel Gebhart

#83081 | January 16, 2020

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

Last year, I was lucky enough to get to the front of the waiting list at 72 Foster and land a studio apartment after a rent increase months earlier had me spending down my savings. For too many others, the waiting list remains long for subsidized housing and market-rate options limited. The difference between moving and being displaced lies entirely in the options available. The City Council is faced with a proposal to increase housing options, and it must do so. I ask you to pass the RIP with the recommendations made by Portland Neighbors Welcome. Best, Daniel Gebhart

Testimony is presented without formatting.

Elena Heller

#83082 | January 16, 2020

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

Please pass RIP. If we don't make these changes, we will continue to have demolitions that will support a 1:1 ratio. Lose one small single family house, build one massive single family house. We have all seen this happening all over the city... RIP will allow the opportunity to build new middle housing for more income levels to help create a healthy and vibrant community. Density creates walkable neighborhoods. Walkable neighborhoods creates opportunities for neighbors to engage and build community. Density, thus walkable neighborhoods, creates a healthier city for us to live in and reduce our effects on climate change. Please support the deeper affordability amendment to make housing options for more people in need. RIP is the first step that must happen to make Portland a healthier, denser and more livable place.

Testimony is presented without formatting.

Gretchen Kilby

#83083 | January 16, 2020

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

I agree in principle about the need for infill and appreciate that the city is addressing the need for more (hopefully affordable) housing in Portland; however, I think that there are some situations where triplexes and quadplexes are a mistake. There are numerous parts of town where there are dead end streets and the street I live on is narrow (2 cars wide). Having 24-32 "residences" here (there are currently 8 single-family houses) would exacerbate already difficult parking/ access issues with our close proximity to Hawthorne. There needs to be room for credible exemptions. In this neighborhood I have seen a lot of planning put in place in regards to where cars can be and none of seems well thought out. Smaller side streets have increased traffic because cars are being re-directed to preserve Greenways. Bioswales which I think are fantastic, also take away parking options. Making situations difficult for people to have cars (i.e. less parking because of more residences) is not going to stop people from having cars or needing to get from point A to Point B in a car. Again, there needs to be room for geographic considerations and not blanket policy. Thank you.

Testimony is presented without formatting.

Elizabeth Schosser

#83084 | January 16, 2020

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

I am very much opposed to the infill project. We moved to this neighborhood because it is quiet. We owned a home near Hawthorne for 20 years and moved because that area became so congested and noisy because developers were allowed to build large living complexes, split lots, put in skinny houses, etc. The infill project would set our neighborhood up for this kind of disaster. By allowing this kind of runaway development, you completely change the spirit of the neighborhood. People want to live in these desirable neighborhoods, but after they are over developed, the desirability is gone. I love birds and I have a vegetable garden. When you allow this kind of building, we lose what I call sun space, we run out wildlife and destroy trees that provide valuable habitat for so many creatures. Please re-think this destructive proposal. I have lived in Portland since 1986 and I am so saddened by the continual degradation of the city. This kind of overbuilding will run people out rather than attract them. Don't do it. I am also very upset that very little of the West Hills is included in this project. Why is that? Someone needs to answer this question! So those with wealth do not have to deal with congestion, noise, no sun space and all of the other problems that come with concentrating too many people in too little of space. How is that fair?

Testimony is presented without formatting.

Joan Petit

#83085 | January 16, 2020

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

I support The Residential Infill Project because it will create more homes for Portlanders in all of our neighborhoods and create homes that more Portlanders can afford. I am a divorced single mother of two sons in the Eliot neighborhood. Following my divorce, I hoped to find a smaller home in my neighborhood so I could save some money and move into a home sized more appropriately for my smaller family. Unfortunately, there aren't many options for smaller homes in my neighborhood, and I didn't want to disrupt my children further by moving them away from our neighborhood, so we stayed put, in a house I struggle to afford that's really too big for the three of us. In my historically African American neighborhood, I know older black residents who would like to stay nearby without the upkeep of a big, old house, but there are few options for them nearby. We need more options in our neighborhoods. My old 1905 foursquare shows signs that it was once a duplex, like many of my neighbors' homes. I would love to see us be able to turn our large home into duplexes and add an ADU or other small home in our backyards. Our neighborhood could accommodate so many more people, who could take advantage of our neighborhood's excellent amenities and access to public transportation and bike lanes. The best way to preserve the character of my neighborhood is to have more housing options for more people of all income brackets. Without the Residential Infill Project, displacement will accelerate and Portland will continue to be unaffordable for an increasing number of people. 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. Thank you.

Testimony is presented without formatting.

Carly Wojciechowski

#83086 | January 16, 2020

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

I oppose RIP! Family homes ARE affordable housing, and the need for these overpriced buildings does not exist, is NOT affordable and only separates the community more. Not to mention the cardboard cookie cutter feel that detracts from the magic of portland neighborhoods. There are better ways of creating sustainable and affordable housing for our future residents and this is not it. I am living in a multi family home right now (as a renter) and it is everything that makes portland (and communities in general) so special and uniting. Enough separation and manipulation. Thank you.

Testimony is presented without formatting.

Marisa Lee

#83087 | January 16, 2020

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

To the members of the Portland City Council: I am a resident of Multnomah Village, where we have been renting for many years and would like to buy our first home. I strongly support the Residential Infill Project. I believe the RIP will ensure homeowners have easier access to all the options for modifying their homes, while preserving trees, reducing home demolitions, and encouraging walkable neighborhoods. Whether its to support a growing family or a downsized lifestyle to age in place, the freedom to modify one's home helps families avoid displacement when the property can grow and shrink to meet a family's needs. I urge the commissioners to please approve the Residential Infill Project Recommended Draft as soon as possible. Portland residents need affordable housing options and Portland homeowners can be part of the solution. Thank you for hearing our testimony, Marisa Lee

Testimony is presented without formatting.

Emily Guise

#83088 | January 16, 2020

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

I support the draft Residential Infill Plan, and urge the Council to adopt it. I'm 35, currently a renter in an 8-plex in the Foster-Powell neighborhood, and primarily get around by foot, bike, and transit. I would like to buy a home in a few years, but as someone who makes just under \$60k (the median income for a single person in Portland), it's hard to find a home I can afford in a neighborhood that allows me to get around without a car. I'd like to live in a multi-unit building, but there's just not that many available currently. RIP would be an excellent step forward to provide more homes for middle-income people like me. To ensure my neighbors don't get pushed out, I would like to see RIP include a new deeper affordability option for below market developers, and the citywide tenant opportunity to purchase renter protections as advocated for by Anti-Displacement PDX.

Testimony is presented without formatting.

Elyssa Kiva

#83089 | January 16, 2020

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

I support the Residential Infill Project because infilling, increasing density, and adding transit is the best way fight transportation carbon emissions. We will also be able to reclaim more of our public space lost to cars by not requiring parking. 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.

Mr. Mayor and Commissioners:

I am honored today to testify for Portland: Neighbors Welcome, a grassroots group that advocates to make sure that ALL Portlanders can find and keep stable housing that they can afford.

One of my favorite writers once said: "The best way to predict your future is to create it."

Right now, we are planning the future of Portland, and the future of Portlanders. We are determining which kinds of homes we will allow to be built, and we are determining who may or may not be able to live in those homes.

After four years of work and revisions, let's begin with what the project now does well:

We can now say with confidence that the Residential Infill Project will create four-plex homes that can be wheelchair accessible, and less than a quarter of the price of many McMansions being built under current codes. We can say that the project prioritizes and incentivizes more regulated affordable housing. We can say that better upgrades and usage of existing homes through internal conversions will be legal. And, we can say that we are planning our neighborhoods to have base – level densities that can actually support frequent transit service.

But it's also important to be accurate about what this project doesn't do.

First, this is not, by and large, a very low-income housing solution. That's ok, and it's important to provide more middle housing options, taking the pressure off home availability across the board. Let's listen to the testimony that we heard from tenants rights attorney Nikki Fisher yesterday, and ensure that a shortage of middle-housing choices doesn't take resources away from where they are most needed.

Second, this is the **beginning** of our collective action to repeal exclusionary zoning, and secure equal and fair access to housing ... **not the end**. The project begins to repeal the historic and current racial segregation and economic inequality of exclusive single family zones, but we are not done. When we leave here today, I challenge all the housing advocates turning out for Middle Housing to take equally enthusiastic action on the stabilization and revenue-generating policy recommendations proposed by Anti-Displacement PDX, and to continue to turn out for better renter protections.

