



**President**  
Sam Rodriguez  
*Mill Creek Development*

**Vice President**  
Sarah Zahn  
*Urban Development Partners*

**Secretary/Treasurer**  
Tim O'Brien  
*Urban Asset Advisors*

#### Board Members

**Dennis Allen**  
*Urban One*

**Doug Burges**  
*Greystar Real Estate Development*

**Brenner Daniels**  
*Holland Partner Group*

**Brian Fleener**  
*OTAK*

**Kurtis Fusaro**  
*Gerding Edlen Development*

**Matthew Goodman**  
*Downtown Development Group*

**Jeremiah Jolicoeur**  
*Alliance Residential Company*

**Noel Johnson**  
*Cairn Pacific*

**Elia Popovich**  
*Oregon Law Group*

**Mike Kingsella**  
*Up for Growth Action*

**Dana Krawczuk**  
*Stoel Rives*

**Michael Nagy**  
*Wood Partners*

**Damian Uecker**  
*Banner Bank*

**Christe White**  
*Radler White Parks & Alexander LLP*

**Executive Director**  
Gwenn A. Baldwin  
[gbaldwin@oregonsmartgrowth.org](mailto:gbaldwin@oregonsmartgrowth.org)

**190093**

March 12, 2020

Mayor Ted Wheeler and City Commissioners Eudaly, Fritz, and Hardesty  
1220 SW Fourth Ave.  
Portland, OR 97201

Dear Mayor Wheeler and Commissioners,

Oregon Smart Growth appreciates the opportunity to comment on the Residential Infill Project Proposed Amendment Packages. As an active part of the coalition that advocated for HB 2001 in the 2019 legislative session, we submitted feedback on the Recommended Draft in January this year urging the Council to adopt the Residential Infill Project. The Residential Infill Project is an anti-displacement initiative that creates more housing opportunities that are more likely to be affordable, while reducing demolition-related displacement overall.

**Oregon Smart Growth (OSG) supports Amendment Package 1** that corrects the inadvertent change to the way height is measured on sites in commercial/mixed use zones through Better Housing by Design.

**OSG opposes Amendment Package 7**, and opposed a similar provision added to Better Housing by Design during final Council discussions with little public input. We urge Council to reject this amendment package now and remove the similar multi-dwelling provision from Better Housing by Design when Council takes up the Historic Resources Code Project later this year. By prohibiting development of triplexes and fourplexes on these lots—housing that is more likely to be affordable to middle-income residents—the City is encouraging higher-cost single-family, new housing construction, which is inconsistent with the premise of the Residential Infill Project. Nothing in Amendment Package 7 would deter demolition and construction of new single-family homes on the approximately 1,700 impacted lots; in fact, this happens today.

**OSG does not support amendments that place further restrictions on height or FAR allowances or that would further delay passage of this critical legislation to increase production of middle housing, and thanks Council for not advancing earlier proposals for amendments 8-17.** Anti-displacement measures should be thoroughly examined through the Anti-displacement Action Plan, and the Residential Infill Project should move forward without further delay.

We appreciate the work that has gone into the Residential Infill Project over the past 4.5 years; OSG advocated at the Planning and Sustainability Commission to allow these proposed new housing options in all neighborhoods, to allow them on mid-block lots (not just corners), and to eliminate associated parking minimums. The Recommended Draft and Proposed Amendment Packages continue to incorporate these important policies.

Thank you for the opportunity to share feedback on the Proposed Amendment Packages and our continued support for the Recommended Draft. We look forward to continued partnership as we seek to encourage growth in housing options at all levels of affordability in all our neighborhoods, to meet the housing needs of all Portlanders.

Sincerely,

Gwenn A. Baldwin  
Executive Director

# Amy Ruiz

## #113626 | March 12, 2020

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

Full testimony regarding the Residential Infill project amendments attached, and in sum:

- Oregon Smart Growth (OSG) supports Amendment Package 1 that corrects the inadvertent change to the way height is measured on sites in commercial/mixed use zones through Better Housing by Design.
- OSG opposes Amendment Package 7, and opposed a similar provision added to Better Housing by Design during final Council discussions with little public input. We urge Council to reject this amendment package now and remove the similar multi-dwelling provision from Better Housing by Design when Council takes up the Historic Resources Code Project later this year.
- OSG does not support amendments that place further restrictions on height or FAR allowances or that would further delay passage of this critical legislation to increase production of middle housing, and thanks Council for not advancing earlier proposals for amendments 8-17.

Testimony is presented without formatting.

March 10th, 2020

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

Dear Mayor Wheeler and City Commissioners Eudaly, Fritz and Hardesty,

The Buckman Community Association met for our monthly general meeting on January 9<sup>th</sup> and discussed at length the proposed Residential Infill Project. The meeting was well-attended and included many residents, both long-term as well as recent arrivals, home owners and renters alike, across a spectrum of ages and occupations.

While we did not vote at the meeting to take a formal position, we did decide to send a letter to cover our discussion highlights as well as our comments and concerns with the proposal as presented.

As we will not meet again until after the public hearing scheduled for March 12<sup>th</sup>, I submit this summary of the January 9<sup>th</sup> discussion as a personal letter, though I am confident it fairly summarizes many of the views and opinions expressed that evening.

Affordability is a concern for us all. Some attendees strongly supported the RIP as they firmly believed it would help create more opportunity for home ownership by lowering home prices.

The opposite viewpoint was held by others who believed that the RIP would primarily benefit developers and public entities dependent on permit fees and taxes, while existing, more affordable, older housing would be removed and replaced with new, smaller and more expensive units.

Loss of neighborhood character was a stated concern. Buckman is already filled with the oft-described “missing middle” varied types of housing units throughout our residential neighborhood. Despite this, what remains of our historic turn of the century housing, much of which is already subdivided, could be demolished under this proposal to make way for smaller, denser, modern-looking units.

Trees. Buckman contributes to cooling our city with an excellent urban tree canopy. The infill suggestions of the RIP threaten mature trees in backyards, along streets and in property setbacks. Trees provide so much, ask so little and many residents speak of their love of Buckman’s trees as a reason for moving into the neighborhood.

Another key issue was equity. The RIP’s exclusion of much of the Portland West Hills, the city’s affluent, almost exclusively white and historically “red-lined” neighborhood with its large homes and estate-like lots appears irrational and the antithesis to the stated notion that the RIP is about housing and neighborhood equity. In our discussion, there was universal rejection of the West Hills protections, and especially the weak reasoning behind these exclusions. If this is a proposal

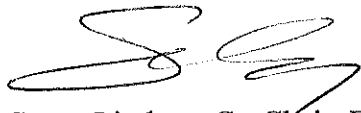
is about “fairness”, “access to amenities” and “open to all” neighborhoods, then protecting the West Hills with its excellent schools, low crime rates, beautiful parks and close proximity to downtown and the Central City is patently hypocritical.

Other concerns discussed and noted include ensuring family-size units are maintained or built rather than more very expensive new studio apartments which the current density effort has created in abundance. Public schools suffer if all the new housing options preferred by developers are studio and one bedroom.

Additionally, much of the existing historic housing, built before cars, lack driveways, yet when demolished, the multiple replacement units presently being built, where once only one existed previously, each have their own individual driveway leaving less room for street trees, water catchment features and street parking. Finally, allowances of ADUs would be better served if funding mechanisms for their creation are explored and supported.

Overall, we want to encourage the reuse of existing structures. Again, in Buckman, many of these older houses are already divided into smaller units. Tearing these down to build new, more expensive housing hurts the environment and creates less affordability.

Sincerely Yours,

A handwritten signature in black ink, appearing to read 'Susan Lindsay', with a stylized flourish at the end.

Susan Lindsay, Co-Chair, BCA  
but not representing the Association

# Susan Lindsay

**#113627 | March 12, 2020**

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

Letter attached

Testimony is presented without formatting.

# Anastasia Pyz

## #113614 | March 13, 2020

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

Hello, My name is Anastasia and I am a youth climate activist with Sunrise PDX and a resident of the Sellwood neighborhood. As it is no news by now, Portland is in the middle of an affordable housing and houslessness crisis. Part of this reason is due to outdated and arbitrary laws that have been dictating how our cities' developers are allowed to construct or remodel single family homes that could otherwise provide residence for far greater people. In the year 2020, hearing that we still enforce coding such as limiting duplexes unless they are on a corner lot with one door facing in each direction OR worse yet, making an otherwise sound home illegal due to a lack of parking space, is asinine. Rules like these must absolutely be rewritten to accommodate the modern times we live in which call for denser housing, more public transit solutions, and the dissolving of the notion that every American must live in a massive home as a single family with a necessity to drive cars. An age of capitalism and a mass push for the use of the automobile have got us into this pigeon hole that is grossly mismanaging liveable square footage and we must usher in every creative and green solution at our disposal to fix the mess created in the past. This solution begins with the Residential infill project and its proposed amendments. By passing the Residential Infill Project, a greater variety of developers will be able to work on housing and they'll be able to create smaller units that will make housing more affordable for teachers, first responders, and other hard working low income and middle class families. However, please take into consideration some specific amendments that would be beneficial or detrimental to this proposal. Please support amendments 1-4 which will create more housing at lower prices in many neighborhoods to welcome people to Portland. Amendment 5 should not be supported as it would limit the development of three or more units on lots that lack frontage on an improved street with a curb or an otherwise approved alternate street standard. This essentially bans 4,5 and 6 plexes on curbless streets. Though this amendment doesn't stop new development, it does prevent the building of denser units which the city desperately needs. This amendment also lacks incentive to build sidewalks, just shifting the onus from developer to public taxpayers. I stand firm with our allies who also oppose this amendment: NAYA, VERDE, Living Cully, Oregon Walks, and Cully Neighborhood Association. I strongly support amendment 6 which enables non-profit housing providers to build truly affordable dense units on land they are ready to develop but aren't currently able to. Strong support is needed for this because this amendment addresses disparadies in "the middle unaffordability zone" (being not low income enough for section 8 vouchers yet putting market rate housing out of reach for most middle income buyers). Continuing on, please oppose amendment 7, which would not lead to reusing existing homes, but to more

