

Michael Jankowski

#62665 | November 22, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I own 2 properties connected to this zone on SE 28th Place since 2005. 3736 SE 28th Place (my residence) 3820 SE 28th Place (long term rental) I am currently R2.5 and would like to be considered for R2 zoning or other... I am connected to multi family on 3-sides. Being so close to 2 bus lines, the Max train, schools, retail, Catholic Charities and other affordable housing developments, etc., I am interested in developing my properties to be higher density including some affordable options as well. Interested in building: Courtyard apartments, other multi-family options, or whatever would be the best use of these lots. Thank you for the consideration and allowing me to help Portland be better and more livable for all. - Mike

Testimony is presented without formatting.

Thomas Karwaki

#62670 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Commissioners, The University Park Neighborhood Association's Board and its Land Use Committee thanks the BPS Staff for this fine effort. Our concerns are: 1) Increased demand for on-street parking in areas not served by existing or planned transit service (amendment #2) which UPNA's Board is AGAINST. UPNA's Board is FOR Amendment #4. 2) UPNA's Board and Land Use Committee are FOR Amendments 6a, and especially 6b and 6c. Community use space is important for residents and children. 3) Aging in Place -- UPNA is in favor of Universal Design which requires at least 32 inches for doors (and recommends 24 or 26 inch) which is adequate for wheelchairs. 31.75 inches in the BPS BHBD proposal is not wide enough. As the BPS Staff notes on page 66 of volume 2, there are differences between the BHBD proposal and the RIP proposal. UPNA suggests that the City Council and BPS be uniform in the design of bathrooms and door widths in its visitability requirements between the duplexes and triplexes etc and large apartments and ADUs. BPS Staff thinks that this might be a commercial vs residential building code concern. Having the same standards will promote a level playing field among different types of housing and will assure residents of consistent visitability. 4) Transportation Demand Management (TDM) -- UPNA encourages the City Council to require stronger TDM plans for BHBD and RIP units with BPS/PBOT creating TDM templates and easier Street Parking Permit systems. Thomas Karwaki Chair, Land Use Committee, University Park Neighborhood Association

Testimony is presented without formatting.

Todd Littlefield

#62664 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm not sure if I have missed the cut off time for testimony but I'd like to add one point if I may. Why would you want to reduce the height limit in the multi family zone for it's current heights. Land prices are through the roof. Permit cost are extraordinary. On a typical lot, a developer has 300k into the project before he breaks ground on a house. We have an urban growth boundary that artificially inflates lot cost inside the boundary. I understand people that tlive in high density zones are in favor of lower height limits but if we are looking at this from a holistic stand point, shouldn't this be viewed from what's best for the city in the long term. Building up instead of out seems to be the appropriate approach when all things are considered. Thank you, Todd Littlefield

Testimony is presented without formatting.

Todd Littlefield

#62663 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am not in favor of nor am I not in favor of the latest, in a long series of new laws and regulations imposed. I simply ask, how do any of these news regulations actually help reduce the cost of housing? As I believe this to be the purported point of this and other years long, studies, meetings, drafts, amendments, city time staff and money. I've watched several planning commission meetings in disbelief at the numbers the studies used or calculated as a basis for implementing this plan. The presumed number of units the study says it beliefs to be built under the proposed new regulations are impossible to achieve, impossible. The criteria in the studies are flawed and they are obviously flawed. Let me get back to my original point, how exactly and by exactly what dollar amounts will each of these new regulations save or reduce construction cost? The goal is to reduce housing cost and make housing more affordable. I have not seen any information or studies outlining how each new regulations will achieve this goal. Before I would vote in favor of any new regulations, I would naturally want to know this information. Thank you, Todd Littlefield

Testimony is presented without formatting.

soren impey

#62662 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am a renter and tenant rights organizer and support the BHD recommended draft and especially the deeper affordability and 3+ unit housing bonus. If anything I would like to see these kinds of incentives be expanded to other zones, including residential zones. I again want to stress that I do not support the transfer bonuses that were recently introduced (e.g. transfer bonuses for trees, historic buildings, and seismic upgrades). These transfer bonuses are contradictory to the position of most BHD stakeholder participants and dilute the impact of the affordability bonuses. I also would like to voice support for amendments 1a, 1b, and 1c as well as amendment 7. I strongly oppose amendments 3,4,5,6,6a, 6b, and 6c because they add additional constraints on the development of needed affordable housing. I also agree with Commissioner Hardesty that the unusual zone change for the house on Belmont in the Better Housing by Design project should have gone through the usual city council process. Please avoid the appearance of favoritism in this process. Sincerely, Soren Impey

Testimony is presented without formatting.

Doug Klotz

#62659 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

While I support the proposed rezone, I agree with Commissioner Hardesty that the inclusion of a zone change for the house on Belmont in the Better Housing by Design project, seems unusual, as they could have gone through the regular rezoning process, which would have been more equitable.

Testimony is presented without formatting.

John Gibbon

#62658 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Speaking to proposed amendments on a personal basis- I having worked in this field professionally for 40 years and lived in common interest type housing for nearly as long, I personally strongly support efforts to enhance ownership opportunities in these housing types. Based on the same experience I support the ideas of common areas that can be utilized by the communities that this type of housing produces but caution that successfully sustaining these facilities impose significant challenges on the property operator especially in ownership oriented situations and encourage thought being given to encouraging stand alone design options that while reducing outdoor space would hopefully reduce the conflict that often comes from placing such facilities within the same structure as living areas. I, although I absolutely understand the legitimate concern engendered regarding placing density at great distances from active transportation and transit facilities. I, in part for reasons related to equity, continue to urge the City to explore ways to incentivize contributions by developers and owners to fulfilling adopted active transportation plans rather than ultimately limiting residency at distance from a specific point.