Third, **the Residential Infill Project could make even greater strides in supporting regulated affordable housing by introducing a Deeper Affordability Bonus** echoing the great policy work in Better Housing by Design. Please listen to the nonprofits who have been testifying on this project, and allow them to better serve more Portlanders.

We know that change is coming – it's already upon us. We know that the question is not WHETHER Portland will change, but HOW.

Today, we are choosing between a future where we provide cheaper homes at a fraction of the cost of current one-plexes ... or not. Where we prioritize regulated affordable homes in our neighborhoods, or not. Where we legalize visitable and physically accessible homes for our aging community members and people living with disabilities ... or not. Where we get serious about cutting our carbon emissions and prioritizing climate justice – or not.

Portland: Neighbors Welcome urges Council to pass the strongest possible Residential Infill Project, and to also support the critical anti-displacement protections being advanced by ADPDX.

I know which of these two future Portlands I want to live in. Do you?

Sincerely,

A handwritten signature in cursive script, appearing to read "Madeline Kovacs".

Madeline Kovacs

Madeline Kovacs

#83090 | January 16, 2020

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

Mr. Mayor and Commissioners: I am honored today to testify for Portland: Neighbors Welcome, a grassroots group that advocates to make sure that ALL Portlanders can find and keep stable housing that they can afford. One of my favorite writers once said: “The best way to predict your future is to create it.” Right now, we are planning the future of Portland, and the future of Portlanders. We are determining which kinds of homes we will allow to be built, and we are determining who may or may not be able to live in those homes. After four years of work and revisions, let’s begin with what the project now does well: We can now say with confidence that the Residential Infill Project will create four-plex homes that can be wheelchair accessible, and less than a quarter of the price of many McMansions being built under current codes. We can say that the project prioritizes and incentivises more regulated affordable housing. We can say that better upgrades and usage of existing homes through internal conversions will be legal. And, we can say that we are planning our neighborhoods to have base – level densities that can actually support frequent transit service. But it’s also important to be accurate about what this project doesn’t do. First, this is not, by and large, a very low-income housing solution. That’s ok, and it’s important to provide more middle housing options, taking the pressure off home availability across the board. Let’s listen to the testimony that we heard from tenants rights attorney Nikki Fisher yesterday, and ensure that a shortage of middle-housing choices doesn’t take resources away from where they are most needed. Second, this is the beginning of our collective action to repeal exclusionary zoning, and secure equal and fair access to housing ... not the end. The project begins to repeal the historic and current racial segregation and economic inequality of exclusive single family zones, but we are not done. When we leave here today, I challenge all the housing advocates turning out for Middle Housing to take equally enthusiastic action on the stabilization and revenue-generating policy recommendations proposed by Anti-Displacement PDX, and to continue to turn out for better renter protections. Third, the Residential Infill Project could make even greater strides in supporting regulated affordable housing by introducing a Deeper Affordability Bonus echoing the great policy work in Better Housing by Design. Please listen to the nonprofits who have been testifying on this project, and allow them to better serve more Portlanders. We know that change is coming – it’s already upon us. We know that the question is not WHETHER Portland will change, but HOW. Today, we are choosing between a future where we provide cheaper homes at a fraction of the cost of current one-plexes ... or not. Where we prioritize regulated affordable homes in our neighborhoods, or not. Where we legalize visitable and physically accessible homes for our aging community members and

190093

people living with disabilities ... or not. Where we get serious about cutting our carbon emissions and prioritizing climate justice – or not. Portland: Neighbors Welcome urges Council to pass the strongest possible Residential Infill Project, and to also support the critical anti-displacement protections being advanced by ADPDX. I know which of these two future Portlands I want to live in. Do you? Sincerely, Madeline Kovacs

Testimony is presented without formatting.

m coholan

#83091 | January 16, 2020

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

Please require parking spaces for any infill project development. Neighborhoods are already overwhelmed with crowded streets. There are citizens who cannot ride public transportation or walk and not all able-bodied people are giving up their automobile. The hardship of driving around blocks to find a parking space greatly reduces any carbon offset by removing the parking space requirement.

Testimony is presented without formatting.

Garrett Downen

#83092 | January 16, 2020

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

I support the Residential Infill Project. As a homeowner and proud Portlander, I'm invested in this community and I want it to grow equitably and sustainably. 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.

Jeffrey Yasskin

#83093 | January 16, 2020

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

I strongly support the Residential Infill Project because Portland needs denser and more affordable housing. My family and I moved to Portland 4 years ago, and because Portland has required single-family homes in most of the city since 1959, we displaced someone by moving here. I want to compensate for that by helping to ensure that enough new housing is built that many other people won't be displaced. While the RIP as it stands isn't an affordability measure, the fourplexes it allows are likely to be affordable to people making the median income in the city, unlike all of the smaller housing types. I also encourage you to amend the proposal with the Deeper Affordability Amendment to allow up to 8-plexes if they are affordable to sufficiently low incomes, and with Anti-Displacement PDX's suite of renter protections to protect people living in any houses that get upsized. The extra density that the RIP allows is also essential for many reasons. First, denser communities have less impact on the climate, both because people don't need to drive as much, and because denser houses are inherently more efficient. Second, denser housing makes transit more efficient, which will allow the city to provide more of it, reducing congestion and getting even more people out of their cars. Third, as people age, they become less able to drive, and denser communities make it easier to live without a car. Please approve the RIP.

Testimony is presented without formatting.

Aaron Simpson

#83094 | January 16, 2020

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

Dear City Council, I 100% support the RIP draft and encourage you to add the deeper affordability and anti-displacement proposals as well. I think this could be a great way to help the housing shortage in our city as well as bring a more diverse group to our city. There are other ancillary benefits as well like significant climate benefits. Thank you.

Testimony is presented without formatting.

Mt. Scott-Arleta is a working-class neighborhood located adjacent to 82nd Avenue, one of the few places in Portland where families earning around \$60,000 might still have access to homeownership.

Ours is also a neighborhood where we value diversity and inclusion so our board, on whose behalf I'm speaking, has voted to publicly join the chorus in supporting RIP with the understanding that this is not the end all be all but the beginning of a conversation. We also understand that this is not "FORCING GROWTH" but rather making it legal by right so that as our city grows, that growth is inclusive, and our options are diverse with increased choices attainable for both existing and future neighbors.

The compact walkable centers that we love should not be just for those that can afford a \$700,000 homes. Allowing fourplexes by right makes it possible to divide property costs and fourplexes are the only market-rate home under discussion to bring housing costs close to 100% MFI. Deep affordability bonuses are a revenue-neutral strategy to eventually increase the supply of housing for lower-income households and continue to welcome people into the neighborhood.

Portland has pledged to become a Carbon Neutral City by 2050. Today the state's largest source of climate-changing emissions are from transportation, which continue to grow. Without allowing more people to live within and throughout the city we are forcing people to drive from further away, increase vehicle miles traveled, and increase emissions as we commute. With RIP we have an opportunity to work towards carbon neutrality with urgency.

At the edge of our neighborhood, Foster Road and 82nd Avenue is a major hot spot on our city's "heat islands" map. These are places in the city that experience hotter than average temperatures in heatwaves; the additional tree canopy made possible by eliminating minimum parking requirements (parking surfaces are usually impermeable) and increasing the efficiency of housing and thus reducing emissions via RIP will mitigate the severity of the urban heat island effect.

As a neighborhood identified as at risk of displacement if RIP is implemented (BPS has identified as 3-7 households in each of the areas over 29 years), here are our requests:

- 1) We must not let the perfect be the enemy of the good-- we need to pass this zoning change ASAP to ensure the building of this missing middle housing begins;
- 2) We should NOT be removing neighborhoods "at risk" from this zoning change, freezing out affordable housing developers from entering those areas in perpetuity;
- 3) We support continued investments in anti-displacement at the top our agendas citywide regardless of the policy area or infrastructure investment; that said, at this time we encourage you to implement the deep affordability bonuses for 6 and 8-unit projects if they are regulated affordable housing.

Sarah Iannarone

#83095 | January 16, 2020

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

See attached PDF.

Testimony is presented without formatting.

Carly Wojciechowski

#83096 | January 16, 2020

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

REVISION (I made an error in phrasing about the housing)- I oppose RIP! Single family homes ARE affordable housing, and the need for these overpriced buildings does not exist, is NOT affordable and only separates the community more. Not to mention the cardboard cookie cutter feel that detracts from the magic of Portland neighborhoods. There are better ways to create sustainable and affordable housing for our future and current residents and this is not it at all. I am living in a single family home now (as a renter) and it is everything that makes Portland (&communities in general) so special and uniting. Enough separation and manipulation. Thank you. Additional note: all of my friends (who are low/average American income) are living in single family homes with roommates. None of them can afford or would want to live in the types of housing this bill is proposing.