expensive homes. Opponents of the residential infill project refuse to have change come to their historic neighborhoods and have pushed to keep a ban on 3 and 4 plexes and deeper affordable 5 / 6 plexes on sites formerly occupied by “Historic Resources.” This is a BAD policy that would allow richer neighborhoods to block new housing projects and would NOT incentivize internal conversions of existing homes (historic or otherwise). Portland McMansions could be much more efficient if properly remodeled to accommodate more families. But what’s desperately needed is the allowed building of multiplexes. And to quell the uproar that new development will “destroy the look of Portland”, many of the coolest homes I see around the city are multiplexes and still maintain character and charm of the city. It's foolish to hang on to old laws that perpetuate income inequality and do nothing to aide the housing crisis for the sake of those who want to keep everything untouched, despite this crisis. Finally, please remain steadfast in opposition to amendments 8 - 17. These would delay the adoption of this critically time-sensitive project, create unworkable standards that would block new housing, maintain the ban on 3 and 4 plexes throughout the city, allow “snout-house” garages that eat up precious space on narrow lots, and it would require countless and needless setback standards for new homes. The people of this city are in dire need of housing. The developers are salivating at the prospect of more building incentives. The environment is under daily and mounting strain of its resources and we must find a way to accommodate the humans in an intelligent and efficient way - not by protecting the vain facade of a historic home that shelters only one family. This is nonsense, so please do the right thing now and pass forward this monumental proposal to fix the mess of the past and pave the way for Portland to be a sustainability leader once again. Housing justice is climate justice. Thank you

Testimony is presented without formatting.

# Steve Elder

**#113615 | March 13, 2020**

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

I oppose most of RIP as presented. I am old and have limited mobility. My home is paid for and I don't want it overshadowed while Council makes room for hundreds of thousands of affluent white people. Have sympathy for those of us who are already here. I believe almost any action changing the current status is deliterious. One positive feature is visitability. I appreciate no stairs and being able to move easily between rooms. Thanks

Testimony is presented without formatting.



# Dan Handel

**#113616 | March 13, 2020**

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

I support the RIP draft with amendments 1-4 and 6 (and nothing else!). Thank you, Council and staff and everyone involved for working so hard with the community on this! Don't stop here!

Testimony is presented without formatting.

# Kathy Fuerstenau

**#113617 | March 14, 2020**

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

Compromise, an action that is often overlooked. The Residential Infill Project proposal has already included expanding the housing options on R5 and R7 zoned property to include triplexes and quadplexes, to the dismay of many homeowners. Accepting the Deeper Affordability Bonus and adding 2 more units will negatively impact the existing/adjacent residents and disrespects their quality of life. Compromise, limit housing units to four. Thank you, Kathy Fuerstenau

Testimony is presented without formatting.

# Alice Duff

**#113618 | March 14, 2020**

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

By eliminating single-family zoning you are diminishing the diversity of housing choices Portlanders have. You seem to want to convert all single-family housing to high-density multi-family housing. Your theory that high-density housing equals affordable housing is erroneous. In the real world, there is no direct correlation. You will succeed only in a lot of older, existing, affordable housing being demolished in place of new, expensive housing. Developers don't want to build affordable units; they are less profitable than luxury units. You must require them to do so, or else build them yourself. Putting up huge apartment complexes of tiny apartments is creating slums and ghettos for the future. You don't seem to care that Portland's livability is severely threatened, as well as "green"-ness/sustainability (the greenest structure is one already standing), and energy-efficient shade trees in watersheds (cooling houses in summer and helping fish in streams), and historic/cultural structures (which define who we are). The City & Council needs smarter and less-impetuous advisers, and the Bureaus need to communicate more with each other, as their objectives differ widely. Unfortunately, Development usually wins out over all else.

Testimony is presented without formatting.

# Susan Nelson

**#113619 | March 15, 2020**

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

Portland City Council Please reject the Deeper Affordability Bonus (DAB) Amendment to the Residential Infill Project (RIP). The RIP allows 3-4 units on a standard residential lot, a more than reasonable capitulation to ameliorate the housing crisis in Portland. We are already increasing housing along collector corridors by allowing builders to replace existing green space with hardscapes. The RIP allows cottage clusters and courtyard arrangements but the vast majority of builders are sacrificing quality for quantity. Building from edge to edge of a lot degrades our city's livability by turning our green city into an urban heat island with little visual variation. Although Cully Association of Neighbors (CAN) residents do not unanimously accept the Residential Infill Project, the CAN Board does. I personally feel that it is a reasonable accommodation to the housing needs of the city as long as it is enacted equitably across the city. Because the Deeper Affordability Bonus would necessarily eliminate all green space on a lot and, being realistic, would turn our residential streets into parking lots, the DAB should be rejected in favor of the original RIP. Cully Resident

Testimony is presented without formatting.



## Portland **Small Developer** Alliance

**March 17, 2020**

Honorable Mayor and Commissioners:

I'm Mary Vogel, co-founder with Garlynn Woodson of Portland Small Developer Alliance. Although PSDA was the first to get our testimony up regarding the proposed amendments on Feb. 13, staff did not seem to take those suggestions into account—AT ALL in what's before you now. We are disappointed, but ask you to not delay further. Accept the amendments and PASS RIP NOW!

We wholeheartedly agree with the goal of Amendment 7 protecting historic resources. Few are more concerned with keeping Portland's historic fabric than we are. We have at least one member who is very active in Restore Oregon!

We do question whether the proposed approach sends the wrong message: **You can demolish a historic landmark or contributing structure as long as you're only seeking to replace it with a single family home or a duplex?** This may be a disincentive to some, but a welcome invitation to a wealthier set.

However, in consideration of Denyse McGriff's Map App testimony

(<https://www.portlandmaps.com/bps/testimony/item.cfm#search=Denyse&itemID=103525>)

about unequal impact of RIP on African American historic resources, we will not take a position against it—if this is the best you feel you can do for now. (We understand that Amendment 7 is a placeholder for new regulations to be proposed in the Historic Resources Code Project that would give properties in Conservation Districts greater protection through board review and we urge you to get to that with all due speed.)

One of our group went to great lengths to save a historic home in NE Portland—even though regulation didn't require it and zoning allowed greater density than the that resulted from his remodel. We *have* concluded that if the goal is to encourage adaptive re-use, then City Council needs to acknowledge the complexity of such re-use projects and provide **building code changes** and **appropriate incentives** to ensure their success.

In our Feb. 13 Map App testimony

(<https://www.portlandmaps.com/bps/testimony/item.cfm#search=Garlyn&itemID=93340>), we had in-depth suggestions for regulatory changes and we strongly encourage you to consider that testimony. We covered the following areas:

- Building Code Classification
- Fire Sprinkler Requirement
- Fire Sprinkler Classification
- Elevator
- Greywater
- Openings allowed on walls within a certain distance of other buildings
- Sound Transmission Code
- Insulation Code

Such changes—and others that Leon Porter has pointed out in his Map App testimony (<https://www.portlandmaps.com/bps/testimony/item.cfm#search=Leon&itemID=103498>)—will allow for reduced cost without any sacrifices to safety or health.

Just as others (e.g., P:NW which some of us belong to as well) are asking you to commit to developing additional anti-displacement and tenant protection measures after passage of RIP, we are suggesting that you commit, to start that process ASAP--AFTER THE PASSAGE OF RIP! We realize that negotiation with the State could take years—though we hope you will bring it to the top of your priority list.

In our Map App testimony of Feb. 13, we suggested important changes to Amendment 6 as well--to enable other developers to take advantage of deeper affordability. In addition, our FAR and HEIGHT CALCULATION suggestions would allow more comfortable space for families without impacting the character of the neighborhoods. Instead, our suggestions could improve safety and health. As I testified on Feb. 22 (<https://www.portlandmaps.com/bps/testimony/item.cfm#search=Mary%20V&itemID=93410>) these should be implemented with or without Amendment 6.

For many of us in the small business community—whether it be small developers whose customers can no longer make the purchase they committed to, or restaurant owners/workers or any of the other businesses or institutions that have been forced to close due to the COVID-19 pandemic, our world seems to be turning upside down. We see the links with climate change some scientists are making to coronavirus—from increasing air pollution from burning fossil fuels to habitat loss for wild animals.

We see the parallels, as well. Indeed climate change could make the coronavirus look like the good old days. Others have made the case so well that housing policy is climate policy. So, we urge you to act like climate change is an equal emergency to coronavirus—AND PASS RIP NOW!

Mary Vogel

Co-Founder, PSDA

# Mary Vogel

**#113620 | March 17, 2020**

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

Please see attached testimony on the amendments from Portland Small Developer Alliance.

Testimony is presented without formatting.

AUDITOR 03/17/20 AM 9:19

6805 SW 12<sup>th</sup> Ave  
Portland, OR 97219  
March 12, 2020

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

Subject: Amendment to Residential Infill: Provisions for a "Deeper Affordability Bonus"

Dear Mayor and Commissioners:

My family has lived in Hillsdale over 50 years. I generally favor the Residential Infill Project because I think it is necessary to get more reasonably sized units built. But I oppose the amendment that would allow six-plexes (the option below). It would too drastically alter the quality of life in our neighborhoods.