Testimony is presented without formatting.

Andrew Parish

#62657 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am in favor of this proposal overall but have a few comments on the latest amendments: - I am in opposition to amendments 3, 4, 5, 6, 6a, 6b, and 6c. - I support amendment 2 and amendment 7. - I oppose amendment M3

Testimony is presented without formatting.

Bradley Bondy

#62656 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hi, I am writing today to very briefly express my opposition to the recently introduced amendments 6, 6a, 6b, and 6c, as well as to express my strong support for Mayor Wheeler's amendment 7. I also want to reiterate my strong support for amendment 2 which will eliminate parking requirements for affordable housing developments.

Testimony is presented without formatting.

M. Pierce

#62655 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in support of adjusting a small, 2 foot wide R5 section at the back of an historic property at 5631 Belmont Street House to R2 so that owner Lyrin Murphy can apply for a conditional use permit. The adjustment would allow for flexible, adaptive re-uses for the property that would be beneficial to the City. I have followed her renewal of this property from an abandoned firetrap filled with trash, graffiti, drug use and lawlessness to its current restoration as a beacon of hope for change that care can bring care to community.

Testimony is presented without formatting.

Leon Porter

#62654 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hi, I strongly support the new Amendment 7 to allow FAR to be transferred between sites in multi-dwelling and mixed-use zones. The greater flexibility this amendment will permit should allow developers to provide more housing at lower expense. I oppose new Amendments 6a and 6b. As I have previously testified at length, indoor common areas should not be required in private buildings, since requiring them is not an efficient or effective way to fight social isolation. However, I do support Amendment 6c, because if indoor common areas are required, at least 6c ensures they won't reduce the number of residential units a building can include. As I testified before, I also support Amendments 1a, 1b, 2, M1, and M2, but oppose Amendments 3, 4, 5, and M3. Thanks,
Leon Porter

Testimony is presented without formatting.

Jonathan Greenwood

#62653 | November 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear council, I oppose amendments 3, 4, 5, 6, 6a, 6b, and 6c. I support amendment 2 and 7. I also oppose M3, which lowers heights in Kings Hill. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Tim Davis

#62652 | November 20, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hi everyone! I'll be incredibly uncharacteristically brief!! :) I just wanted to quickly submit that I oppose BHD amendments 3, 4, 5, 6, 6a, 6b and 6c (the 7 amendments that Commissioner Fritz suggested). I support Amendment 2 (no parking requirement--*please* make this happen!!) and 7, which allows FAR transfers. We need to massively increase *housing opportunity* (for ALL) in Portland!! And we need to radically change our decades-long policy of providing cheap or free housing for CARS. We need to prioritize PEOPLE over CARS. It's best for the planet, for human health (in every respect), for community, vibrancy, safety, you name it. Thank you so much for your consideration! And never forget that "luxury housing" is SINGLE-FAMILY detached housing.

Testimony is presented without formatting.

Ann Blaker

#62650 | November 20, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to express my support for rezoning Lyrin Murphy's project on Belmont St. to R2. As a near neighbor, I am fully aware and supportive for her vision for this project. Having this available, especially in close proximity to TaborSpace at 55th, would be a benefit to the neighborhood. Her work has already enhanced the neighborhood and I wish more people shared her vision of restoring valuable older homes.

Testimony is presented without formatting.

Doug Klotz

#62648 | November 20, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Attached is my testimony on new amendments (and previous ones).

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214

November 20, 2019

Mayor Wheeler and Commissioners:

My comments on the recently proposed amendments to Better Housing by Design:

I support Amendment 7, to allow FAR transfers between multi-dwelling and mixed-use zones. This provides more flexibility and options to preserve historic buildings, affordable units and large trees.

As I opposed the previous Amendment 6, I also oppose new Amendments 6a, 6b, and 6c, which will constrain housing providers in their building design. The Recommended Draft requirements provide more needed flexibility for provision of the areas on different sites, and I support the original language in the Recommended Draft.

I also support Technical Amendment G.

.....
I reiterate my previously stated support for 1a, 1b, and 1c.

I strongly support Amendment 2, to remove all parking requirements for projects with IH units.

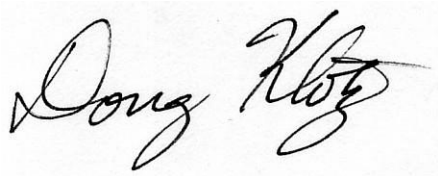
I continue to oppose Amendments 3, 4, 5 and 6, as all of these will reduce the amount of housing that can be provided, and/or increase the cost of that housing.

I continue to support Amendments M1 and M2.

I continue to oppose Amendment M3, which would unnecessarily limit development in the King's Hill district near Goose Hollow, in a small area where the "context" is adjacent 10-story buildings, and where FARs have already been reduced in the proposal.

I urge you to adopt the Better Housing by Design project, which will open up opportunities for more housing units, with better amenities and better design, to help with our ongoing housing crisis, and will also produce regulated affordable units through the Inclusionary Housing requirements to reduce the shortage of affordable housing in Portland.

Thank you

A handwritten signature in black ink that reads "Doug Klotz". The signature is stylized with a large, looped 'D' and a cursive 'Klotz'.

Doug Klotz

Margaret Maggio

#62562 | November 20, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am a Mount Tabor neighbor and strongly support the request to rezone the six feet of the lot that is in the R5 zone to consolidate the property as R2. I support the city's position that increased density must include the historic residential neighborhoods. However, there are many possible properties that can be developed for added density within the boundaries of this neighborhood and I do not think the current owner of this historic asset should be one of them. Let's give the owner the opportunity to legally try out a variety of options to financially support the newly renovated building and grounds and see what happens. A diversity of use is required for the livable, dense, city. This could be one of them.