Testimony is presented without formatting.

Michael Burdick

#83097 | January 16, 2020

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

While we support the Residential Infill Project because it encourages density, we object strongly to the new floor area ratio standards. The new FAR standards drastically reduce the maximum buildable square footage for the bulk of single-family zoned properties in the city, locking thousands of Portland homes into their current floorplan and blocking thousands of families from being able to improve their homes. To the extent there is any worthwhile policy goal served by these drastic new limits on construction, there must be a less onerous alternative. Even if you think too many large houses are being built and the city should try to discourage them, why not regulate developers? Why take aim at average working families just trying to add some space for their growing family? Homeowners over-building their lots is absolutely not a problem. The new FAR limits are a perverse, overreaching solution in search of a problem, and we urge you to please eliminate them before approving the many worthy provisions of the Residential Infill Project. -Michael Burdick and Thomas Soppe

Testimony is presented without formatting.

Ellen Finneran

#83098 | January 16, 2020

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

I am writing in support of the residential infill project (RIP). I am a homeowner in the Rose City Park neighborhood and I would like it to be known that the RCPNA (and their survey results) do not represent me or my views. Portland must create denser neighborhoods for several reasons: Not everyone will live in single-family houses. Due to the urban growth boundary, Portland is not large enough to accommodate that. What's more, many people aren't interested in that lifestyle, and many cannot currently afford it. The City must approve zoning for middle-housing in areas currently zoned R5. Without increasing the amount of (and diversity in types of) housing stock, prices will continue to rise as people continue to move to Portland, which is expected. This is an issue of supply-and-demand. As the climate continues to change, we all must adapt and make fewer trips by car, thereby reducing our carbon footprints. Neighborhoods with higher density, where housing is close to available amenities are inherently more walkable and more bike-able. Encouraging non-car modes of transportation and making those alternative modes easier, which density will do, is imperative to combat climate change. The part of Rose City Park where I bought my house is diverse in housing types. There are duplexes, triplexes, condos, apartment buildings, and small and large single-family homes. As a result, this is the most economically and ethnically diverse area of Portland in which I have lived. My neighborhood is diverse and interesting. Middle-housing enabled that. Portland needs more of that. Portland's population is increasing and will continue to do so. We must seize this opportunity to create the denser, more livable city we need.

Testimony is presented without formatting.

Arlene Williams
5401 SE Henry St
Portland OR 97206

RESIDENTIAL INFILL TESTIMONY— Revised JANUARY 14, 2020

I am asking the City Council to amend the RIP overlay map to exclude my dead end street (between 5208 to 5433 SE Henry St) from the new zoning requirements. In 2016, the City Council approved an amendment to the Comprehensive Plan to not upzone this dead end block to R-2.5 because there would be an increased risk to public safety by allowing a large expansion in density.

A dead end street has only one exit. It is inherently dangerous. In the case of a fire, gas leak, toxic spill, or police incident that demands evacuation, people could get trapped and need rescue. That is why the RIP Housing Opportunity Overlay will not be appropriate for my dead end street (the block of SE Henry street east of SE 52nd St), which is already dense, over-long, and does not meet the fire code.

Imagine a night club with its fire exits blocked. Now imagine sending the Fire Marshal into that building to say, "Sure you can squeeze more people in here every night. Let's increase the occupancy limit. Public safety doesn't matter." That would be irresponsible. Who would think of doing that?

For the same reason, my dead end street on SE Henry Street should be exempt from the RIP Housing Opportunity Overlay. More housing density should not be added (which will increase the number of people needing rescue) for the following reasons:

- There is a 7 foot fence blocking the dead end. I cannot climb it to escape. I would need rescue.
- It does not meet Fire Code or the Right of Way Code (33.654.120) or Title 31.30.010. It doesn't have a turnaround.
- At 475 feet, it is longer than recommended for a dead end street. (33.654.110 B:2)
- Portland Fire Code is lax, doubling the dead-end street length that requires a turnaround to 300 feet. The International Fire Code, Oregon State Fire Code, even Multnomah County Code all require a turnaround on dead-end streets over 150 feet. Despite Portland's leniency, my dead-end block does not meet the Portland Fire Code.
- It already has 35 living units, twice the number it should have, which is 18.(33.654.110 B:2)
- The overlay would allow up to 69 living units by right, almost four times the number of living units that are recommended .
- We already have 4 duplexes, 2 tri-plexes, 2 four-plexes, 2 ADUs, and 3 flag lots besides the 8 regular single family homes. We are packed.
- Even if you argue that Portland Fire Code should only apply to new development, which I dispute, isn't that what the RIP is? New development?

A majority of the R-5 lot residents on this street have signed a petition opposing the RIP proposals. I have the signatures of 15 people representing 9 of the 13 R-5 lots, (both owners and renters) who agree it would not be safe to add more people here.

Planning staff has exempted lots on steep slopes. It has also exempted lots with roads that do not have adequate infrastructure improvements and/or are not maintained by the City of Portland. My dead end street must be exempted as well. We have inadequate infrastructure (no turnaround).

Here are the specific ways our street does not meet the Code:

- Page 68 of the **2016 Portland Fire Code** says in 503.2.5 Dead Ends: **Dead end fire apparatus access roads in excess of 150 feet (45 720mm) in length shall be provided with an approved area for turning around fire apparatus.**
- We don't have the fire apparatus turnaround required in the Fire Regulations for streets over 300 feet. Our street is 475 feet with no turnaround meeting code within 150 feet of the dead end.

City Code 31.30.010 section B says: Dead-end fire department access roads more than 300 feet in length shall include provisions for turning around fire department apparatus within 150 feet of the closed end.
- We don't have a turnaround per the Rights of Way Code 33.654.120 either. We don't meet any conditions of this section. It requires:
 3. Standards for turnarounds.
 - a. *When a turnaround is required.* A turnaround is required on a dead-end street in the following situations:
 - (1) **The street will serve 4 or more lots;**
 - (2) **The street is at least 300 feet long; or**
 - (3) **When required by the City Engineer, the Fire Bureau, or BDS.**
- We don't meet the recommendations for street length and number of living units in 33.654.110 B:2. We already have 35 living units. **The Housing Opportunity Overlay would allow that to increase to 69 living units by right.** This goes against 33.654.110 B:2:
 2. Dead-end streets in OS, R, C, and E zones. In OS, R, C, and E zones, dead-end streets may be provided where through streets are not required. Dead-end streets should generally **not exceed 200 feet in length**, and should generally **not serve more than 18 dwelling units**. Public dead-end streets should generally be at least 200 feet apart.
- Even if Planning is correct and **none** of these codes apply except in cases of new development, isn't infill construction new development? Indeed City Code 31.30.010 says "The Fire Chief shall prescribe standards for streets and roadways that provide access for fire department apparatus. **Such standards shall apply to every building hereafter constructed.**"

Portland Fire Code is already lax. It only requires a turnaround on dead end streets **300 feet or longer**. International Fire Code, Oregon State Code, and unincorporated Multnomah County require a turnaround on dead end streets **150 feet or longer**. **Even with Portland's leniency, my street is still not meeting Fire Code.** All the other entities use 150 feet, instead of the 300 feet in Portland, because it is **universally recognized that dead end streets are a public safety issue**. That is why the City should not allow this overlay, **which gives blanket approval for new housing units.** **On a dead end street such as mine, it would risk even more lives when the street doesn't even meet the fire code.**

The International Building Code, Oregon State Code, even Portland's own Code recognizes that dead end streets present a public safety hazard and should be treated differently in the code. People all over the world understand the danger of dead end streets. Please recognize the significance of this. Here is a table from the International Fire Code. This table also appears in the Oregon Code, and the Multnomah Fire code has the same requirement (links below).

2012 International Fire Code

Appendix D - Fire Apparatus Access Roads

D103.4 Dead ends.

Dead-end fire apparatus access roads in excess of 150 feet (45 720 mm) shall be provided with width and turnaround provisions in accordance with Table D103.4.