"Multi dwelling structures are generally not allowed in single dwelling zones, except when approved as part of a planned development; however a new residential infill option allows for up to 6 units in a building in the R2.5, R5, and R7 zones when at least 50% of the units are affordable at 60% MFI "

Yours truly,

  
Jeanne Roy



# Jeanne Roy

**#123653 | March 17, 2020**

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

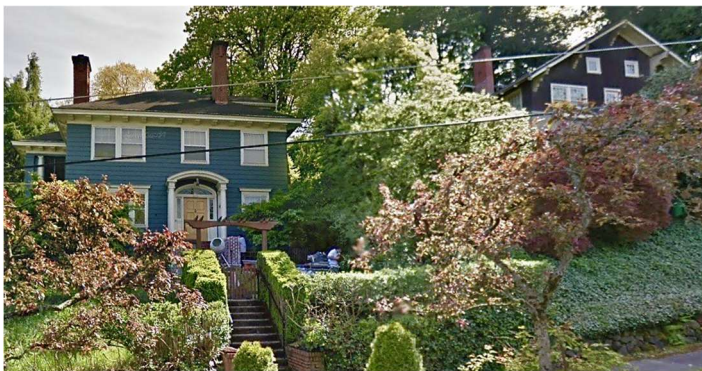
Letter attached.

Testimony is presented without formatting.

*Most historic buildings are NOT protected by City Council Demolition Review*

**SUPPORT AMENDMENT 7:** Extends Demolition Review only to historic buildings in Conservation District single-dwelling zones

Below are examples of inventoried historic buildings in Northwest District single-dwelling zones that are *NOT* protected by Demolition Review (and to which Amendment 7 would *NOT* apply)



Top to bottom, left to right:

- 1827 NW 32<sup>nd</sup> Ave. (1892)
- 1529 NW 29<sup>th</sup> Ave. (1903)
- 1722 NW 32<sup>nd</sup>Ave. (ca. 1895)
- 3009 NW Quimby St. (1911)
- 2676 NW Overton St. (1913)
- 2686 NW Overton St. (1908)
- 2566 NW Lovejoy St. (ca. 1910)
- 2665 NW Cornell Rd. (1916)

**NOTE:** The houses listed above were designated as Ranked in the Historic Resources Inventory, but are neither Landmarks listed in the National Register of Historic Places nor located within a Historic (or Conservation) District, and thus are not eligible for Demolition Review by City Council. There are 80 such historic houses in single-dwelling zones in the Northwest District.



# Lawrence Kojaku

**#113628 | March 19, 2020**

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

This written testimony is being submitted because I was prevented from testifying in person by the abrupt cancellation of the March 12 hearing on Residential Infill Project amendments. I am a member of the Northwest District Association Board of Directors. The Northwest District Association strongly supports Amendment 7, which extends to single-dwelling zones a demolition disincentive for historic resources parallel to the one adopted for multi-dwelling zones in Better Housing by Design. Demolishing historic buildings in single-dwelling zones should not be encouraged by new allowances for “middle housing” types beyond duplexes. We would like to point out that Amendment 7 would affect only a small subset of sites with historic resources. Apart from Landmarks listed in the National Register of Historic Places, this amendment applies only to designated contributing buildings within Historic and Conservation Districts. However, since Demolition Review by City Council already applies to contributing buildings in Historic Districts, this amendment would only extend it to five Conservation Districts with single-dwelling zones. The attached visual aid illustrates what this means in our Northwest District. None of the historic houses pictured are or will be protected by Demolition Review. There are 19 registered landmarks that are protected by Demolition Review in Northwest District single-dwelling zones, but 80 houses that the Historic Resource Inventory designated as ranked resources and which would be contributing resources if located within a Historic or Conservation District will not be eligible for Demolition Review, even if this amendment is adopted. So, please do not be concerned that Amendment 7 would expand Demolition Review to too many historic buildings. In fact, many more historic buildings are deserving of such protection than would be eligible for it.

Testimony is presented without formatting.



# Daniel Heffernan

**#113621 | March 21, 2020**

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

Mayor and Council Members: I am writing to express support for the Residential Infill Project (RIP) with a caveat. I been alarmed by rhetoric asserting that multi-family housing will degrade our neighborhoods and accelerate lending by private equity interests, which has advanced under rules promulgated by Treas. Sec Mnuchin who perfected in this practice when he headed a bank in CA. There is, however, no relationship between the predatory lending practices exposed in a recent NYT article (see <https://www.nytimes.com/2020/03/04/magazine/wall-street-landlords.html>) and types of buildings allowed by the zoning code. Housing tenure and building types are separate things. Moreover, there is nothing preventing a builder from replacing an older single-family house with a four-unit condo, which may provide a home ownership opportunity for families who cannot afford a single-family house. Limiting housing choice in some neighborhoods exclusively to single-family product won't resolve the issues raised in the NYT article, and allowing infill and an redevelopment at higher density won't necessarily make things worse. The bottom line is that exclusionary zoning and declining household incomes, especially the later, has made housing unaffordable for too many families. Adding more housing inventory at higher density will help. This also will help to address climate change because the carbon footprint of higher density neighborhoods is less than that of SFR neighborhoods. But until we achieve significant real gains in household incomes the affordability problem will persist. What could make things worse under RIP is not introducing policies and practices to ensure gentrification does not accelerate, especially in light of the City's stated goal to promote mixed income housing opportunities in our neighborhoods. The market has shown it is unwilling to deliver enough housing to scale back the disparity between incomes and housing costs. It is not in the market's interest to do so. What is needed is for the public sector to step in and add enough supply to shift the cost curve back in favor of working class families. To do that I favor LLC's where one of the parties is a public or non-profit entity rather than trying to regulate for mixed income projects. The regulatory approach taken in the IZ program is not working. The private sector has largely said no to carrying the added risk of blending affordable with market rate units in their projects. They instead pay the fee-in-lieu, and then add that cost to their project and amortize a higher-priced product. Meanwhile, the public coffers dedicated to affordable housing are increasing but if all we do with that money is build affordable projects in marginal neighborhoods where land is cheap, the whole goal of mixed income housing will evaporate. We'll just be building expensive subsidized housing projects, maybe not at the scale of the projects in the 70's, but result is still economic segregation. Portland and Metro should be using its housing funds

to participate in mixed income projects and assume all of the risk associated with the low/moderate income units. Let the private parties in these deals carry market risk alone. The public sector is the agent asking for blending market and below-market products so the public sector should be the one assuming the additional risk.

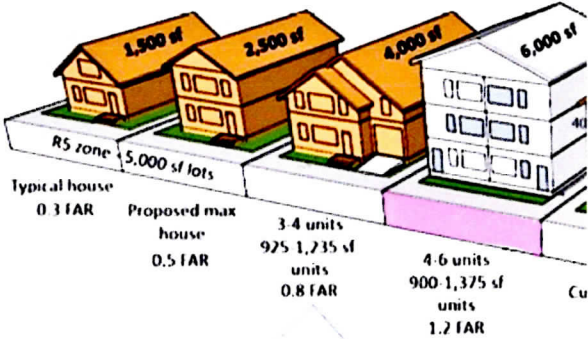
Testimony is presented without formatting.

**OPPOSE AMENDMENT #6:  
5-6 UNIT BUILDINGS ARE ALREADY ALLOWED IN MULTI-DWELLING ZONE RM1**

**Residential Infill Project**

AN UPDATE TO PORTLAND'S SINGLE-DWELLING ZONING RULES

RECOMMENDED DRAFT  
AUGUST 2019



**Deeper Affordability Bonus:**  
 50% of units @ 60% MFI rental/ 80% MFI ownership  
 4 units/2 affordable  
 5 units\*/3 affordable  
 6 units\*/3 affordable  
 \*2 of the units must be visitable

**Current affordability bonus:**  
 1 unit @80% MFI rental/100% MFI ownership  
 3 or 4 units\*/1 affordable  
 \*1 of the units must be visitable

**Better Housing by Design**

AN UPDATE TO PORTLAND'S MULTI-DWELLING ZONING CODE

As Amended by  
City Council  
December 2, 2019



**Summary of the Proposed Multi-Dwelling Zones**

	Base FAR	Bonus FAR
<p><b>New Zone: RM1</b>  <b>Former Zones: R2 and R3</b></p> <p>This is a low-scale zone that provides a transition to lower density residential areas, often located at edges of centers or along neighborhood corridors or other areas to provide continuity with the scale of established residential areas.</p> <p><b>Maximum Height: 35 feet</b>  <b>Maximum Building Coverage: 50%</b></p>	<p><b>1 to 1</b></p>	<p><b>1.5 to 1</b></p>

## **OPPOSE AMENDMENT #6: Allowing 5-6 unit buildings in single-dwelling zones is inconsistent with both the RIP Recommended Draft and the 2035 Comprehensive Plan**

### **RIP RECOMMENDED DRAFT**

- “Additional housing options, when built at a scale and form compatible with single-dwelling neighborhoods, are considered the “middle” housing spectrum. Duplexes, triplexes, and fourplexes along with ADUs comprise the part of the spectrum that the Residential Infill Project aims to expand. These new units will be built at a size that complements older, existing homes that have defined Portland neighborhoods for decades” – page 5
- “a scale that is compatible with existing single houses” – page 13

### **2035 COMPREHENSIVE PLAN**

#### **Chapter 3: Urban Form**

- **Policy 3.2: Growth and stability** – Direct the majority of growth and change to centers, corridors, and transit station areas, allowing the continuation of the scale and characteristics of Portland’s residential neighborhoods.
- **Policy 3.12: Role of centers** – Enhance centers as anchors of complete neighborhoods that include concentrations of commercial and public services, housing, employment, gathering places, and green spaces.
- **Policy 3.42: Diverse residential neighborhoods** – Provide a diversity of housing opportunities in the Inner Ring Districts’ residential areas. Encourage approaches that preserve or are compatible with existing historic properties in these areas. Acknowledge that these areas are historic assets and should retain their established characteristics and development patterns, even as Inner Ring centers and corridors grow. Apply base zones in a manner that takes historic character and adopted design guidelines into account.
- **Policy 3.43: Active transportation** – Enhance the role of the Inner Ring Districts’ extensive transit, bicycle, and pedestrian networks in conjunction with land uses that optimize the ability for more people to utilize this network. Improve the safety of pedestrian and bike connections to the Central City. Strengthen transit connections between the Inner Ring Districts and to the Central City.
- **Policy 3.89: Inner neighborhoods infill** – Fill gaps in the urban fabric through infill development on vacant and underutilized sites and in the reuse of historic buildings on adopted inventories.