Testimony is presented without formatting.

Caitlin Cranley

#62560 | November 20, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the rezoning request for the subject property. I believe the request to include the full footprint of the existing, historic, building within the R2 zone will benefit the neighborhood, and the City as a whole, by encouraging adaptive reuse of our existing built fabric; instead of prioritizing demolition. Thank you,

Testimony is presented without formatting.

Mary Beth Kurilo

#62550 | November 19, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hello - My name is Mary Beth Kurilo, and I live at 5632 SE Belmont St., across the street from Lyrin Murphy's house at 5631 SE Belmont St. Lyrin purchased the home approximately 16 months ago, and brought it back from an abandoned, run-down wreck into a warmly restored historic property. As a neighbor and a Portland citizen, I am grateful for Ms. Murphy's vision and dedication to restoring one of Portland's historic properties. Where historically, the house was a magnet for squatters and vandals, it is now a beautiful historic property that contributes to the charm and character of our city. I strongly support the development and full rezoning of this historic property as a potential R2 (multi-family) property. This would allow for flexible use of the house, including the possibility of the house hosting small event gatherings. It would also protect this historic property from future developers who may be wrongly incentivized to tear down this beautiful house and rebuild, simply to circumvent the zoning complexity. I am joined in this support by the vast majority (if not entirely unanimous support) of my neighbors, all of whom voice their appreciation for the work and energy Ms. Murphy has invested in this property. The event space would be a welcome addition in our neighborhood, and I urge the City of Portland to recognize this beautiful house for what it can offer - a lovely event venue that allows Portlanders and visitors to celebrate the historic preservation of one of our most beautiful properties and neighborhoods. Please don't hesitate to contact me to further discuss this property - I can be reached at 503-407-6205. Sincerely - Mary Beth Kurilo

Testimony is presented without formatting.

Ashley Devarajan

#62540 | November 19, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am the homeowner of 3224 SW 12th Ave., and we are proponents for the Better Housing by Design expansion to include the east side of 12th street within the RM3 zoning for better development potential. We believe this area needs better housing solutions and this zoning change would offer more units in a high demand area.

Testimony is presented without formatting.

Lawrence Margolin

#62539 | November 19, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am in Support of Better Housing By Design on Marquam Hill, we need more housing, parking and store fronts on Gibbs St.

Testimony is presented without formatting.

Doug Klotz

#62538 | November 19, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Attached is a letter and photo of a different Goose Hollow history.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl
Portland, OR 97214

Nov. 19, 2019

To: Portland City Council
Re: Better Housing by Design
Mayor Wheeler, and Commissioners Hardesty, Eudaly, Fish and Fritz:

There was discussion at the November 6th Better Housing by Design hearing about preserving historic buildings in the Goose Hollow neighborhood.

In the Portland Archives, I came across this photo of the Goose Hollow neighborhood, with some much earlier housing. The photo shows the houses of Chinese-American gardeners, and their gardens, in the 1880s.



The question is “whose history” we are preserving in Goose Hollow? The Native Americans who lived there first, the Chinese-Americans who came after them, or the European-Americans who came most recently?

Sincerely,
Doug Klotz

Mark O'Donnell

#62545 | November 18, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached

Testimony is presented without formatting.

MARK P. O'DONNELL
 8680 SW Bohmann Parkway
 Portland, Oregon 97223

AUDITOR 11/18/19 pm12:14

November 14, 2019

via USPS 1st Class Mail & Via City Council web portal: <https://www.portlandmaps.com/bps/testify/#/mdz>
 Portland City Council
 BETTER HOUSING BY DESIGN TESTIMONY
 1221 SW Fourth Avenue, Room 130
 Portland, Oregon 97204

Re: BETTER HOUSING BY DESIGN | Statement in Opposition to Rezoning of 1727 NW Hoyt and 624 NW 18th from RH to RM3

Dear City Council:

Thank you for supporting the Northwest Housing Alternatives (“NHA”) low-income/senior/ special needs development at the above addresses.

The current RH Zone allows a base floor area ratio (FAR) of 4:1. The proposed RM3 Zone only authorizes a base Far of 2:1.

Reasons for Objection

- 1) The proposed change will result in impairment to the fair-market value of the proposed NHA Affordable Housing Development. The buildings will exceed the 2:1 FAR ratio. The bonus only allows a FAR of 3:1. In determining the fair-market value/real-market value of real property, the appraiser/county assessor/estate valuation appraiser, etc., is required to consider current land-use regulations. Approving this zone change will result in the building becoming a nonconforming structure. A nonconforming structure does not have the same value as a conforming structure.
- 2) The Alphabet Historic District (“AHD”) is, was, and will continue to be a sophisticated exclusionary zoning tool under the guise of “compatibility.” The Landmarks Commission delays, reduces density, increases development costs, and takes other actions which discourage and prevents the development of affordable housing in the AHD. We are all familiar with the term “the wrong zip code.” The AHD and how it functions promotes wealth redistribution (the wrong way) and economic segregation (shifts low-income housing to the East Side/Gresham, etc.). The limitation of development and/or its difficulty in the AHD increases asset values of current real property owners. The AHD and Landmarks Commission have been a very effective exclusionary zoning device.