TABLE D103.4 REQUIREMENTS FOR DEAD-END FIRE APPARATUS ACCESS ROADS

LENGTH (feet)	WIDTH (feet)	TURNAROUNDS REQUIRED
0-150	20	None required
151-500	20	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
501-750	26	120-foot Hammerhead, 60-foot "Y" or 96-foot diameter cul-de-sac in accordance with Figure D103.1
Over 750	Special approval required	

The links below are for Oregon Fire Code, Appendix D, and Multnomah County :

State of Oregon:

http://ecodes.biz/ecodes_support/free_resources/Oregon/14_Fire/14_PDFs/Appendix%20D%20-%20Fire%20Apparatus%20Access%20Roads.pdf

Multnomah County:

https://multco.us/sites/default/files/land-use-planning/documents/fire_code_app_guide_11.14.2011.pdf

Please use common sense here. ***Ask the question: Is this safe?*** There is no reason to allow more density on this section of SE Henry Street. Don't make a bad situation worse. It is not safe or wise to do so.

Also, please treat us fairly. Give us the same concern for safety that you allow for the wealthy west side neighborhoods. Exempt SE Henry Street from the RIP Housing Opportunity Overlay.

Thank you for taking public safety seriously.

Arlene Williams

We do not support the Residential Infill concept at this point. It does restrict the size of new homes, but it encourages demolitions and threatens to alter the character of single family R5 neighborhoods, essentially designating them R2.5 without going through the zoning process. Though smaller scale housing is important, there needs to be a mechanism that will restrict the influx of duplexes and triplexes so they don't overwhelm whole blocks (some is good, too much is bad). There is no such mechanism in this set of proposals.

Our block, SE Henry Street just east of 52nd, is a perfect example of how this proposal can go wrong. We already have 3 duplexes, 2 fourplexes, 1 triplex, and 3 flag lots. That should be enough, and the City Council agreed, voting last spring to not rezone the remaining R5 lots on this block to R2.5 because it would increase density on a dead end street that does not meet the fire code and only has one way out. This set of proposals would overturn that decision according to the conceptual map, adding the potential for 26 more living units on this block on top of the 30 already built for a total of 56 (18 units are recommended for dead end streets, 33.654.110.B). There is nothing in the proposal to guard against adding too much density to this block or any other block in the City being considered for this indirect rezoning effort.

	Name	Address
1	Beatrice Rector	5310 SE Schiller St #C Portland, OR 97206
2	Amy Miller	5312 SE Henry St Portland, OR 97206
3	Aurelia Leroux	5316 SE Henry St Portland, OR 97206
4	KEN UNWIN	5430 SE HENRY ST PORTLAND, OR 97206
5	Juanita Huffman	Juanita Huffman 5424 SE Henry St 97206
6	Pamela Hearn	5407 SE Henry St Portland OR 97206
7	Lois Taylor	5434 SE Henry St
8	Jessica Hearn	5407 SE Henry St. Portland, OR 97206
9	Joshua Hearn	5407 SE Henry St. Portland, OR 97206

We do not support the Residential Infill concept at this point. It does restrict the size of new homes, but it encourages demolitions and threatens to alter the character of single family R5 neighborhoods, essentially designating them R2.5 without going through the zoning process. Though smaller scale housing is important, there needs to be a mechanism that will restrict the influx of duplexes and triplexes so they don't overwhelm whole blocks (some is good, too much is bad). There is no such mechanism in this set of proposals.

Our block, SE Henry Street just east of 52nd, is a perfect example of how this proposal can go wrong. We already have 3 duplexes, 2 fourplexes, 1 triplex, and 3 flag lots. That should be enough, and the City Council agreed, voting last spring to not rezone the remaining R5 lots on this block to R2.5 because it would increase density on a dead end street that does not meet the fire code and only has one way out. This set of proposals would overturn that decision according to the conceptual map, adding the potential for 26 more living units on this block on top of the 30 already built for a total of 56 (18 units are recommended for dead end streets, 33.654.110.B). There is nothing in the proposal to guard against adding too much density to this block or any other block in the City being considered for this indirect rezoning effort.

	Name	Address
10	Alism Olsav	5433 SE Henry St Portland OR 97206
11	David Olsav	5433 SE Henry St Portland OR 97206
12	PETER J ADAMS	5401 SE HENRY ST PORTLAND OR 97206
13	April Habely	5412 SE Henry St Portland OR 97206
14	Arlene Wilhous	5401 SE Henry St Portland OR 97206
15	Reanna Ferguson	5404 SE Henry st. Portland, OR 97206
16		
17		
18		

Arlene Williams

#83130 | January 16, 2020

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

Letter attached

Testimony is presented without formatting.

Testimony to City Council Jan. 16, 2020 regarding Infill Housing

I. General Remarks:

My name is Gary Miniszewski, I am a Portland homeowner (8343 SW 57th Ave), and I have been a land use planner in this state for more than 35 years. I am basically opposed to the RIP that is now before the City Council for consideration. However, I have submitted this testimony to provide constructive criticism and possible solutions in addressing this complex planning issue. The State of Oregon has given major cities until July of 2022 to conform with the House Bill 2001. I believe the City should step back and reconsider in the next 2 ½ years how land for additional middle housing development can be provided that can be amenable to all involved parties.

Three years ago I testified to the City Council stating that over the last 10 years of the comprehensive plan development process, the City planners, the Planning Commission and the City Council have had more than enough time to address land supply and housing needs; and subsequently designate vacant and underdeveloped land with appropriate zone districts to better accommodate a whole array of housing types, including "middle housing". Because the city planning staff and planning officials did not adequately address the need for more "middle housing" through the comprehensive plan process, the City is now playing catch-up in the name of a "Housing Crisis". Moreover, the State of Oregon, under HB2001, has gotten on the same middle housing infill band wagon - that now has emboldened the City planning staff in promoting the latest RIP recommendations that was barely approved by the City Planning Commission last year.

I am not so sure that this City is presently having a "Housing Crisis" requiring rash land planning decisions. The real problem is that there is an affordable housing problem. There is an adequate supply of underdeveloped land zoned for a variety of housing types in Portland to meet the present and future demand, especially in the whole Portland Metropolitan area. Through a thorough and extensive process, Portland City comprehensive planners established that the present "zoned capacity in Portland is sufficient to meet projected housing need" for the next 20 years. This is stated in the "Residential Development Capacity Summary" adopted October 2012.

The fact that affordable housing supply in this City has not kept up with demand is a multi-faceted problem. The overriding cause of inadequate supply of affordable housing units is the income gap between middle and lower middle class persons and those who are in the upper and upper middle class. In addition to housing, other basic needs such as affordable health care in the United States are becoming less affordable, thus less accessible, to those in the middle class and lower middle class.

The affordable housing problem has little to do with lack of land for housing development as explained above. Five years ago when the RIP process began, the supply of new housing units was low compared to demand because of the recession of 2008 that slowed new construction for many years. In addition to the past housing unit construction rate problem, the cost of Portland housing was very high because of the temporary high rate of incoming residents and the opportunistic overpricing of homes that were and presently placed on the market. Also, the supply of apartment units was low with high demand, causing opportunistic increases in apartment rent costs. With such high prices, housing units were not available to most low and middle income residents. Since 2011, private and public housing (State, Metro and Portland affordable housing construction) mainly constituting mutl-family dwelling units has helped to lower the demand for housing, thus helping to stabilize apartment unit costs. Single family dwelling and condominium housing costs have stablized, but are still very high reflecting a housing inflationary bubble as we had prior to the Great Recession.. Also, the high rate of population influx has decreased since the RIP process began. With these housing market changes, if there is adequate land for new housing development as stated in the comprehensive plan, why is there this present urgency to have multi-family housing be developed scattershot in all existing residential neighborhoods at densities higher than presently allowed?

For this City to be entertaining the present RIP proposal - residential density increases (townhomes, tri and fourplexes etc) scattershot in all low density residential neighborhoods is an affront to residents who have bought homes here and have been paying taxes to this City government. It is also an affront to good land planning practices. The owners of homes in existing neighborhoods designated low-density residential bought those properties with the understanding that their neighborhoods would not appreciably change. This understanding is based on the Portland Land Development Code explanation of residential zone districts highlighted below. Residential zone designations provide homeowners in existing neighborhoods "certainty" in how **intensely** land can be developed adjacent to or adjoining their residential property. City adopted Comprehensive Plan and Zoning Districts provide landowners "certainty" which is a major principle in the practice of Land Use Planning. I am disappointed that the City professional planning staff seem to have lost sight of this important land planning, legal principle.

Portland Development Code Explanation of Single Dwelling Zones

The single-dwelling zones are intended to preserve land for housing and to provide housing opportunities for individual households.