#### **Chapter 4: Design and Development**

- **Goal 4.A: Context-sensitive design and development** – New development is designed to respond to and enhance the distinctive physical, historic and cultural qualities of its location.
- **Goal 4.B: Historic and cultural resources** – Historic and cultural resources are identified, protected, and rehabilitated as integral parts of an urban environment that continues to evolve.
- **Policy 4.3: Site and context** – Encourage development that responds to and enhances the positive qualities of site and context – the neighborhood, the block, the public realm, and natural features.
- **Policy 4.6: Street orientation** – Promote building and site designs that enhance the pedestrian experience with windows, entrances, pathways, and other features that provide connections to the street environment.



- **Policy 4.11: Access to light and air** – Provide for public access to light and air by managing and shaping the height and mass of buildings while accommodating urban scale development.
- **Policy 4.17: Demolitions** – Encourage alternatives to the demolition of sound housing, such as rehabilitation and adaptive reuse, especially affordable housing, and when new development would provide no additional housing opportunities beyond replacement.
- **Policy 4.18: Compact single-family options** – Encourage development and preservation of small resource efficient and affordable single-family homes in all areas of the city.
- **Policy 4.20: Walkable scale** – Focus services and higher-density housing in the core of centers to support a critical mass of demand for commercial services and more walkable access for customers
- **Policy 4.27: Protect defining features** – Protect and enhance defining places and features of centers and corridors, including landmarks, natural features, and historic and cultural resources, through application of zoning, incentive programs, and regulatory tools.
- **Policy 4.28: Historic buildings in centers and corridors** – Identify, protect, and encourage the use and rehabilitation of historic resources in centers and corridors.
- **Policy 4.48: Continuity with established patterns** – Encourage development that fills in vacant and underutilized gaps within the established urban fabric, while preserving and complementing historic resources.
- **Policy 4.60: Rehabilitation and adaptive reuse** – Encourage rehabilitation and adaptive reuse of buildings, especially those of historic or cultural significance, to conserve natural resources, reduce waste, and demonstrate stewardship of the built environment.

# Brooke Best

## #113629 | March 23, 2020

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

I'd like to submit this written testimony on behalf of the Architectural Heritage Center (AHC) Advocacy Committee since the March 12 hearing on Residential Infill Project (RIP) amendments was suddenly cancelled due to the unfolding coronavirus crisis. This testimony reflects the letter submitted by the Bosco-Milligan Foundation/AHC and focuses on the bonus incentives proposed under the "Deeper Affordability" Amendment (Amendment #6) allowing up to 6 units and building size up to 6,000 SF, where the current median house size is 1,500 SF. It would also allow additional height up to 35 feet, where the median height is 15 feet. First off, this is a major departure from RIP's stated intent to provide middle housing options "when built at a scale and form compatible with single-dwelling neighborhoods" and where the new units "will be built at a size that complements older, existing homes that have defined Portland neighborhoods for decades" (RIP Recommended Draft, page 5). Allowing what are essentially small apartment buildings clearly is not in scale with existing single-dwelling neighborhoods. The graphic on the second page of the attached handout shows that an appropriate multi-dwelling zone already exists, which allows by right 5- to 6-unit buildings (up to 6,000 SF and a height of 35 feet). It's the new RM1 zone in Better Housing by Design (see attached handout #1B): "...a low-scale zone that provides a transition to single-dwelling residential areas, often located at the edges of centers or along neighborhood corridors, or other areas intended to provide continuity with the scale of established residential areas" (Better Housing by Design Amended Staff Report, page 18). Additionally, this amendment's conflation of single-dwelling and small, multi-dwelling zones fails to address major goals and policies in the 2035 Comprehensive Plan—specifically Goal 4.A regarding context-sensitive design and development (see attached handout #1A). Amendment 6 allows more "scatter-shot" development, which is at odds with Comp Plan policies that recommend focusing density around centers and along corridors with frequent and reliable transit. It would result in out-of-scale infill development that is inconsistent with sensible planning and incompatible with existing neighborhoods, in conflict with policies 3.43, 4.3, 4.16, 4.27, 4.30, and 4.48. We are not being responsible stewards with this amendment, which will result in more demolition of sound, habitable homes, in contradiction to policies 4.17 and 4.28. While we support the intention of a bonus provision to increase the availability of "deeply affordable" units, we oppose allowing incompatible small apartment buildings in single-dwelling zones to achieve this end. Instead, we suggest the alternative of changing the affordability threshold for a tri- or four-plex FAR bonus from 80 to 60% of median family income (MFI). The last page of our handout shows the difference in rent for a

2-BR unit would be almost \$400 a month. Each iteration of RIP has become more removed from its original goal of "increasing the range of available housing options while limiting the size of buildings and improving building design." Amendment #6 would take us even farther afield and lead to more demolition and displacement, and impact the most affordable properties and most vulnerable residents. We urge caution in considering this amendment, which has the potential to dramatically alter the character and livability of our single-dwelling neighborhoods. Thank you for your consideration and opportunity to provide public comments on the latest RIP amendments. Most importantly, thank you for taking extra measures for keeping Portland residents safe in these times of crisis and uncertainty.

Testimony is presented without formatting.

Building Code Dept.  
1221 SW 4th Ave  
Portland City Council  
Portland, Oregon, 97201

March 23, 2020 A.D.

Dear Commissioners,

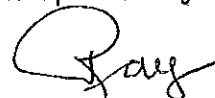
This present pandemic crisis is proof that the city fathers knew what they were doing in establishing R5 zoning for family dwellings! With back-yards, garden space, off-street parking, the houses were LIVABLE, (and safe from fires like what happened in San Francisco, or flu epidemics).

This city council's emphasis on IN-FILL construction (four-plexes and now eight-plexes) is counter-productive to LIVABILITY, with no outdoor spaces to facilitate "sheltering-in-place." The close proximity of multiple families merely makes pandemics inevitable.

The construction and emphasis on massive tenement housing (apartments with hundreds of pigeon-holed residents) are really tantamount to cruise ship pandemics waiting to happen.

Please exercise some foresight, and common sense, and return to the city father's emphasis on R5 zoning for housing families and preserving society (domestic tranquility).

Respectfully submitted



Raymond W. Grant  
55 year resident of Portland  
205 NE 76 Ave  
Portland, 97213  
raymond-grant@mail.com

2019 APR - 3 P 11:22

RECEIVED  
PLANNING & SUSTAINABILITY

# Raymond Grant

**#123651 | March 23, 2020**

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

Letter attached

Testimony is presented without formatting.

# Jynx Houston

**#113622 | March 25, 2020**

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

IT IS TELLING & PROFOUNDLY DISAPPOINTING THAT THE CITY COUNCIL, WHICH HAS HAD PLENTY OF TIME TO GRASP THE FACT THAT DENSITY DOES NOT MEAN AFFORDABILITY, IS EVEN STILL VOTING ON THIS DISASTROUS MEASURE ARE YOU ALL DUMB? TED WHEELER HAS BEEN GIVING THE CITY AWAY TO OFTEN OUTSIDE DEVELOPERS WHO HAVE NO INTENTION OF BUILDING AFFORDABLE UNITS FOR ORDINARY WORKING PORTLANDERS TO SAY NOTHING OF THE HOMELESS. SHAME ON ALL OF YOU FOR YOUR CORRUPTION. RIP IS MAKING PORTLAND A CITY FOR WELL-TO-DO NEWCOMERS & YOU'RE DOING ABSOLUTELY NOTHING ABOUT IT.

Testimony is presented without formatting.



9200 SE Sunnybrook Boulevard, #410 | Clackamas, OR 97015  
1-866-554-5360 | Fax: 503-652-9933 | TTY: 1-877-434-7598  
aarp.org/or | oraarp@aarp.org | twitter: @aarpor  
facebook.com/AARPOregon

March 12, 2020

Re: Residential Infill Project

Dear Mayor Wheeler and Commissioners Eudaly, Fritz, and Hardesty:

On behalf of our members and families residing in the City of Portland, AARP Oregon is pleased to offer these final comments on the Residential Infill Project (RIP). We commend the city and staff for the hard work on this project and your continued commitment to expanding housing options.

AARP is a nonprofit, nonpartisan social change organization with a nationwide membership of nearly 38 million and 510,000 in Oregon. We work to improve quality of life for all as we age, strengthen our communities, and fight for the issues that matter to Oregon families. An important aspect of our work in Oregon is advocating for livable and age-friendly communities, including expanding housing options and ensuring access to affordable, safe, secure, and accessible homes for Oregonians of all ages and abilities.

From the beginning of the Residential Infill Project (RIP), we have consistently called on the city to seize the unique opportunity offered by the RIP process to meet the growing demand for more affordable, accessible, and expanded housing options of current and future residents of the city. We have been gratified that each iteration of the RIP plan has gotten us closer to where we need to be.

In reviewing the current proposed amendments under consideration today, we are pleased to support amendments 1, 2, 3, 4 and 6. In particular, we are pleased that final draft amendments include provisions that will:

- Increase the stock of more visitable homes, by clarifying code language and aligning standards used, and especially by requiring 33% of the units to meet these standards,
- Remove barriers to creating more middle housing and implement policies set forth in HB2001, and
- Create opportunities for more affordable, family-sized homes in Portland neighborhoods through the amendment for deeper affordability infill options.