BLACKSTONE CENTER NHA & J. Wheeler & Commissioners in Re Zoning (11/18/19) v.10

- 3) A base FAR of only 2:1 becomes a serious obstacle for the needed density to make affordable housing economically feasible due to the high land costs. NHA has stated in its opposition to this “back-door approach” as follows:
 - (a) It reduces the available potential housing in the District/neighborhood as the City grows and will drive up neighborhood housing costs and make living in the neighborhood less affordable.
 - (b) During a housing crisis and in a neighborhood already renown for being difficult to development, this is not the time to make development housing costs less effective and more difficult.
 - (c) AHD is a resource-rich land area. It is walkable, close to jobs, medical facilities, transit and entertainment. Developing in the AHD dramatically reduces costs to the City for infrastructure, including transit and services, while allowing people, regardless of their income levels, to live in a beautiful, vibrant city area.
 - (d) In Northwest Portland, buildings typically fill the entire property. At a 2:1 FAR, only two-story buildings would be allowed. The “bonus” for affordable housing is illusory, as no one is going to take the torturous exclusionary zoning process of the Landmarks Commission.
- 4) NHA was hoping to support the development of more affordable and attainable housing in the Northwest Portland districts. NHA has stated:
 - (a) If the proposed zoning were in place when approached by the landowners, NHA would not have been able to add this critically needed housing.
 - (b) NHA is looking at new property collaborations in the neighborhood and will likely need to abandon those efforts if a downzoning of this magnitude prevails.
- 5) The proposed downzoning resulting in reducing FAR from 4:1 to 2:1 is a “backdoor” approach to NWDA’s 2016 attempts to reduce FAR from 4:1 to 2:1 for this property and other properties in Northwest Portland. Enclosed is NWDA’s 2016 Notice of the City Council Hearing that would consider this FAR reduction and a copy of my October 12, 2016, Opinion Editorial in *The Oregonian*. Please note that the Planning and Sustainability Committee approved/recommended this reduction for 22 properties in Northwest Portland.

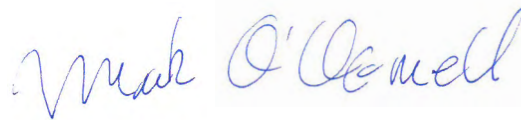
Conclusion

You are to be commended for your understanding of the relationship between the cost of housing and homelessness. Despite the popular myth, not everyone wants to live in a tent and do drugs. More importantly, you are to be complimented for your actions in helping solve this horrible social and human problem.

This proposed zone change is not only inconsistent with your affordable housing policies, but is in direct opposition to it. NWDA, its allies on the Planning and Sustainability Committee, the Landmarks Commission structure and how it operates are co-conspirators in the promotion of wealth redistribution the wrong way and economic segregation. Numerous stores like Target, Albertson's, Safeway, etc. have closed on the East Side. While the Safeway at Raleigh Hills has closed, most of its patrons had automobiles. This is not true on the East Side. This "economic segregation" only feeds the growth of social issues that are detrimental to a large percentage of our citizens (think "the wrong zipcode" description).

Hopefully, you see the wolf in this sheep's clothing and reject this zone change.

Sincerely,



Mark P. O'Donnell, General Partner
BLACKSTONE CENTER GROUP

MOD/jj
Enclosures
cc: Timothy V. Ramis

SEPTEMBER 6, 2016

NOTICE OF PROPOSED ZONING CODE CHANGES THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

What does this mean for me?

You received this notice because the Planning and Sustainability Commission (PSC) has recommended a change to a zoning standard on your property. The maximum floor area ratio (FAR) is proposed to change from the current allowance of 4:1 to 2:1. This would affect future development of your property. This change may affect the value of your property.

One of the properties that may be affected is your property at: 624 NW 18TH AVE

State ID #: 1N1E33AC 4300

The current base zoning of RH is not changing. Only the maximum FAR standard is proposed to change.

Other zoning regulations may also apply to this property that are not proposed to change at this time. For more information, please refer to www.portlandmaps.com or call 503-823-0195.

Why are these changes proposed?

State law requires periodic Comprehensive Plan updates. On June 15, 2016, City Council adopted Portland's 2035 Comprehensive Plan as part of the state's periodic review. The 2035 Comprehensive Plan is a 20-year plan to shape the growth and development of the city.

The City's Zoning Code and Zoning Map are now being updated to be consistent with the new 2035 Comprehensive Plan goals, policies and map. Proposed changes that may affect your property are included in this update.

How can I learn more about this proposal?

1. Visit our website www.portlandoregon.gov/bps/pdxcompplan for more information, including maps and frequently asked questions.
2. Ask City staff a question. We are happy to help. Call 503-823-0195 or email us at pdxcompplan@portlandoregon.gov.

How is this notice different from previous notice(s) I've received?

You may have received a letter or notice last year about PSC hearings on proposed Zoning Map and/or Zoning Code changes related to the Comprehensive Plan. This new notice is to let you know that the Portland City Council will now consider adopting the PSC-recommended plan.

When will the zoning changes take effect?

January 1, 2018. This allows time for the State of Oregon to acknowledge the plan, and consider any objections that may be filed.

Will the zone changes require me to redevelop or sell my property?

No, as a property owner it is always your choice to sell or redevelop.

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Portland City Council in the following ways:

Testify in person at the City Council hearing.

You may speak for 2 minutes to the Council, and your testimony will be added to the public record.

City Hall Council Chambers, 1221 SW 4th Avenue, Portland

Thursday, October 6, 2016 at 2 p.m.

Thursday, October 13, 2016 at 2 p.m.

To confirm dates and times, check the City Council calendar at www.portlandoregon.gov/auditor/26997

If you need special accommodation, translation or interpretation, please call 503-823-4086 at least 48 hours before the hearing.

Testify in writing between now and October 13, 2016.

Please provide your full name and mailing address.