Use regulations are intended to create, maintain and promote single-dwelling neighborhoods.

Development standards preserve the character of neighborhoods by providing six different zones with different densities and development standards. The development standards work together to promote desirable residential areas by addressing aesthetically pleasing environments, safety, privacy, energy conservation, and recreational opportunities. The site development standards allow for flexibility of development while maintaining compatibility within the City's various neighborhoods. In addition, the regulations provide "certainty" to property owners, developers, and neighbors about the limits of what is allowed.

Because the State of Oregon has decided to mandate that cities allow "middle housing" in all single family zones, and the City Council's present concern regarding housing displacement of low income families, I request that the City Council step back from the present RIP proposal and take the time to reconsider how to implement the State middle housing mandate. Also, this will give the City time to develop measures to address how displacement be prevented or have displacement impacts be mitigated. Portland can set an example for other cities on how to conform to this state mandate, and address the displacement issue while also, and most importantly, respecting the rights of existing Portland homeowners in low density residential zones.

II. Observations and Recommendations for conformance with HB 2001

Based Oregon State HB 2001 law, the City of Portland is required to allow duplexes on all lots in single family zones. However, standards for lot size, the height, massing, setbacks, floor to area ratio, site coverage for new duplex construction can be developed to have the duplex building be compatible with the adjoining, existing single family dwellings and the character of the immediate neighborhood. I would argue that Portland limit the number of duplexes allowed on any given single family residential block. This would prevent a qualitative, incremental increase in density affecting the existing character of the neighborhood. The potential for added duplex units in the city would be greatly increased, while not eroding the character of existing neighborhoods.

Regarding tri and fourplexes, the law gives local jurisdictions more flexibility in setting limits on where and how these housing types can be developed in single family zones.

Recommendations regarding where and how tri and fourplexes can be allowed in low density residential zones follows. However, this City can reduce the need to have an unlimited number of tri and fourplex units built scattershot in single family zones by revisiting the Comp Plan's land use element. This would involve finding additional appropriate locations (underdeveloped and vacant land) that could be zoned for middle housing development. Housing types allowed in this zone could be tri and fourplex buildings, courtyard housing projects, cluster housing, and row homes. There are also specific recommendations below

regarding ADUs and cottage cluster development and what incentives should be used for making new infill multi-family units affordable over time.

Recommended development code standards and measures to allow for, but mitigate impact of infill development in existing neighborhoods zoned R 2.5, R-5,R-7,R-10

1. Single family dwelling infill structures:

The minimum size of single family dwelling lot be that of the respective zone.

Maximum square footage of the dwelling be 2,500 sq. ft.

The Floor to Area ration (FAR) be .6 X the site area.

Height maximum for primary structure should be 30 feet. Height maximum for detached accessory structures: maximum 15 feet.

Minimum Front Setback: For R2.5: 10 feet front and 4 feet on side yards. For R5-R7: 15 feet front and 8 feet on side yards. For R10-R20: 20 feet front and 15 on side yards.

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.

One off-street parking space be provided in R2.5 and R5 zones. No off street parking be required in R97,R10 and R20 zones.

One ADU can be allowed on a new single family infill lot if it is no larger than 450 sq ft.

Prior to Building Permit review, a planning department minor review be made to insure minimal impacts to adjoining existing dwellings – one critical impact is obscuring of light to surrounding dwellings. See page 10 for detailed explanation of this possible review.

2. Duplexe infill structures:

Based on the new Oregon State Law HB2001, this housing type is required to be allowed on any lot in the single family zones in cities statewide. The City of Portland is required to comply with this new law, however the city has the opportunity to develop duplex standards with consideration of existing land owner rights presently living in single family zones. In the present RIP recommendation there is no mechanism for limiting the number of duplexes that could be built over time on a given residential block. As such, the density (number dwelling units or households) on a residential block could be incrementally increased to totally change the character of the neighborhood. The City should develop some limit to the number of duplexes that can be built within a given block, i.e. no more than one duplex structure be allowed on each side of a city block street. Where city blocks are longer than 500 feet, no more than one duplex be allowed for ever 500 ft along each side of the street.

Regarding maximum duplex square footage, an infill duplex be no larger (square footage) than the proposed RIP maximum size of a single family dwelling which is 2,500 sq ft.

A duplex should only be allowed on lots meeting the minimum lots size for the given zone. i.e. In an R-7 zone, the duplex structure be allowed on lots 7,000 sq ft in area or more.

Regarding floor to area ratio in R2.5 zone, the maximum FAR should be 0.6 x the site area. For lots adjacent to higher density zones (R2, R1 etc.) the maximum FAR is 0.7.

Regarding floor to area ration in Zones R5, R7, R10, R20. The maximum FAR should be 0.6 x the site area.

Allowed floor area ratio (FAR) should apply 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.

Regarding maximum height limits, the maximum height of a duplex in the R5, R7, R10, R20 zones on lots 75' or more in width, 35': For lots less than 75 feet wide, 30 feet. Height limits for R2.5 zone: maximum 30 feet.

Minimum Front Setback for duplexes: 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 yards. For R10-R20: 20 feet front and 15 on side yards.

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.

One off street parking space for each unit be required in at least the R-2.5 and R-5 zones because of the minimal size of lot frontage in these zones. No off street spaces be required in the R-7, and R-10 zones. One ADU can be allowed on an infill duplex lot if it is no larger than 450 sq ft.

Prior to Building Permit review, a planning department minor review be made to insure minimal impacts to adjoining existing dwellings – one critical impact is obscuring of light to surrounding dwellings. See page 10 for detailed explanation of this possible review.

The City could provide an incentive for the construction of affordable duplex units - not by allowing larger buildings or dwelling units. An example of a more fair and effective method, that would have no additional impact on the existing neighborhood, could be reducing development fees if the developer and subsequent owners guarantee that one or more of the units be affordable in perpetuity.

3. Triplex and fourplex Infill structures:

Residential three and fourplex units in low density residential zones should be allowed :

1. only on lots that front major, improved collector streets that have frequent transit service (every 15 minutes). These streets must have curbs, and sidewalks; and the lot depth not encroach more than 150' onto residential side streets.
2. only on corner lots located no more than 400 feet from city designated urban centers.

The above plex units only be allowed if the developer and subsequent owners guarantee that one or more of the triplex units be affordable, and at least two units in a fourplex be affordable. An example of how the City could provide an incentive to have the units be affordable is by reducing the development fees for the total structure.

The minimum lot size for a triplex should be at least one and one-half the minimum lot size required for one single family unit in the respective low density residential zones. As an example, in an R-10 zone the required size would be at least 15,000 square feet. The size of the lot for a fourplex should be at least two times the size required for one single family unit in the respective low density residential zone. As an example, in a R-10 zone the required size would be at least 20,000 sq ft.

Regarding floor to area ratio in R2.5 zone, the maximum FAR should be 0.6 x the site area. For lots adjacent to higher density zones (R2, R1 etc.) the maximum FAR is 0.7.

Regarding floor to area ratio in Zones R5, R7, R10, R20. The maximum FAR should be 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. The adjustment should be 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.

Allowed floor area ratio (FAR) should apply 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.

Regarding maximum height limits, the maximum height in the R5, R7, R10, R20 zones on lots 75' or more in width, 35': For lots less than 75 feet wide, 30 feet. Height limits for R2.5 zone: maximum 30 feet. Height limits for detached accessory structures: maximum 15 feet.

Minimum Front Setback for 3 and 4 plexes in 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 yards.

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.

Off street parking spaces for each unit be required in at least the R-2.5 and R-5 zones. No ADUs should be allowed.

Prior to Building Permit review, a planning department minor review be made to insure minimal impacts to adjoining existing dwellings – one critical impact is obscuring of light to surrounding dwellings. See page 10 for detailed explanation of this possible review.

Rationale for above multi-family recommendations: With the above recommendations for duplexes triplexes and fourplexes there would be a discrete limit on how many duplex and/or tri or fourplex units could be built on a given residential block, thus limiting a possible incremental increase of density allowed by the base zone (set prior to RIP) in existing residential neighborhoods. Regarding compatibility, if duplex, 3 or 4 plex development are allowed on corner lots, they will have less potential impacts to adjoining lots. Corner lots do not have common boundaries with three neighboring lots- only two. And, in most cases the common boundaries are at the side yards of the adjoining existing dwellings. As such, this condition minimizes the possible impacts of a tri or fourplex structure on existing, adjoining single family dwellings. Also, a minor review process should be required to mitigate impacts of all infill residential structures (single family dwellings, duplexes, tri or fourplex structures) on existing, adjoining dwellings. One important factor in this minor review would be the limit on how much light could be obscured by an infill structure on an adjoining existing dwelling. See page for more details on a standard for mitigating this impact.