We have concerns about the proposed amendment 7 which is inconsistent with our shared goals of expanding housing opportunity across the city. AARP supports the goals of expanding housing choice in terms of size and types of homes, encouraging walkable communities so people have easier access to amenities, services and supports, and prioritizing preservation of neighborhoods and existing homes without forsaking the real and critical housing needs of a growing city.

On behalf of our members, we urge you to support the Residential Infill Project. In addition, we ask that you also commit to finding additional solutions that prevent displacement, enable aging in community, and afford people the opportunity to live in opportunity-rich neighborhoods that are close to work and transit.

Thank you for this opportunity to continue our involvement in the development of the Residential Infill Project and expand housing options for ALL in Portland. With your leadership Portland can truly be an age-friendly and livable place for people of all ages and abilities.

Sincerely,

A handwritten signature in cursive script that reads "Ruby R. Haughton-Pitts".

Ruby Haughton-Pitts  
AARP Oregon State Director



# Bandana Shrestha

**#113624 | March 27, 2020**

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

Letter from AARP attached.

Testimony is presented without formatting.



Portland, OR 97205 \* 503-245-7858 \* [mary@plangreen.net](mailto:mary@plangreen.net) \* <http://plangreen.net> \* WBE: 5001

March 27, 2020

**Honorable Mayor and Members of Portland City Council:**

Since arguments are being made to the contrary, I'd like to enter the following **article by Rob Steuteville, editor of CNU's Public Square Journal**, into the record on the Residential Infill Project.

### **Facts don't support the 'density is dangerous' narrative**

<https://www.cnu.org/publicsquare/2020/03/23/plague-don't-count-cities-out>

I've picked out two paragraphs as a sample—but I do hope you will go to the link for the full article—and the comments below it.

. . . As of Sunday [Mar 22, 2020], there were 69 confirmed coronavirus cases in Philadelphia—or one per 22,958 people. In suburban Montgomery County, Pennsylvania, there were 77 cases—or one case per 10,338 people. Montgomery County has 1,716 people per square mile, or about one-seventh the density of the city. Again, this doesn't mean that Philadelphia is safer than Montgomery County, the facts just call into question a knee-jerk reaction to this crisis. Neither Philadelphia or Montgomery County had experienced a Covid-19 death as of yesterday [Mar 22, 2020].

Ninety miles to the northeast, in New York State where I live, we have a far bigger problem. New York is coronavirus central in the US, but even there many facts run counter to the density-equals-danger narrative. New York City, which is in a class by itself in terms of density in the US, has one case per 1,035 people. Low-density, suburban Westchester County to the north—a place that is similar in many respects to Montgomery in Pennsylvania—has one case per 730 residents, tops in the nation. Even within the city, the correlation does not hold: All five boroughs [have similar rates](#) of infection, with Staten Island the highest, even though Manhattan is by far the densest—it is 8.6 times as dense as Staten Island. . .

Submitted by Mary Vogel, CNU-A

# Mary Vogel

**#113630 | March 27, 2020**

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

Please see my attached testimony with data debunking the density is bad in our current health crisis argument. It requests that one go to a link to see the full article with comments.

Testimony is presented without formatting.

**CULLY ASSOCIATION OF NEIGHBORS**

Central Northeast Neighbors  
4415 NE 87th Avenue  
Portland, Oregon 97220

March 24, 2020

Mayor Wheeler  
Commissioner Eudaly  
Commissioner Fritz  
Commissioner Hardesty

Dear Mayor and Commissioners:

The Cully Association of Neighbors is pleased to offer our testimony regarding proposed amendments to the Residential Infill Project (RIP). First, we offer thanks to Commissioner Eudaly, Mayor Wheeler and the several bureaus for abandoning the "Infrastructure Amendment." It would have prevented the development of moderately priced housing on at least 40% of Cully's residential lots, and led to more gentrification and displacement. More sidewalks would be welcome in Cully, but that amendment would not have brought them. For now, we'll continue to walk in the street. We're pretty much used to it.

With the infrastructure amendment out of the way, we look forward to expansion of the Local Transportation Infrastructure Charge (LTIC) to include all developments in the R2.5, R5 and R7 zones. We support the LTIC as a wise replacement for waivers of remonstrance, which rarely resulted in any street improvements, and left homeowners on the hook for them rather than developers. Cully needs the LTIC to be expanded in order to realize benefits from RIP.

We also want to encourage you to adopt the Deeper Affordability Bonus amendment. This amendment was created in collaboration with affordable housing developers who have said that they can and will use it. Most of Cully is zoned R5 and R7, and this amendment will allow affordable housing developers to compete for those lots and build more affordable housing in Cully. Inclusive Cully is our anti-displacement policy, adopted 4 years ago. The Deeper Affordability Bonus amendment would help us address more than half of the goals that we established in our Inclusive Cully Policy.

One of those goals reads, "Encourage City agencies to develop and implement strategies to prevent displacement." We want to encourage you to continue your work on anti-displacement strategies. We note that RIP **IS** an anti-displacement strategy, as is the Deeper Affordability Bonus amendment, but more can and should be done. The Cully community looks forward to working with the City to develop and implement such strategies, preserving the diversity that makes Cully the special place that it is.

Sincerely,

David Sweet and the CAN Board

# David Sweet

**#113631 | March 31, 2020**

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

PDF attached

Testimony is presented without formatting.

4130 NE 18<sup>th</sup> Avenue  
Portland, OR 97211  
March 30, 2020

AUDITOR 04/03/20 PM12:41

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

Dear City Council,

In a March 8, 2020 letter to you we described several reasons why the PSC Recommended Draft RIP proposal for 4 and up to 6 residential units on properties in Single Dwelling zones throughout the city goes way beyond what the state law requires and would advance poor public policy. The City's first priority should be to reduce the avoidable climate change impacts of development and preserve our existing neighborhoods, homes and vegetation. These impacts are described in our March 8, 2020 letter.

We referred to the Johnson Economics report commissioned by the city in November 2018 that concluded most redevelopment under the 2018 draft RIP will be investor-owned rental units: "largely rental product." There will be little room for home buyers, let alone nonprofit developers: "Ownership residential solutions under the proposed new codes would be expected to be limited." Johnson Economics estimated that apartments under the Residential Infill Project would be 730 sqft and cost at least \$1823/month, 35% more than average rents and over twice the rate of 60% of median family income. [https://beta.portland.gov/sites/default/files/2019-12/vol\\_3\\_appendix\\_a\\_revised\\_economic\\_analysis.pdf](https://beta.portland.gov/sites/default/files/2019-12/vol_3_appendix_a_revised_economic_analysis.pdf)

We referred to a NY Times article that reports on the giant Wall street companies who have taken over hundreds of thousands of single-family homes (260,000), squeezing renters for revenue. A \$60 Billion Housing Grab by Wall Street, NY Times, 3/4/20. <https://www.nytimes.com/2020/03/04/magazine/wall-street-landlords.html?referringSource=articleShare>

Aaron Glantz describes how these companies have deprived potential homebuyers of the opportunity to build wealth for their families over time in his book Homewreckers: How a gang of wall street kingpins, hedge fund magnates and crooked banks and vulture capitalists suckered millions out of their homes and demolished the American dream. 2019

If the City adopts the PSC Recommended Draft RIP proposal for 4 and up to 6 residential units in Single Dwelling zones, it will encourage the demolition of thousands of single-family homes and their replacement with investor-owned rental units and thereby deprive potential homebuyers of the opportunity to build wealth for their families.

By 2015 the census bureau reported that 3 million homes and 13 million apartment units were owned by shell companies LLC, LLPs or LPs. Homewreckers, 106. In 2017 Blackstone absorbed 31,000 Colony Starwood homes for a total of 80,000 rentals of single-family homes



(Invitation Homes). Their rental agreements put most maintenance responsibilities on tenants. and that leads to under maintained homes. Homewreckers, 242-3.

In addition, starting in 2013 Blackstone, Colony Financial and others profited further by creating mortgage backed securities bundling the debt against those homes and selling that debt: in 2013 Blackstone bundled 3207 single family homes with \$479 million of debt; Colony Financial bundled 3399 such homes with \$514 million of debt, Homewreckers, 237-9; in 2014 Colony bundled 3727 such homes with \$500 million of debt, in 2015 another \$679 million and in 2016 Colony merged with Starwood Waypoint and Chase Bank lent them \$1.1B for a bundle of 7563 such homes. Homewreckers, 255.

These loans were backed by title to the homes and increasing rent payments. Homewreckers, 238-39 For example, Colony Financial informed Kroll bond rating agency that it would clear \$7300/home/yr (\$25 million/yr) on the bundle of 3399 single family homes, not including rent increases. Homewreckers, 239-40. At that rate it would take 30 years to pay back Chase. But Chase broke the debt into 5 tranches that it soon sold on the bond market. Homewreckers, 240. In 2014-16 Chase issued 6000 FHA mtgs while giving Colony \$3.3 billion for 6 mortgage backed securities on 23,000 rental homes. Homewreckers, 255.

While LLCs typically shield the real owners of these homes from scrutiny, they were revealed in one instance involving Colony Financial by the paradise papers: the companies that extended Colony a line of credit to buy homes included Sumitomo Bank of Japan (\$188 million total) investors Korea Exchange Bank (\$75 million), Sanba II Investment Co of Qatar (\$30 million), and ACE American Insurance Co. (\$25 million). Homewreckers, 140.

On Oct 18, 2016 Fannie Mae reported: the “explosive growth of the single-family rental market has been a defining characteristic of the housing bust and recovery”. That came at a cost: a “starter- home shortage that now appears to be slowing the return of first-time buyers to the housing market.” Investor purchases took more than 1 million starter homes off the market out of reach of families who might want to buy them. This is the hallmark of the “coming of age of the large millennial generation.” Homewreckers, 266.

Instead of giving Blackstone investors and their ilk the opportunity to profit from ownership of "largely rental product" and through these financial schemes, the City Council should preserve resident's opportunity to own and occupy Portland's single-family homes and build wealth in the growing equity of these homes. Homewreckers, 321-22.