- **Email:** cputestimony@portlandoregon.gov with subject line "Comprehensive Plan Implementation"
- **U.S. Mail:** Portland City Council, 1221 SW 4th Ave., Room 130, Portland OR 97204, Attn: Comprehensive Plan Implementation

All testimony to City Council is considered public record, and testifiers' name, address and any other information included in the testimony may be posted on the website.



IN MY OPINION

Fate of affordable housing project rests with Portland City Council

Mark P. O'Donnell

We have contracted with the non-profit Northwest Housing Alternatives for the building and operation of a 160-unit low-income senior housing project in Northwest Portland. The nonprofit, which currently provides more than 1,800 housing units for more than 2,700 individuals, is one of Oregon's largest and oldest non-profit developers of affordable housing in Oregon.

The financial viability of our project rests on two critical foundations. First, we have agreed with the nonprofit to a long-term ground lease at below-market rates. Second, the property is currently assigned a four-to-one "floor-area ratio," meaning you can develop up to a four-floor building.

However, the neighborhood group Northwest District Association and the city's Planning and Sustainability Committee have recommended the ratio be cut by 50 percent, affecting a 23-block area within Northwest Portland. The City Council has held the first hearing on the issue as part of its work on the comprehensive plan and will review it again on Thursday.

If the Portland City Council yields to the neighborhood association, our affordable housing project will not happen.

Our plan had called for most of the 160 units to be occupied by seniors and citizens with special needs who are categorized as "extremely low income." Today, the City of Portland has a shortage of

23,295 units for that very category. In Multnomah County, the shortage is 27,535.

In other words, the poorest of the poor have the greatest needs.

The city should not be asking Portland voters to approve \$258.4 million in general obligation bonds to provide approximately 1,300 affordable apartments and — at the same time — approve the reduction in the floor-area ratio that would eliminate 160 units of affordable housing at no cost to the city.

The Northwest Pilot Project receives an average of 5,000 calls per year for adults over 55 years of age who are homeless or at risk of homelessness in Multnomah County. According to that nonprofit, the population of those age 55 or older who are homeless in Multnomah County has increased by 23 percent between 2013 and 2015. This acute shortage of affordable housing for the extremely low income leads to homelessness.

We have partnered with two nonprofit organizations that have outstanding resumes of helping extremely low-income citizens. Approval of this exclusionary zoning for the elite will kill housing opportunities for those who need it the most.

To do such in this crisis of a 23,295-unit shortage, reminds me of Ralph Waldo Emerson's statement: Your actions are shouting so loud, I cannot hear what you say.

Mark P. O'Donnell is a lawyer who was raised in Northwest Portland. He won the De Paul Freedom Award in 2013.



The city of Portland, which recently bought this quarter block in the Pearl District to build more affordable housing, voted earlier this year to place a \$258 million housing bond on the November ballot. Brad Schmidt / staff

Better Housing by Design

Testimony on Recommended Draft

Ordinance # 189805

Jynx Houston

#62546 | November 17, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Once again you have completely exposed what a pathetic, irresponsible, phony agency you are (well known by a growing # of Portlanders) in your BHBD policy that LOOSENS parking minimums. What could possibly be the purpose of such a policy except as a sop to developers. Jynx Houston

Testimony is presented without formatting.

Sharon Nobbe

#62533 | November 17, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support a zone change to the rear 20 feet of property from R5 to R2 so that the entire property would be R2 zoning. The property is a restored home, an icon, known as the Christmas House in the neighborhood. An R2 zone applied across the entire property to match the same R2 as the home facing on SE Belmont is consistent with adjacent properties having primary access from SE Belmont Street. The property has one ownership and one legal property description. Applying historic property lines is not reasonable given the renewed condition of the home and its current ownership. A single R2 zone across entire property preserves the integrity of the home and its property. Maintaining the split zone devalues the home and the property and it's potential adaption for use and an inn. It appears that when the split zone was applied it unintentionally did not take into account the particular relevance of the structure and its significance to the community.

Testimony is presented without formatting.

Mark O'Donnell

#62465 | November 14, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear City Council: Thank you for supporting the Northwest Housing Alternatives (“NHA”) low-income/senior/ special needs development at the above addresses. The current RH Zone allows a base floor area ratio (FAR) of 4:1. The proposed RM3 Zone only authorizes a base Far of 2:1.

Reasons for Objection 1) The proposed change will result in impairment to the fair-market value of the proposed NHA Affordable Housing Development. The buildings will exceed the 2:1 FAR ratio. The bonus only allows a FAR of 3:1. In determining the fair-market value/real-market value of real property, the appraiser/county assessor/estate valuation appraiser, etc., is required to consider current land-use regulations. Approving this zone change will result in the building becoming a nonconforming structure. A nonconforming structure does not have the same value as a conforming structure. 2) The Alphabet Historic District (“AHD”) is, was, and will continue to be a sophisticated exclusionary zoning tool under the guise of “compatibility.” The Landmarks Commission delays, reduces density, increases development costs, and takes other actions which discourage and prevents the development of affordable housing in the AHD. We are all familiar with the term “the wrong zip code.” The AHD and how it functions promotes wealth redistribution (the wrong way) and economic segregation (shifts low-income housing to the East Side/Gresham, etc.). The limitation of development and/or its difficulty in the AHD increases asset values of current real property owners. The AHD and Landmarks Commission have been a very effective exclusionary zoning device. 3) A base FAR of only 2:1 becomes a serious obstacle for the needed density to make affordable housing economically feasible due to the high land costs. NHA has stated in its opposition to this “back-door approach” as follows: (a) It reduces the available potential housing in the District/neighborhood as the City grows and will drive up neighborhood housing costs and make living in the neighborhood less affordable. (b) During a housing crisis and in a neighborhood already renown for being difficult to development, this is not the time to make development housing costs less effective and more difficult. (c) AHD is a resource-rich land area. It is walkable, close to jobs, medical facilities, transit and entertainment. Developing in the AHD dramatically reduces costs to the City for infrastructure, including transit and services, while allowing people, regardless of their income levels, to live in a beautiful, vibrant city area. (d) In Northwest Portland, buildings typically fill the entire property. At a 2:1 FAR, only two-story buildings would be allowed. The “bonus” for affordable housing is illusory, as no one is going to take the torturous exclusionary zoning process of the Landmarks Commission. 4) NHA was hoping to support the development of more affordable and attainable housing in the Northwest Portland districts. NHA has stated: (a) If the proposed zoning were in