Detached ADUs

One detached ADU should only be allowed if it is planned to be built simultaneously with a new, infill single family dwelling or a new infill duplex if the site building coverage standard is met and the ADU is no more than 450 sq ft in area. ADUs should not be allowed on lots for new infill Tri or four plexes. The reason 450 sq ft limit is important is because the present standard for ADUs is 800 sq ft., basically constituting another whole dwelling unit. When ADUs were first being built in Oregon cities in the 1980's, they were much smaller than 800 sq ft and were meant to be occupied by only one or two persons, not another family unit of 4 or more. Single Family Dwellings in major subdivisions built just before and after WWII were as small as 800 sq ft. They included two bedrooms, a kitchen, small dining area, living room and one bathroom. A family of 4 could live in a dwelling this size. The present average size of an American Family is no more than 4 persons. If the dwelling is an "accessory unit" for one or two persons and associated with the primary residential structure, 450 sq feet is adequate.

Cottage Cluster Development

In reading section 8 of the RIP document (encourage more cottage cluster development), I found it discouraging to think that the City planning staff has just mentioned this one form of alternative housing type under the "middle housing" category. Why haven't they addressed courtyard housing projects or row home housing types, in addition to 3 or 4plex flats.

There isn't a full explanation of what "middle housing" could include as residential structure types. The new state law HB 2001 also inadequately described what the array of residential housing types can be considered middle housing.

For some reason, the proposed RIP proposal went into very fine detail about what "cottage cluster housing" can be. This seemed to be someones (a planning commissioner's ?) pet alternative housing type. Moreover, the RIP document states that the density standard for these projects would be that of any of the low density zones where the project was proposed. However, it alludes to the fact that ADUs would be allowed for each cottage unit. The project would be originally designed to include an ADU for each primary dwelling. Based on City Dev Code section 33.205.040, the size of an ADU can be up to 800sq ft. As mentioned above under the heading of ADUs, single family dwellings in major subdivisions built just before and after WWII were as small as 800 sq ft. and could accommodate 4 persons. Presently the average size of an American Family is no more than 4 persons and an 800 sq ft dwelling was once considered adequate area for a family. So, what is really being proposed here is the doubling of the allowed density for a "so called" cottage cluster development. If ADUs are allowed for each dwelling in a cottage cluster development, the maximum size of the ADUs should be no more than 450 sq ft.

Density Bonus

The RIP has proposed that an incentive mechanism to encourage to infill dwelling units be affordable is allowing additional units than proposed by the developer. The City should not be passing out density bonuses for development in low density residential zones if a developer promises to build "affordable" duplex, tri or fourplex housing. The "Portland for Everyone" lobby group has been arguing that more opportunities for middle housing development, even in low density residential zones, will provide for more housing supply. They claim that more supply will reduce the demand and thus, the cost. Why then, should the City be also allowing additional units as an incentive to guarantee affordability?? This is adding insult to injury. I can understand how this mechanism is needed for the provision of some affordable units in new townhouse and multiple family housing in high density residential zones (inclusionary zoning), but it should not be even considered for middle housing in low density residential zones. The city shouldn't be encouraging more densification by offering "density bonuses" at the cost of existing residential neighborhoods!

If the City wants to encourage the provision of affordable housing, one method could be to reduce development fees when affordable units are included in duplex, tri and fourplex structures. To be clear, allowing the addition of an extra dwelling unit to a proposed duplex, triplex or fourplex should not be allowed.

III. Closing Remarks

The "Residential Infill Project (RIP)" quickly morphed from "Mitigating Impacts of Single Family Residential Infill" to the provision of "More Housing" at any cost!

Of all the tinkering with code standards that staff and planning commission have made in the name of reducing the impact of infill residential buildings on existing single family dwellings, I think there are only two in the RIP code change proposals that will qualitatively help. Those are: provision to changing how the height of new residential buildings will be measured and; limiting the size of new infill single family structures. Many more possible residential infill impacts should have been identified, considered and addressed. This lack of breadth and depth of the "infill impact" discussion occurred because the major focus of the RIP Project morphed into "how to provide more affordable housing units" in low density residential zones- also known as the indiscriminate densification of residential neighborhoods. This focus change partly occurred based on the so called the "housing crisis". This hijacking of a planning process was promulgated by the lobby group, "Portland for Everyone". They also caught the attention of State politicians who rashly, and naively thought that if its good for Portland, it must be good for the state; thus voted to apply it statewide.

The height measurement change and the building area limit are token impact mitigation measures – tokens used by those responsible for this RIP project to persuade city residents in low density residential neighborhoods that the City is truly concerned and attempting to protect them from residential infill impacts.

I testified at one of the RIP committee meetings almost four years ago and testified that one of the major impacts of new infill development has been the loss of light to adjoining, existing houses. More specifically, light to solar panels on existing dwellings could be obscured, reducing the energy previously generated by those panels. I also personally spoke to City Planning Staff about this and they ignored me. There has been no discussion of this matter in subsequent meetings or in the many iterations leading to the latest RIP Report before the City Council.

Whatever amount of light an existing residential property gets is a precious commodity and considered a property right, especially here in the Pacific NW. This includes light to dwelling active room windows (i.e.kitchens, dinning and living rooms), as well as light to yards, especially the rear yards. People use their rear yards as living spaces in Summer and Fall months. Many people also grow vegetables in their rear yards and depend on adequate sunlight to do this. Sunlight is not addressed at all in the RIP proposal. Lose of Sunlight is just "one" example of how the property rights of those who live in existing residences can be damaged by new residential "infill" development on adjoining lots.

What is most disconcerting is that this subject of identifying and mitigating the possible and numerous array of infill development impacts has not been adequately addressed. And, ironically, the provision for multi family infill dwelling units in single family neighborhoods, that may cause more negative impacts than an infill single family dwelling, has been given most of the attention in this unfortunate, City sponsored "infill" exercise.

To address the obscuring of light impact, a city review should be required for all proposed infill residential structures to ensure that light to adjoining, existing dwelling active windows, solar panels and rear yards not be substantially obscured. This review standard could be "no more than 25% of light at winter solstice can obscure the above mentioned existing dwelling features by the proposed infill structure.

Present status of residential solar access protection in City of Portland and State

Regarding solar panels, I have not seen any evidence in the City Development Code that there are solar access protection measures. Also, State law (ORS statutes) only allows a person to develop an easement that may or may not be accepted by a neighboring land owner. The following is a status report on how the City of Portland is, or more like "was", addressing the protection of solar access to solar panels.

Solar Access and New Development - written by SE Neighborhood Uplift Coalition
March 11, 2014

The amount of new development in the SE Uplift coalition neighborhoods has been significant over the past year. Apartment buildings are seemingly springing up left and right, homes are being demolished and replaced by something different, and the splitting of lots is continuing to take place. Our quadrant is clearly a place where people want to live and where developers are eager to cash in on that desire.



One issue that has sprung up from this new development is the impact it can have on the solar access of neighboring properties. You've probably seen examples of this where a single story older home is right next to a recently built modern home that is much taller and bigger in scale. The difference in height and the placement of the new home effectively blocks the older home, and its backyard, from light it used to get prior to the new home's construction.

For many of us, access to light seems like it should be a right and when it has been taken away it feels like our rights have been violated. The Doctrine of Ancient Lights, based on English law, essentially makes that case by saying that after a number of years the owner of a long-standing building has the right to maintain her home's level of illumination. If a neighbor wants to build something that obscures the light, the neighbor must get permission.

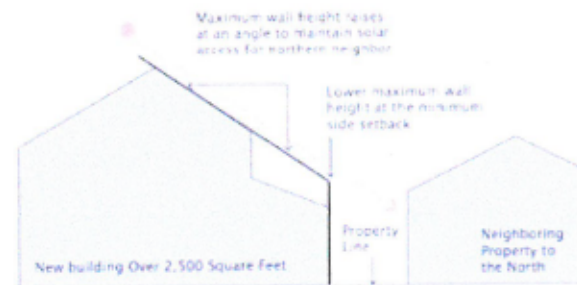
This doctrine has been rejected in the U.S. courts, most notably by the Florida Appellate Court in the landmark Fontainebleau Hotel Corp. v. Forty-Five Twenty-Five, Inc. case in 1959. The court ruled that a

property owner does not have the legal right to the free flow of light and air across the adjoining land of his neighbor.