The most affordable and greenest house is the one already there. The average size of houses built forty years ago was less than 1700 square feet. The RIP will encourage the destruction of the older homes that should be preserved and made more energy efficient through the use of the Clean Energy Fund. The initiative ensures that the City of Portland's Climate Action Plan is implemented in a manner that supports social, economic and environmental benefits for all Portlanders, including the development of a diverse and well-trained workforce and contractor pool in the field of clean energy.

When the initiative was under consideration one of the FAQs provided “Of the 249,000 single family and multiple family housing units in Portland 213,000 are in need of energy efficiency

upgrading. . . . What's needed is a stable source of long-term funding that is aligned with the scale of our challenges related to climate change and economic equity. We also need to provide resources for families that do not have the disposable income to spend to qualify for energy efficiency rebates and tax credits.”

The Federal campaign in the first half of the 20<sup>th</sup> Century to increase home ownership also perpetuated racial segregation, denying Blacks the same opportunities as whites to build family wealth. *Homewreckers*, chapter 14. As a result, the average white family is worth \$131,000, 14 times more than the average Black family, according to the Census Bureau. *Homewreckers*, 185.

For these reasons, the City should provide assistance to first-time low income homebuyers, including down payments, low interest rates and closing costs on homes for which they qualify. The Neighborhood Assistance Corporation of America provides similar services in other states.

A moratorium should be declared on the issuance of home demolition permits until the City updates its historic resource inventory and the City should also declare that demolition permits may be denied for any homes on the that inventory. “The current tear-down trend across Oregon should cause pause for any environmentally-conscious Oregonian because the demolition of buildings amounts to a staggering amount of embodied energy that is literally being thrown away. Every time we raze an older house and replace it with a new, more energy efficient one, it takes an average of 50 years to recover the climate change impacts related to its demolition.” See January 28, 2014 article entitled “The Impact of Oregon’s Increasing Demolition Trend” By: Brandon Spencer-Hartle on the restoreoregon.org website.

Mr. Hartle documents the negative impact of Oregon's increasing demolition trend on our neighborhoods. “Because design review isn’t required in most established neighborhoods, much of the new construction that follows the demolitions is not compatible with the character of the neighborhood around it. . . . The average residential building demolished in Portland in recent years was built in 1927.”

“Retaining the integrity and continuity of traditional neighborhoods is a significant concern for Restore Oregon,” says Executive Director Peggy Moretti. “We need to be careful that in the name of density, we aren’t sacrificing quality, character, and our unique sense of place. Without thoughtful urban planning and community involvement, some of Oregon’s most livable neighborhoods could be lost in the next ten years.”

The City should begin public review of all demolitions, require deconstruction when any home cannot be saved, tax all demolitions, tax landfill waste, remove hurdles to relocation and provide financial incentives for preserving existing homes. City zoning ordinances should be changed to provide development standards that restrict new homes in residential neighborhoods to the scale and mass of existing homes on the block where a new home is built, including massing, proportions, overall height and setback lines, relationship of the building to the street, to its site, and the rhythm of buildings along the street in relation to one another.

These changes should stop the recent trend of building much larger and vastly more expensive homes to replace the smaller affordable homes of the past. Replacing older homes with 4 to 6



new smaller unaffordable rental units on properties in Single Dwelling zones would increase global warming and deny Portland residents the opportunity to own smaller affordable homes and build family wealth.

Sincerely yours,

A handwritten signature in blue ink that reads "Paul & Nikki Majkut". The signature is written in a cursive, flowing style.

Paul and Nikki Majkut

# Paul and Nikki Majkut

**#123652 | April 3, 2020**

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

Letter attached.

Testimony is presented without formatting.

# Dan Garland

**#123631 | April 5, 2020**

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

I ask that you remove the requirement for a visitable unit in triplex or fourplex if the unit(s) are being added within an existing building. It is often impossible to have zero entry within the existing structure of a building. For example, in the case of my building. It is currently a duplex. It is 7500sqft building that covers the entire lot, so there is no room to add outside the building, but there is plenty of space existing that could become another unit or two to increase density without changing the look or structure of the neighborhood at all. Having more smaller units would be better for the city, but under current proposal, I would not be able to add them without making a visitable unit, which would not be possible in my existing structure (which would require a massive change to the structure and not be economically viable). A lot of large old 4 squares which are 4000sqft or more would be in the same situation as my building of easily accommodating 3 or 4 units, but not being reasonable to make a visitable unit due to existing structure. Please update the proposal so that it is favorable to existing structures and also to smaller personal building owners such as myself. It feels like most policy is written in favor of big developers who are not as personally invested in our city, or even residents of our city. I love Portland, have lived here all my life and care about making it the best and most livable place it can be. Currently, the zoning law is forcing me to have a duplex with units of 3000sqft and 3500sqft. I would love to divide this further into 3 or 4 units as it currently feels like a waste of space when more living units are needed in our city, especially close in and without altering the look of the neighborhood what so ever. But I would not be able to make a visitable unit due to the existing structure. It would cost hundreds of thousands of dollars in major structural alterations and also significantly alter an historical street facing exterior in order to create one. Please make sure a provision is added to cover this type of situation as it will support the smaller home owners and landlords, increase density and maintain EXISTING buildings. Thank you!

Testimony is presented without formatting.

# Thomas Karwaki

**#123634 | April 9, 2020**

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

The Board of the University Park Neighborhood Association and the UPNA Land Use Committee support amendments 1 & 2. The UPNA Board feels that Dead End streets should not be allowed 4 unit and 6 units by right, but ONLY after an Type 1 review - so that the Fire Bureau, BES, and Water can review the applications to assure adequate public safety and capacity. The UPNA Board supports Amendment 7. The UPNA Board and Land Use Committee oppose Amendment 6's requirements of 99 years (25 or 50 years should be sufficient and 99 years may discourage development). The UPNA Board recommends that the Commercial Building Code, especially electrical aspects, should apply to 6 unit projects. The UPNA feels that 6 units should not be by right, but via a Type 1 or Type 2 review with accelerated review whenever the project is on a dead end street (which UPNA has several).

Testimony is presented without formatting.

# Daniel Hoyt

**#123635 | April 13, 2020**

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

Please implement RIP. I own a 900-square foot house that is 103 years old on SE Morrison. This lot is ready for a 21st Century redevelopment.

Testimony is presented without formatting.

# Tom Christ

**#123637 | April 25, 2020**

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

I support the Residential Infill Project because it will help to alleviate the dire shortage of affordable housing in Portland and, perhaps more importantly, to alleviate the lingering problem of segregation in our city. Fifty years after enactment of the great civil rights laws, Portland is still largely divided by race. People of color make up about 20 percent of the population, but they are concentrated in just a few neighborhoods. Meanwhile, some neighborhoods – including mine, Eastmoreland – are almost entirely white. That didn't happen by accident. It's a result in large part of long-standing land-use practices that the RIP would finally bring to an end. These include, especially, single-family zoning, which was designed a century ago to perpetuate segregation and is still having that effect. Back in the day, developers kept racial minorities out of desirable neighborhoods by selling their lots through deeds that prohibited re-sale to nonwhites. When the courts struck down those "restrictive covenants" as unconstitutional, many cities turned to single-family zoning as an indirect means to the same end. They knew that most people of color couldn't afford anything but an apartment or small house, so single-family zoning, combined with minimum-lot-size restrictions, would keep them out of the most-desirable neighborhoods, and the good schools and other amenities within them. "Red-lining" by realtors and lenders played a role, too. But those pernicious practices ended eventually. Single-family zoning persists, and still has an exclusionary effect. It's the reason Portland is still largely divided by race. People of color, by and large, still lag behind in wealth and income, and thus are less able to afford the larger houses on larger lots in neighborhoods like Eastmoreland where that's the only housing option. So those neighborhoods remain homogeneous. The simple fact is: A neighborhood can't be diverse without a diversity of housing within it. It's the housing stock that mostly determines who lives there – who wants to, and who can afford to. In places where the housing is all alike, the residents tend to be too. To promote diversity in largely-white neighborhoods, we need to open those neighborhoods to smaller and thus less-expensive housing options – alternatives to big, single-family homes on big lots. We need to open those neighborhoods to ADUs, duplexes, triplexes, townhouses, cluster cottages, and the like. The RIP would help that happen. Without it, things will likely remain as they are, because too many neighborhoods are too resistant to change, no matter how small. Take mine, for example. The board of the Eastmoreland Neighborhood Association is dominated by NIMBYs who oppose any variation in our one-of-a-kind housing stock. They've tried for years to get most of the neighborhood, about 1,200 homes, declared a national historic district, where it would be difficult, if not impossible, to alter existing structures and, for that reason, just as difficult to create newer, smaller, and more

**190093**

affordable living spaces. The board has persisted in this endeavor despite a full and fair election, with a large turnout, in which most people voted against the proposal. Some other neighborhood associations seem just as opposed to any variation in their housing options. The RIP is essential to circumvent efforts like these to keep some Portland's housing just as it is, which would, sadly, keep housing patterns just as they are: divided by race. We need more, more-varied, and more-inclusionary housing. The RIP would allow that to happen. Please pass it as soon as possible. Thank you.

Testimony is presented without formatting.

# Jynx Houston

**#123639 | April 27, 2020**

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

RIP must not be passed. It does absolutely nothing for affordability but you all in the City Council have been duped into believing that density automatically means affordability. It does not The new--& BTW generally woefully unaesthetic--units are across the board quite expensive. So what is the point of RIP? Get more creative than this sop to realtors & developers.

Testimony is presented without formatting.