place when approached by the landowners, NHA would not have been able to add this critically needed housing. (b) NHA is looking at new property collaborations in the neighborhood and will likely need to abandon those efforts if a downzoning of this magnitude prevails. 5) The proposed downzoning resulting in reducing FAR from 4:1 to 2:1 is a “backdoor” approach to NWDA’s 2016 attempts to reduce FAR from 4:1 to 2:1 for this property and other properties in Northwest Portland. Enclosed is NWDA’s 2016 Notice of the City Council Hearing that would consider this FAR reduction and a copy of my October 12, 2016, Opinion Editorial in The Oregonian. Please note that the Planning and Sustainability Committee approved/recommended this reduction for 22 properties in Northwest Portland. Conclusion You are to be commended for your understanding of the relationship between the cost of housing and homelessness. Despite the popular myth, not everyone wants to live in a tent and do drugs. More importantly, you are to be complimented for your actions in helping solve this horrible social and human problem. This proposed zone change is not only inconsistent with your affordable housing policies, but is in direct opposition to it. NWDA, its allies on the Planning and Sustainability Committee, the Landmarks Commission structure and how it operates are co-conspirators in the promotion of wealth redistribution the wrong way and economic segregation. Numerous stores like Target, Albertson’s, Safeway, etc. have closed on the East Side. While the Safeway at Raleigh Hills has closed, most of its patrons had automobiles. This is not true on the East Side. This “economic segregation” only feeds the growth of social issues that are detrimental to a large percentage of our citizens (think “the wrong zip code” description). Hopefully, you see the wolf in this sheep’s clothing and reject this zone change. Sincerely, Mark P. O’Donnell, General Partner BLACKSTONE CENTER GROUP

Testimony is presented without formatting.

NOTICE OF PROPOSED ZONING CODE CHANGES THAT MAY AFFECT THE PERMISSIBLE USES OF YOUR PROPERTY AND OTHER PROPERTIES

What does this mean for me?

You received this notice because the Planning and Sustainability Commission (PSC) has recommended a change to a zoning standard on your property. The maximum floor area ratio (FAR) is proposed to change from the current allowance of 4:1 to 2:1. This would affect future development of your property. This change may affect the value of your property.

One of the properties that may be affected is your property at: 624 NW 18TH AVE

State ID #: 1N1E33AC 4300

The current base zoning of RH is not changing. Only the maximum FAR standard is proposed to change.

Other zoning regulations may also apply to this property that are not proposed to change at this time. For more information, please refer to www.portlandmaps.com or call 503-823-0195.

Why are these changes proposed?

State law requires periodic Comprehensive Plan updates. On June 15, 2016, City Council adopted Portland's 2035 Comprehensive Plan as part of the state's periodic review. The 2035 Comprehensive Plan is a 20-year plan to shape the growth and development of the city.

The City's Zoning Code and Zoning Map are now being updated to be consistent with the new 2035 Comprehensive Plan goals, policies and map. Proposed changes that may affect your property are included in this update.

How can I learn more about this proposal?

1. Visit our website www.portlandoregon.gov/bps/pdxcompplan for more information, including maps and frequently asked questions.
2. Ask City staff a question. We are happy to help. Call 503-823-0195 or email us at pdxcompplan@portlandoregon.gov.

How is this notice different from previous notice(s) I've received?

You may have received a letter or notice last year about PSC hearings on proposed Zoning Map and/or Zoning Code changes related to the Comprehensive Plan. This new notice is to let you know that the Portland City Council will now consider adopting the PSC-recommended plan.

When will the zoning changes take effect?

January 1, 2018. This allows time for the State of Oregon to acknowledge the plan, and consider any objections that may be filed.

Will the zone changes require me to redevelop or sell my property?

No, as a property owner it is always your choice to sell or redevelop.

How can I provide feedback to decision-makers?

You may testify about proposed changes to the Portland City Council in the following ways:

Testify in person at the City Council hearing.

You may speak for 2 minutes to the Council, and your testimony will be added to the public record.

City Hall Council Chambers, 1221 SW 4th Avenue, Portland

Thursday, October 6, 2016 at 2 p.m.

Thursday, October 13, 2016 at 2 p.m.

To confirm dates and times, check the City Council calendar at www.portlandoregon.gov/auditor/26997

If you need special accommodation, translation or interpretation, please call 503-823-4086 at least 48 hours before the hearing.

Testify in writing between now and October 13, 2016.

Please provide your full name and mailing address.

- Email: cputestimony@portlandoregon.gov with subject line "Comprehensive Plan Implementation"
- U.S. Mail: Portland City Council, 1221 SW 4th Ave., Room 130, Portland OR 97204, Attn: Comprehensive Plan Implementation

All testimony to City Council is considered public record, and testifiers' name, address and any other information included in the testimony may be posted on the website.