Even with this ruling, there are regulations that cities can enact to try to protect solar access. In fact, Portland once did this very thing. Back in 1986, Portland City Council passed ordinances that prohibited new houses from casting shadows on their neighbors. The impetus at that time was to encourage the use of a solar energy.

The regulations were met with strong resistance from the Home Builders Association of Metropolitan Portland who argued that they limited the types of homes that could be built and drove up the cost of doing business. After three years of contentiousness, a compromise deal was reached with most of the solar access regulations being removed. What remains in the zoning code today is very little in terms of solar protection.

The current pace and form of new development has led to a renewed interest in exploring ways to protect solar access. For some people, solar access protection means limiting the building heights of adjacent properties. That certainly would be one option that could be explored. Some cities have had success with regulations that require developers to orient and design lots so that structures of a certain height will not block solar access to adjacent lots. This often takes the form of requiring buildings to have "step downs" in height as it gets closer to an adjacent property.



Another approach is to create "solar setbacks" for new development. These are determined by a formula that considers the height of a building, the angle of the sun when it is at its highest point, and the topography of a lot.

Other municipalities have processes for obtaining solar access permits or recording solar easements, which can establish the right to solar access for an existing or planned lot (this usually is done to protect solar panels from being blocked). A few cities have used a concept of a "solar fence" which is a hypothetical opaque fence that encircles a property at up to a certain height above the ground.

While some of these options would be difficult to implement in an urban environment like what we have in our neighborhoods, it seems that they might be at least worth considering as our city continues to try to accommodate new development while also trying to maintain the existing character of the neighborhoods.

Gary Minischerwski

#83137 | January 16, 2020

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

Letter attached

Testimony is presented without formatting.



January 13, 2020

Mayor Ted Wheeler
City of Portland
1221 SW 4th Avenue, Room 340
Portland, Oregon 97204

RE: Residential Infill Project Proposal Comments

Mayor Wheeler:

The Hayhurst Neighborhood Association (HNA) is in support of the position of Southwest Neighborhoods, Inc. in regard to the Residential Infill Project. Southwest Neighborhoods, Inc.'s position is that RIP zoning code decisions should be put on hold until the State of Oregon's LCDC has completed its rule-making for the HB 2001 legislation. The proposed changes to single family zoning code in Oregon will determine the next steps for a number of state's cities, including Portland.

The Portland Planning and Sustainability Commission and city staff are proposing significant changes to the city's residential zoning code with a goal of creating more affordable housing. Hayhurst NA supports development of affordable housing, but are concerned that the Residential Infill Project plan as it is currently written won't achieve this important city-wide goal.

Infill housing doesn't necessarily translate to affordability. During the past few years, Hayhurst neighborhood has been targeted by developers who are tearing down affordable, smaller homes to build larger, less affordable homes for those who earn far above Portland's Median Income. (*Currently set at \$87,900/year for a family of four.*) We have had a number of mid-century ranch-style homes and bungalows, affordable for working families, succumb to demolition, so that the developers can maximize their profit by over-building at a dramatic scale. While the limits on scale of new homes typically referred to as "single family" may limit some of these developments, new provisions allowing triplexes and quadraplexes to exceed those limits may neutralize any benefit gained. It seems very doubtful that the RIP will prevent demolition of some homes.

We can more thoughtfully plan for density in residential neighborhoods. The Portland 2035 Comprehensive Plan is a strong guidance document for placing future density. Zoning and siting affordable housing requires us to plan for proximity to Town Center services, access to public transportation, and walkability to schools. New development without an infrastructure to support the needs of near area residents translates to more cars and traffic impacts. Hayhurst NA encourages you to delay any Council on the Residential Infill Plan until we have clear understanding of the requirements from the State of Oregon.

Thank you,

Janet Hawkins, Chair
Hayhurst NA
4675 SW Cullen Blvd.
Portland OR 97221
503-453-2903

c. Commissioner Fritz, Commissioner Hardesty, Commissioner Eudaly

Janet Hawkins

#83142 | January 16, 2020

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

Attached is the Hayhurst NA testimony on the Residential Infill Project plan.

Testimony is presented without formatting.

Rick Scott

#83147 | January 16, 2020

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

Dear members, Please don't pass the RIP, this would only make Portland more unlivable and lead to more gentrification. Destroying old houses and old trees means we're losing a sense of place and grace as well as a connection to our past. The new construction seems to be what I call affluent desolation.....we don't want to live in their United States of Generica.

Testimony is presented without formatting.

Carmen Balas

#83160 | January 16, 2020

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

VOTE “NO” on Residential Infill Project (“RIP”) Mr. Mayor and Commissioners: I am adamantly opposed to RIP. This is an apt acronym, because if it passes, we can all say sayonara to our lovely residential neighborhoods as we know them. This concept was put forward with the best of intentions, but it is nonetheless ill-conceived. It is a straight out giveaway to the construction industry and wealthy developers. It is a model example of corporate socialism. RIP will do nothing to make housing more affordable During public hearings on this proposal, a Portland developers group submitted their estimate of how much the lowest rent a newly-constructed apartment in a quadplex would be: \$2,300/mo, much higher than the current average rent of a 2-bedroom apartment in the City (\$1,645). According to the Housing Bureau, families who earn 80% of median income can only afford rents of \$1,580, and those who earn 60% of median income can only afford to pay \$1,190 per month. Furthermore, there is no mandate in the current proposal that affordable units be included in any project. We have not exhausted vacant and under-utilized lots There are many undeveloped lots and shuttered properties scattered throughout Portland that could provide many more housing units. I pass them every day. These existing resources should be exploited. The best solution requires a regional, not municipal approach More and improved regional public transportation including lines that run 24 hours a day, would make it feasible for people to commute to and from Beaverton, Gresham, Milwaukie and Clackamas, and Vancouver, as well as for Portlanders who work in those areas. There is greater potential to solve our housing problem by working with these other regional municipalities. Reduced setbacks increase our risk of fire contagion Our City leaders have expressed great concern about the potential for earthquakes, but in 1906, San Francisco suffered more damage from raging, out of control fires than from the seismic event itself. We will be more at risk of fires jumping from property to property than we are now; current setbacks are too small. One of the lots abutting mine has a structure that is within arms-length of my fence, and I do not have freakishly long arms. We should NOT be making setbacks smaller. Say goodbye to starter homes Many, if not most families dream of homeownership, and unless they come into a windfall they have to save up so that one day they can afford a small house of their own. But these modest little dwellings will all disappear, because developers want the most profit and will build to the maximum size permitted. No room for Rover or vegetable gardens, either. RIP will adversely affect me personally. My house is next door to a small home. It will certainly be targeted for demolition, and be replaced by the biggest building possible, reducing my privacy and access to sunlight. I will no longer be able to grow edibles on the south side

of my lot. Reduced green space will result in worse air quality Implementation of RIP will result in more and more green space being gobbled up in favor of concrete and wallboard, more trees being felled and not replaced so that maximum building size may be achieved. We are putting our wondrous Urban Forest at risk. Less green space and fewer trees will result in lower carbon capture. No provision for added off-street parking Not everyone can take public transit. I have many elderly neighbors that depend on their own vehicles as they are too frail to walk all the way to the nearest bus or MAX stop. And it is unrealistic to expect all individuals moving into newly-built units will forego having a car - even if that car creates zero emissions. To many, personal vehicle is a symbol of independent freedom of mobility. Parking space will not only be reduced by new residents but also by people visiting them. Trucks will be unable to find a place to park for deliveries. Their drivers will merely put their hazard lights on and block the street while making deliveries. This will also make the lives of mail carriers and other home service providers more difficult. Streets will become more narrow due to all the parked cars. Expect more pedestrian and bicycle casualties due to greater traffic. RIP strains our existing, aging water and sewer infrastructure. My neighborhood is a planned community that was built in the early 20th Century. Its sewer was not designed to accommodate the density proposed. City-wide density on this scale will result in more sewer problems and more pollution being dumped into our local rivers, which will in turn reduce wildlife habitat. I could list more detrimental aspects of this plan — really I could — but I believe this suffices as a start. Thank you for your attention. PLEASE VOTE NO ON RIP.

Testimony is presented without formatting.