# M Jones

**#123641 | April 28, 2020**

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

RIP is a gift to developers cooked up by the Homebuilders Association. It has nothing to do with providing housing for the poorest among us and everything to do with enriching developers at the expense of the environment, livable neighborhoods and affordable housing. It will greatly increase our CO2 footprint and is thus in total conflict with the Climate Emergency Declaration. It is an act of sheer ignorance, hypocrisy, greed, and lack of compassion for those its proponents cynically claim it is supposed to help. Stop demolishing Portland and start caring for the planet and people for once!

Testimony is presented without formatting.

# teresa l.mcgrath

**#123643 | April 28, 2020**

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

we've submitted many comments, and this one from raiford, who is running for mayor, focuses on some ideas we've had too.... "Demolitions and Displacement I believe we need to stop demolishing Portland. All over our city, especially in low income communities, our neighborhoods are being demolished. Demolitions are erasing our shared memories, traditional gathering places, and beloved homes, businesses, streets and landmarks. Families and small businesses are being displaced. Communities are being torn apart. For too many, Portland no longer feels like home. For too many, forced from where they once lived, it is no longer home. Everyone says they regret how Portland suffered from "urban redevelopment", but the city keeps doing it. All these official regrets won't bring back the communities they gentrified out of existence. Demolition, rezoning and redevelopment is supposed to create a "global city" for big investors, large corporations, and the high income earners. Who is looking out for the ordinary families who have lived here for generations and who built this city? We need to call time on the demolitions and bring communities forward. The people should decide what to save and what to replace. " she is the only candidate that addresses this... rip up the rip covid 19 only makes it worse... many oppose rip, so let the people speak... put rip to a vote, or toss it to the curb thx

Testimony is presented without formatting.

# Marita Ingalsbe

**#123647 | April 30, 2020**

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

The work of the Bureau of Planning and City Council on the proposed Residential Infill Plan is appreciated, as changes to zoning are much needed. My concern about the Plan is that it cannot be implemented in a vacuum, without full recognition of the impacts of additional density. Housing affordability is one need of the city, however just as critical are the supporting services for transportation, green-space and tree canopy enhancement, pedestrian safety, storm-water management, air quality, parks, and schools, to name just a few. On a personal level, I have lived in Portland for 63 years in all quadrants of the city as both a renter and homeowner, and currently live in the Hayhurst neighborhood of SW Portland. The previous owners of my house partitioned the property to add a flag lot, which was sold to a builder. Numerous trees were removed and a house twice the size of others in the neighborhood was built. Where the trees previously reduced water runoff, my backyard now floods during periods of significant rainfall and the steep driveway that was added turns into a river. On the plus side, the lot partition resulted in my house price being reduced to an amount that I could just barely afford. And the large new house is occupied by multiple generations, resulting in greater affordability and increased housing. Similar to other semi-rural areas of the city such as Lents, there are small houses on large lots in our neighborhood, often occupied by renters and others who do not appear to be of means. Over the last 10 years, five that I can easily recall were demolished and replaced with large, expensive houses. Six very old and large trees were removed from one lot alone, which was allowed by the City code. So, yes, changes are needed to prevent demolition and displacement. What I do not see in the Plan, however, is a strong commitment to working in partnership with the other City Bureaus and organizations to ensure careful alignment in delivery of all of the services that make Portland a great place to live. Also needed in in the Plan is an expanded acknowledgement of the effects of climate change, higher temperature, an increasing number of storms of greater intensity, and the need to support residents with alternative modes of transportation. Sidewalks, lighted crosswalks, and traffic calming would help us pedestrians. And finally, a projection of how many housing units will become available over the next 10 years due to the baby boomer generation downsizing and decreasing should be part of the planning. Thank you for your leadership and work for Portland.

Testimony is presented without formatting.

# Marita Ingalsbe

#123648 | April 30, 2020

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

Climate Justice is an important value that needs to be included in the Residential Infill Plan. Research conducted into the correlation between Portland's historical redlining policies and urban climate underscores the importance of sound planning that considers public health. While efforts are underway to reduce global climate change, Portland is getting warmer and our planning needs to address this. This research published at <https://www.mdpi.com/2225-1154/8/1/12/htm> was discussed in a recent Oregonian article, <https://www.oregonlive.com/environment/2020/01/historically-racist-housing-policies-exacerbating-climate-change-effects-in-low-income-portland-neighborhoods.htm>, and was also the topic of an OMSI Earth Day Science Pub presentation by Professor Vivek Shandas, which is available at <https://www.facebook.com/omsi.museum/videos/856106028218256>. (The presentation starts about 25 minutes in, and the redlining study is about 1 hour in.) If Infill is conducted without valuing greenspace and trees, both on private and public property, the impacts of increasing urban heat will likely outweigh the positive outcomes we are trying to achieve. Thank you.

Testimony is presented without formatting.

# PSQ (/publicsquare)



Rendering by Steve Price, Urban Advantage

HEALTH (/PUBLICSQUARE/CATEGORY/HEALTH)

## Facts don't support the 'density is dangerous' narrative

Ultimately, this crisis will highlight how much we need to come together in the real world, and cities are a big part of that.

ROBERT STEUTEVILLE (/node/538) MAR. 23, 2020



(<http://www.facebook.com/sharer/sharer.php?u=https%3A//www.cnu.org/node/7802&title=Facts%20don%27t%20support%20the%20%E2%80%98density%20is%20dangerous%E2%80%99-narrative%2Bhttps%3A//www.cnu.org/node/7802>)



(<http://twitter.com/intent/tweet?status=Facts%20don%27t%20support%20the%20%E2%80%98density%20is%20dangerous%E2%80%99-narrative%2Bhttps%3A//www.cnu.org/node/7802>)



(<http://www.linkedin.com/shareArticle?mini=1&url=https%3A//www.cnu.org/node/7802&title=Facts%20don%27t%20support%20the%20%E2%80%98density%20is%20dangerous%E2%80%99-narrative%2Bhttps%3A//www.cnu.org/node/7802>)



(mailto:?subject=Check%20out%20Facts%20don%27t%20support%20the%20%E2%80%98density%20is%20dangerous%E2%80%99-narrative&body=Facts%20don%27t%20support%20the%20%E2%80%98density%20is%20dangerous%E2%80%99-narrative%2Bhttps%3A//www.cnu.org/node/7802&count-cities-out)

Over the last two weeks there's been a lot of speculation that cities are more dangerous places (<https://www.nytimes.com/2020/03/17/world/europe/coronavirus-city-life.html>) during the coronavirus pandemic—and some have concluded that cities will change (<https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=2ahUKEwit1rH4i7HoAhVBQ80KHXYHCmoQFjAAegQIARA19-cities-architecture-sanitary-resilient--20200318.html&usg=AOvVaw3UwAXXmN3kg3VoCllqYsj7>) and suburbs will

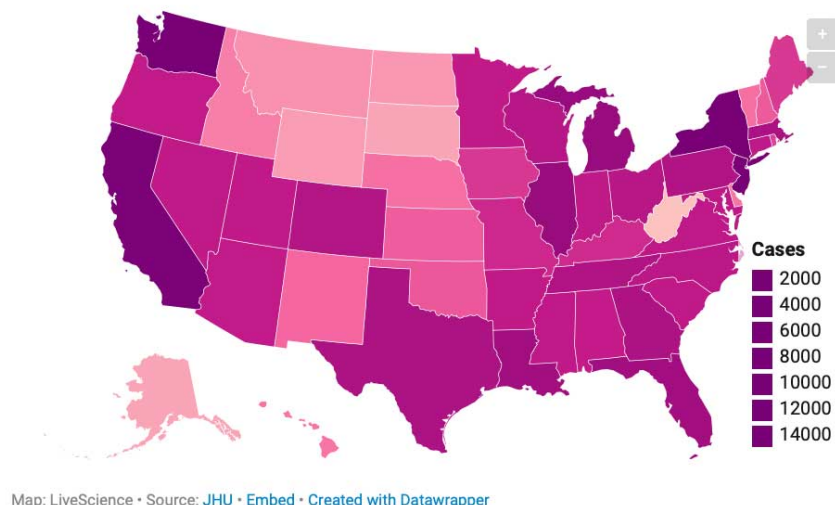
become more popular (<https://www.bostonglobe.com/2020/03/16/arts/social-distancing-revives-americas-suburban-instincts/>) to make communities safer in the years to come. New York State Gov. Andrew Cuomo said “the virus spreads in density” and has referred to density as the problem (<https://abc7ny.com/6038879/>) many times.

This discussion has been fueled by the “social distancing” method used to fight the coronavirus, and the guideline—in some cases made law—that we must stay at least six feet from another person in public.

Cities are dense places designed to bring people together. The six-foot rule is impossible to maintain, in a city, all the time. Even while avoiding public transit, people must walk past each other on the sidewalk. Putting two and two together, cities are more dangerous places in a pandemic and the very purpose of cities runs counter to safety at a time like this.

This impression is boosted by maps showing that urbanized states have the most confirmed cases. Not so fast; these discussions are premature. The facts to date don't support the idea that cities and density correlate to danger. The maps are misleading, partly because they show total cases without regard to population. (See map below.)

### Covid-19 Map USA



For example, the most populous state is California, with 39.5 million people. It shows up dark purple on the map. Wyoming is the least populous state, with 577,000 people. It is light pink. It appears that California is a much more dangerous place to be right now, and that impression is reinforced by the statewide lockdown that has been imposed by the governor. But hold on: As of Sunday, California had one confirmed case per 25,960 people. Wyoming had one confirmed case per 24,072 people. (Update: as of 7:30 a.m. ET Friday morning, California had one case per 12,332 people and Wyoming had one case per 10,886 people, source [livescience.com](http://livescience.com) (<http://livescience.com>)).

As far as we know today, a resident of Wyoming is more likely to have coronavirus than a resident of California. That's despite California being a far more urban state, with the large majority of its residents living in major metropolitan areas, relatively close to millions of other people. Wyoming, by contrast, is nearly all rural with no metro areas of more than 100,000 people. California also had several weeks head-start on Wyoming, as the ill-fated Princess Cruise docked February 21 and thousands of passengers got on and off. Wyoming's first case was identified March 11.