IN MY OPINION

Fate of affordable housing project rests with Portland City Council

Mark P. O'Donnell

We have contracted with the nonprofit Northwest Housing Alternatives for the building and operation of a 160-unit low-income senior housing project in Northwest Portland. The nonprofit, which currently provides more than 1,800 housing units for more than 2,700 individuals, is one of Oregon's largest and oldest nonprofit developers of affordable housing in Oregon.

The financial viability of our project rests on two critical foundations. First, we have agreed with the nonprofit to a long-term ground lease at below-market rates. Second, the property is currently assigned a four-to-one "floor-area ratio," meaning you can develop up to a four-floor building.

However, the neighborhood group Northwest District Association and the city's Planning and Sustainability Committee have recommended the ratio be cut by 50 percent, affecting a 23-block area within Northwest Portland. The City Council has held the first hearing on the issue as part of its work on the comprehensive plan and will review it again on Thursday.

If the Portland City Council yields to the neighborhood association, our affordable housing project will not happen.

Our plan had called for most of the 160 units to be occupied by seniors and citizens with special needs who are categorized as "extremely low income." Today, the City of Portland has a shortage of

23,295 units for that very category. In Multnomah County, the shortage is 27,535.

In other words, the poorest of the poor have the greatest needs.

The city should not be asking Portland voters to approve \$258.4 million in general obligation bonds to provide approximately 1,300 affordable apartments and — at the same time — approve the reduction in the floor-area ratio that would eliminate 160 units of affordable housing at no cost to the city.

The Northwest Pilot Project receives an average of 5,000 calls per year for adults over 55 years of age who are homeless or at risk of homelessness in Multnomah County. According to that nonprofit, the population of those age 55 or older who are homeless in Multnomah County has increased by 23 percent between 2013 and 2015. This acute shortage of affordable housing for the extremely low income leads to homelessness.

We have partnered with two nonprofit organizations that have outstanding resumes of helping extremely low-income citizens. Approval of this exclusionary zoning for the elite will kill housing opportunities for those who need it the most.

To do such in this crisis of a 23,295-unit shortage, reminds me of Ralph Waldo Emerson's statement: Your actions are shouting so loud, I cannot hear what you say.

Mark P. O'Donnell is a lawyer who was raised in Northwest Portland. He won the De Paul Freedom Award in 2013.



The city of Portland, which recently bought this quarter block in the Pearl District to build more affordable housing, voted earlier this year to place a \$258 million housing bond on the November ballot. Brad Schmidt / staff

Ordinance # 189805

Leon Porter

#62418 | November 10, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Attached is the text of my spoken testimony at the Nov. 6 hearing. At the hearing, I ran out of time before I could read it all. And much of what I did say was cut out of the video recording. So here it is for the record. Thanks, Leon

Testimony is presented without formatting.

Nov. 6 Better Housing by Design spoken testimony text

Hi, I'm Leon Porter. Thanks for the opportunity to testify. I generally support Better Housing by Design. I also strongly support Mayor Wheeler's proposed amendments, which will help increase the supply of affordable housing and reduce its costs. Rather than repeat my written testimony, I'd like to recommend two other possible amendments that would also advance those goals.

First, please introduce an amendment to allow single-room occupancy buildings by right in the RM1 zone. For decades, these SROs played a major role in preventing homelessness by serving as inexpensive, unsubsidized housing for very low-income singles and couples who would otherwise be on the streets. But most SROs have disappeared as the zones where they're allowed have grown more expensive. The Portland Housing Bureau has rightly started to recognize the importance of SROs by buying and renovating a few remaining ones downtown.

Since the city realizes how crucial SROs are, we need to allow more of them in more areas. The current draft of Better Housing by Design makes SROs a conditional use in the RM1 zone. That regulatory barrier pointlessly obstructs development of urgently needed housing for the homeless. SROs in the RM1 zone would be relatively small, but would still allow a little more socioeconomic diversity in a few more neighborhoods. They're allowed by right in all other multifamily zones, so let's at least make this slight, incremental change by allowing them in the RM1 zone too.

At the October 2 hearing, I really appreciated Commissioner Hardesty raising a concern about Portland's land use policy solidifying a history of racial and socioeconomic exclusion in wealthy single-family historic districts. Better Housing by Design actually does offer an opportunity to address that concern--if anyone is bold enough to take it. Although Better Housing by Design is about multifamily zones, it also allows for zoning map amendments to rezone some areas from single-family to multifamily. Please consider: Portland has at least two very wealthy, single-family historic districts that both have racially exclusive histories and that are both right by MAX stops: Laurelhurst and Eastmoreland. In both neighborhoods, the original historic motive for single-family zoning was apparently to keep poor people and minorities out. So why exactly are we preserving the exclusionary zoning in these wealthy neighborhoods? I'm happy about Mayor Wheeler's amendment to upzone the Mann House lot, and I would love to see a broader amendment to upzone all portions of Laurelhurst and Eastmoreland within half a mile of the MAX stops to RM1. This would open both neighborhoods to greater diversity. It would provide access to better schools, jobs, and transit for people of all economic levels. Some small, tasteful apartment buildings wouldn't destroy the neighborhoods' character. And you certainly wouldn't have to worry about causing any displacement or gentrification if you just upzoned in these particular areas. We're in the middle of a housing crisis, so what are we waiting for?

Thanks for your time.