January 16, 2020 (Sent this date via email)

City of Portland

Attn: Mayor Ted Wheeler & City Commissioners(cctestimony@portlandoregon.gov)
1221 SW Fourth Ave.
Portland, OR 97204

CC: Auditor Mary Hull Caballero(auditorsoffice@portlandoregon.gov)
The Oregonian(gfriedman@oregonian.com)
The Tribune (jredden@portlandtribune.com)

Subject: RCPNA Opposition to the RIP Supported by RCPNA Survey with 208 responses.

Dear Mayor Ted Wheeler and City Commissioners:

From December 29, 2019 to January 5 of this year the Rose City Park Neighborhood Association (RCPNA) conducted an online survey requesting its members' input on various aspects of the Residential Infill Project (RIP). Over 200 RCPNA members responded. On Jan. 7th the RCPNA held a Special Board Meeting to review the results of the survey and render a recommendation on the RIP. The results of the survey and comments are attached along with an executive summary.

At the January 7 meeting the Board recommended that the City Council oppose the PSC recommended RIP based on the majority opposition reflected in the results of the attached survey and the following findings:

1. The proposed RIP does not promote affordable housing for moderate- and low-income residents, the city's largest middle housing need. Rather, it encourages the destruction of existing homes in the neighborhood, forcing displacement of longtime residents, in favor of more expensive per-square-foot housing units. Investors and developers will see the RIP as a land-grab opportunity to demolish homes to rebuild single dwelling zoned properties into 3- and 4-plex units. These units then will be rented out at a much higher price per-square-foot than the existing units. If implemented at all, such a radical proposal should first be applied in test neighborhoods that welcome this proposal, such as Cully, then reviewed for impact before applying citywide.

The opposition to elements of this proposal has been documented in the attached survey results. Question #11 specifically asks how well the PSC satisfies the 6 stated goals for this project. We determined that the proposed RIP fails to satisfy three of the six goals established by the Planning and Sustainability Commission:

- a. "Support housing affordability and extend access to neighborhood amenities to the lower income population"
- b. "Fit the context of the existing neighborhood"
- c. "Avoid increasing the risk of displacement for the current households"

Therefore, the majority of the survey respondents and a unanimous vote by RCPNA 13-member board recommend the City Council reject the RIP for failure to satisfy the Planning and Sustainability Commission's stated objectives.

2. The following process and policy issues need to be addressed prior to proceeding:
 - a. City Council previously directed BPS to include front-loading garages on houses. Such development options are not allowed in the current RIP;
 - b. City Council previously directed BPS that the proposal would not include development of historically narrow lots as individual parcels. Not only are they included for development, they are promoted for development with both the rezoning of half of these lots from R5 to R2.5 and the remaining R5 lots with historically narrow lots are given increased options for allowing development of 2 or more units.
 - c. No notice of public hearing has been delivered to the property owners of parcels being impacted by the "a" Overlay. City staff has refused to send property owners proper notice because they insist this major overlay change is not a zoning change requiring notice under Oregon law. This does not legally or logically work when the proposed RIP doubles or triples the allowed residential unit density per Single Dwelling zoned lot, reduces allowed square footage for both new structures and remodel projects, and restricts development of single dwelling units.

Indeed, the RIP will significantly change the makeup of Portland neighborhoods, restrict property owners' rights, and thus affect value of Portland homes. An interpretation of such a change skirting required notice provisions of Oregon law purposefully shuts Portlanders out of the process, is beyond a mere bureaucratic loophole, and cries of the sort of back-room decision making begging for legal action. The impacted property owners should be mailed notice of all public hearings that include the "a" Overlay and Council should encourage property owners' participation in the policy design process.

- d. Short term vacation housing that are located in detached homes as whole house rentals should be restricted before adopting the RIP. These types of rentals rob long-term rental market seekers of whole-home rental housing options. Unless this short term housing issue is addressed the future homes developed are most likely going to be marketed for short term housing as it is the most lucrative use.

The Board further strongly recommends the following policy goals be included in any future RIP plan:

1. Promote the conversion of existing housing as the primary option rather than their demolition. The most affordable housing are the ones that are already existing. Newly built housing will never be cheaper per square foot than existing structures.
2. Preserve the neighborhoods by helping the residents remodel homes to create more units. Existing residents should be supported rather than being pushed out. This includes much needed assistance in foundation stabilizations as this will also help secure permanent housing that is earthquake resilient.
3. Implement the "a" Overlay within walking distance along frequent transit corridors adjacent to designated centers, such as town and regional centers, as identified by the 2035 Comprehensive Plan. This promotes the use of frequent transit and enhances the vibrancy of these higher intensity urban areas.

4. Require off-street parking for at least one residential unit per property. The results of our survey show clearly that higher density could be considered acceptable if one or more unit is required to provide off-street parking (see responses to questions #4 and #7). We understand that vehicle parking is a citywide issue and welcome the opportunity for greater public dialogue. The on-street parking in neighborhoods is finite. Higher density could become more acceptable to neighbors if they accommodated some of the vehicle parking needs generated on site.

Please review the attached summary and results of our RCPNA RIP Questionnaire. Thank you for your consideration.

Respectfully,



Tamara DeRidder, AICP
Chairwoman, RCPNA
1707 NE 52nd Ave.
Portland, OR 97213

Attachments:

- A. RCPNA 2019-2020 RIP Questionnaire - Executive Summary
- B. RCPNA 2019-2020 RIP Questionnaire – Response Summary
- C. RCPNA 2019-2020 RIP Questionnaire- Complete Copy

Tamara DeRidder

#83171 | January 16, 2020

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

Please submit the attached documents as testimony for the City Council's review of the Residential Infill Project that is scheduled for public hearing today, Jan. 16th at 5 pm. Attached you will find 4 the RCPNA Letter to City Council. Separately attached are the RCPNA Survey info. Exhibit A, Executive Summary of RCPNA 2019-2020 RIP Questionnaire Exhibit B, SurveyMonkey Summary of Questions and Responses Exhibit C, Copy of Survey Monkey Questionnaire

Testimony is presented without formatting.

DJ Heffernan

#83173 | January 16, 2020

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

Letter from SGNA attached

Testimony is presented without formatting.

Katherine Showalter

#83175 | January 16, 2020

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

Letter attached

Testimony is presented without formatting.



January 15, 2020

Office of the Council Clerk
1221 SW 4th Avenue, Room 130
Portland, OR 97204

Re: The Residential Infill Project

Mayor Wheeler and Members of the Portland City Council,

I am here today on behalf of Home Forward, the Housing Authority for Multnomah County, in strong support of the proposed Residential Infill Project. Our strategic plan states that: “We’ll work tirelessly to add more affordable housing in our community, regardless of our role or ownership stake...” and the Residential Infill Project will add more affordable housing to our community.

We support this proposal because it will increase the supply of both affordable and market rate housing. I am sure you will hear from many community members in opposition to this proposal who will testify that if it only allowed homes that were 100 percent affordable, they would support it. As a representative of the largest affordable housing provider in the state, I want to push back on that argument. We need subsidized middle housing, but the key to creating subsidized homes is not banning middle-priced homes. It is subsidy. Home Forward’s data shows that market-rate middle housing lets our subsidies go further, enabling us to serve more families earning low-incomes in Multnomah County.

The largest affordable housing subsidy in the country is the Housing Choice Voucher program, which we administer in Multnomah County. In 2019, 16 percent of all Home Forward voucher holders lived in a duplex, triplex, or quad. That is over 1,100 families and 3,610 people. We analyzed the average rents of homes that voucher holders were living in by housing type and found that average rents were significantly lower for duplexes, triplexes, and quads compared to single-family homes. While voucher holders pay a percentage of their income towards rent, this is important because it allows us to pay less per household served, so we can serve more households earning low incomes. For example, the average rent of a duplex, triplex, or quad was 22 percent less than a single-family home in 2019.

We estimate that the difference between using those 1,100 vouchers in a duplex, triplex, or quad instead of a single-family home is a cost savings equivalent to serving an additional 585 households.

Finally, we support the proposal because people earning low-incomes in Portland who don't have access to affordable housing are at risk of displacement and the proposal is projected to reduce overall displacement by 28 percent. We understand that the Displacement Risk Analysis identified a few areas where displacement risk would increase in the short-term and we support the formation of a Displacement Task Force to mitigate that risk in meaningful partnership with community-based and culturally specific organizations.

Thank you so much for the opportunity to testify in support of the Residential Infill Project today.

Sincerely,
Taylor Smiley Wolfe
Director of Policy and Planning
Home Forward

Taylor Smiley Wolfe

#83177 | January 16, 2020

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

I would like to submit public testimony on the proposed Residential Infill Project on behalf of Home Forward.

Testimony is presented without formatting.