### Doubting the density narrative

Does this mean that Wyoming is more dangerous now than California? Of course not. We don't know enough at this time to draw any conclusions. Looking at individual cities, and their suburbs, though, provides many more facts that would lead us to doubt the narrative that density is the problem.

Philadelphia is one of the densest cities in the nation, with 11,797 people per square mile and many of its most desirable neighborhoods top 40,000 people per square mile. Most of the city was planned and built at a walkable proximity well before modern zoning and the rise of automobile dominated transportation. Philadelphia notoriously suffered during the 1918-1919 Spanish flu pandemic—as city officials allowed a massive WW I victory parade to take place attracting 200,000 onlookers in the middle of the outbreak. (It's easy to look back and ask, “what were they thinking?” And yet we should also remember that the viral cause of the Spanish flu was not confirmed until the 1930s).

Residents of Philadelphia live in housing that is largely the same as it was 100 years ago. Rowhouses are predominant in many, if not most, neighborhoods. The kitchens, plumbing, and electrical systems have all been greatly modernized in the last century, but the basic form of the house is the same. There is little evidence that these rowhouse neighborhoods are any more dangerous, today, in a coronavirus outbreak, than low-density, leafy, suburban communities.

As of Sunday, there were 69 confirmed coronavirus cases in Philadelphia—or one per 22,958 people. In suburban Montgomery County, Pennsylvania, there were 77 cases—or one case per 10,338 people. (*Update: as of 7:30 a.m. ET Friday morning, Philadelphia had one case per 3,940 people and Montgomery County had one case per 2,924 people, source livescience.com (<http://livescience.com>)*). Montgomery County has 1,716 people per square mile, or about one-seventh the density of the city. Again, this doesn't mean that Philadelphia is safer than Montgomery County, the facts just call into question a knee-jerk reaction to this crisis.

Ninety miles to the northeast, in New York State where I live, we have a far bigger problem. New York is coronavirus central in the US, but even there many facts run counter to the density-equals-danger narrative. New York City, which is in a class by itself in terms of density in the US, has one case per 1,035 people. Low-density, suburban Westchester County to the north—a place that is similar in many respects to Montgomery in Pennsylvania—has one case per 730 residents, tops in the nation. (*Update: as of 7:30 a.m. ET Friday morning, NYC had one case per 414 people and Westchester had one case per 206 people, source livescience.com (<http://livescience.com>)*). Even within the city, the correlation does not hold: All five boroughs have similar rates (<https://www.nytimes.com/2020/03/23/nyregion/coronavirus-new-york-update.html>) of infection, with Staten Island the highest, even though Manhattan is by far the densest—it is 8.6 times as dense as Staten Island.

These comparisons are cherry-picked, but that's the point. Everything is cherry-picked in this ever-changing situation. This may all change tomorrow, and then back again next week. The definitive scientific studies are a long way off.

Major cities do have one risk factor to a much greater degree than rural places, and that is international travel. New York City probably has more international travel than any other place in America and it has JFK Airport—the point of departure for many international flights. That fact will not change—where else would we build an international airport?—although we will learn a great deal about how to make travel safer in times such as these.

### **Crowding is another matter**

There is no clear evidence that density, per se, is the problem. *Crowding* is distinct from density. Density is the number of housing units, or people living, per unit of land. Crowding is a whole lot of people gathered together in a space. During the Spanish flu pandemic, considerable crowding took place in communities of all sizes across the US. Families were larger and they lived in smaller houses. Schools packed far more pupils in a room. Saloons, assembly halls, churches, transit systems—all were crowded at that time. During the infamous Philadelphia parade, people shouted and cheered by the thousands, elbow to elbow, for hours. In this coronavirus crisis we have effectively eliminated the crowding problem. There is no evidence, that I know of, that passing somebody on a sidewalk—or a supermarket aisle—is a significant factor in spreading the disease.



We also need to look at human health from a broad perspective. Life is inter-connected, and it is no use adopting policies that theoretically reduce risk in one area yet actually increase risk in other areas. Zoning codes approved starting 100 years ago—mostly unrelated to the Spanish flu—have contributed to tens of thousands of automobile deaths and millions of injuries, year after year. Wyoming had 111 automobile fatalities in 2019, a rate that is six times that of California's older, densest cities. And, don't forget the approximately 75 nonfatal traffic injuries for every death, according to data (<https://www.cdc.gov/publichealthgateway/didyouknow/topic/vehicle.html>) from the Centers for Disease Control and Prevention. California is 42 times the density of Wyoming. Any argument to reduce density as a result of the coronavirus would be wise to take other risks and unintended consequences into consideration.

I worry about brick-and-mortar retail stores, so vital to street life and communities. Some shops—grocery stores, pharmacies, and department stores, for example—are doing very well in this pandemic. Many others may die and not open again. I wonder what is going to happen to the malls that have been closed—many were on the edge of profitability and/or solvency to begin with. We are in new territory and we don't know the impact this crisis will have on Main Street, downtown, and suburban storefronts.

The purveyors of virtual reality are big winners. The nation as a whole is learning how to hold lessons and meetings online—a crash course that would have taken years without the coronavirus. No doubt we will be using this technology more going forward—and it has specific, efficient, and effective uses in education, health care, business, and other areas of life. That said, virtual reality cannot come close to replacing the depth of experience and understanding one gets from an in-person event. As soon as they possibly can, people will flock to in-person events again with an eagerness and exuberance that will surprise us all. If anything, this pandemic will make us appreciate face-to-face contact even more than we did in the past.

For the time being, cities have lost most of their advantages. There is little to do in New York, the city that supposedly never sleeps. Nature—and the virtual world—are suddenly the only games in town. This is unsustainable for long.

We need to all take a deep breath, get through this difficult time, and wait for perspective. Some perspective may take months or even years to come. Cities are long-term projects, and, as others have pointed out, they have survived uncounted plagues—many of which have been far worse than the current one. Let's resist the urge to come to long-term conclusions in the midst of a short-term crisis.



Robert Steuteville is editor of Public Square: A CNU Journal and senior communications adviser for the Congress for the New Urbanism.

(/publicsquare/author/robert-steuteville)



ALSO ON CNU

<p><b>Ten rules for successful ...</b></p> <p>3 months ago • 1 comment</p> <p>Editor's note: The following is an excerpt from an e-book, The Ten No-B.S. ...</p>	<p><b>Carrying on the work of Christopher ...</b></p> <p>2 months ago • 2 comments</p> <p>Architect Christopher Alexander's 1977 book A Pattern Language has ...</p>	<p><b>How a brutalist building is reviving a ...</b></p> <p>2 months ago • 3 comments</p> <p>A massive skyscraper is being renovated as a mixed-use, walkable ...</p>	<p><b>Six keys to autonomo</b></p> <p>3 months ago</p> <p>Forty years after 30A in Walt Disney World, Florida, began ...</p>
--	--	---	--

4 Comments CNU Disqus' Privacy Policy Doggles

Recommend 1 Tweet Share **Sort by Best**

Join the discussion...

**Kevin Klinkenberg** · a month ago

South Korea and Germany have handled this very well, and both are far more dense than our country. Controlling this is mostly about competent leadership, preparedness and management - not urban form. THAT ALL SAID, the long-term perceptions could work against cities in ways we can't predict. The emotional reaction could shift people to lower-density areas.

1 ^ | v · Reply · Share ·

**Kim Hayes** · a month ago

You have a interesting point I would like to see the statics of case per capita.

^ | v · Reply · Share ·

**Daniel Morales** · a month ago · edited

I've seen the same articles, and they don't take in account several factors. Of course social distancing is essential, but so is coordinated action that relies on resilient infrastructure. Moving and distributing limited resources becomes all the more difficult on a sprawling auto-dependent system. Then there's the waste it makes of land we will undoubtedly need to grow fresh food locally, to say nothing about the need for a sense of belonging and the strain on mental health which our current system engenders. This is not the only catastrophe we will face. As Robert says, we will get through this stronger and better. Till then, love thy neighbor.

^ | v · Reply · Share ·

**Chris** → **Daniel Morales** · a month ago

I've been thinking about the same things and working on a piece for Medium addressing how our auto dependency might temporarily help grocers and megastores, but fails to address resiliency in the long term.

# Mary Vogel

**#123655 | April 30, 2020**

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

Article attached: Facts don't support the 'density is dangerous' narrative

Testimony is presented without formatting.

# Jen Kersgaard

**#123656 | April 30, 2020**

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

The Covid-19 pandemic has illustrated how density directly and adversely effects health and the spread of disease. Increasing density has its down sides, as played out in major cities across the US, with dense urban areas clearly suffering far more infections. Please consider this when determining how dense we really should be. I completely oppose the infill and changes in zoning to increase density. Sincerely, Jennifer Kersgaard

Testimony is presented without formatting.

# Stephen McCormick

**#123659 | April 30, 2020**

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

Dear Council members I have written previously. I urge you to revert to the original staff recommendation - the Proposed Draft of April 2018 - incorporating any changes required by House Bill 2001. That draft was developed with broad public engagement and struck an appropriate balance between preserving much of Portland's unique charm and increasing density. All the amendments since then reflect the overwhelming developer-focus of the Commission and will result in a Portland of charmless multiplex boxes. Absolutely no confidence can be placed in the assurances of developers or their funded "grassroots allies" that affordability will be a priority.

Testimony is presented without formatting.

# Denise Maroney

**#123660 | April 30, 2020**

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

For my particular property this is not advantageous for anyone. The size of what I can build is not in keeping with the neighborhood. It would be smaller than any other home. It would be smaller than The existing home, Not sure how that is helpful for anyone.

Testimony is presented without formatting.