ANNA KEMPER

#62417 | November 10, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Anna Kemper 11.6.19 Testimony: Portland City Council Better Housing By Design on Recommended Draft Staff Report and Zoning Code Amendments Good afternoon councilmembers. My name is Anna Kemper, and I'm here today on behalf of Sunrise PDX, a growing movement of young people worried about Climate Change and invested in creating a just and sustainable future. Thank you for your time this afternoon. I am 23 years old, I was born and raised in Portland, and this is the first time I've testified at City Hall. I was motivated to testify today because I will be 34 years old when my climate fate is sealed- 11 years from today. The Intergovernmental Panel on Climate Change has stated that we must have radically transformed our societies and our economies within eleven years in order to prevent the worst impacts of the climate crisis. I sit here in front of you today, terrified at what my future holds, because I don't see those in power taking seriously the threat our planet - and my future - is facing. Conservative estimates show that by 2050, over a billion people will be displaced by Climate Change. Rising sea levels and raging wildfires threaten cities across the globe. We are already seeing thousands of folks making their way from Central America to seek asylum at the US/Mexico border due to their homes becoming uninhabitable due to Climate Change. At the very heart of the climate crisis is housing affordability, economic justice, and urban density. The challenges we face due to the current and future impacts of Climate Change also bring new opportunities to create dense, walkable, livable spaces for anyone to enjoy. I'm here today because it must be understood: Housing policy is climate policy. Creating opportunity for dense housing means taking a strong stance on climate change. Even if everyone were to immediately transition to electric cars, attached homes would contribute significantly less emissions than detached homes do, and dense housing in walkable or transit accessible neighborhoods means people emit significantly less carbon in their daily commute. Every six-story building in an urban, transit-connected neighborhood represents the opportunity for dozens of Portlanders to live a lower-carbon life instead of being priced out of it. Please give me and my generation this opportunity. Furthermore, and I cannot emphasize this enough, those who face the brunt of housing affordability and accessibility challenges are often the frontline communities who are facing the strongest impacts of climate change, and who are most vulnerable to climate disruption. I urge you to support the passage of the Better Housing by Design proposal with the modifications recommended by Portland: Neighbors Welcome, Portlanders for Parking Reform and the numerous environmental justice and housing justice groups who have provided testimony. I'm 23. I'm no expert in housing policy, I don't know the ins and outs of zoning codes or housing policy jargon.

However, I and my peers and my generation are keenly familiar with our rising rents, and our rising oceans. These zoning changes allow people like me to potentially afford to live in the city we grew up in, and prepare our community for the near inevitable arrival of new climate migrants. At this moment in time, you have an opportunity, and frankly, a responsibility to take a bold stance and approve zoning codes which work for the city and create safe, livable spaces for all those wanting to live here. Refusing to take a strong stance on climate change will have a devastating impact on my and my peers' lives. We have an ever-shortening window of time in which we can be proactive about the future, and I demand that you take action to mitigate the impending impacts of climate change. My fate is in your hands to demonstrate actual leadership on these housing and transportation reforms in accordance with the crisis we face. These are the demands of Sunrise PDX- a powerful and growing movement of young people who are taking action to demand justice for our future. Please pass the recommended changes to the Better Housing by Design proposal- we will be watching.

Testimony is presented without formatting.

Todd Aschoff

#62414 | November 9, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please confirm with proof, as backed by data and not simply planner "ideas", that planning efforts have caused: 1) the improvement of livability for a majority of Portlanders 2) That not requiring off street parking actually INCREASES the livability 3) That by limiting the size of a SFD the market for those larger houses will move to the suburbs (your goal?) or increases the value of all larger houses 4) That on - street parking is an asset to neighborhood safety and livability, with data, and examples. I believe the City is embarked upon an experiment (like the urban growth boundary progenitor of the rise in cost of living) designed to Urbanize and destabilize the now stable and safe, stable and vibrant neighborhoods that have actually made Portland what it is today. 5) Please identify the data that says that changing neighborhoods will improve school outcomes for existing residents 6) The City must also reconcile contradictory statements: The code change is needed to cause change, yet analysis says it negatively affects current residents of inner neighborhoods AND drives displacement in outer NE/SE neighborhoods. Thank you for your dedication to improving our City of Portland.

Testimony is presented without formatting.

Thomas Karwaki

#62647 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Thomas Metzger

#62646 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

November 6, 2019

Portland City Council,

Thank you for your work to keep Portland a great place to live and work for many people. We appreciated how the council presided over the October 6 council meeting on the subject of the Better Housing by Design draft proposal (BHD) – especially your concern for whether new construction will actually be affordably priced, and of possible negative impacts of zoning changes.

We have also appreciated the work of Bill Cunningham and the planning team in defining goals and building guidelines that will increase and improve multifamily housing options throughout Portland.

However, we believe the scale of the accompanying zoning changes to be significant, and in some cases can negatively impact the goals of adding more affordable housing and improving neighborhoods.

This is the case for the current and future residents of the 2600 and 2700 blocks of NW Upshur St. These impressively-tree-lined blocks are populated by three complexes of affordable apartments (Elysian Garden Apts., Upshur House, and Forestry Court Apts.), narrow row houses, and a duplex. They are also heavily used by bicyclists and pedestrians from all over Portland and visitors to Portland – many arrive via Tri-met bus to visit Forest Park or Wallace Park (especially during Swift Watch).

Somehow, these blocks have been segregated out from the rest of the surrounding area and zoned RH, which defines a significantly higher level density than is currently in place on the 2600 and 2700 blocks of NW Upshur – which is very well aligned with the RM-2 zoning in the Better Housing by Design. Residents of these blocks have been surprised to learn they are such a prime target for developers and are justifiably afraid that RH and/or BHD's recommended RM-3 zoning strongly encourages redevelopment that will displace residents of lower and moderate income with little assurance that what replaces their apartments will be something they can possibly afford to live in.

In an informal discussion around the park benches at the main intersection of these blocks a Forestry Court resident said "if it stays that way our building won't be around much longer, say goodbye to my under \$1000 a month rent."

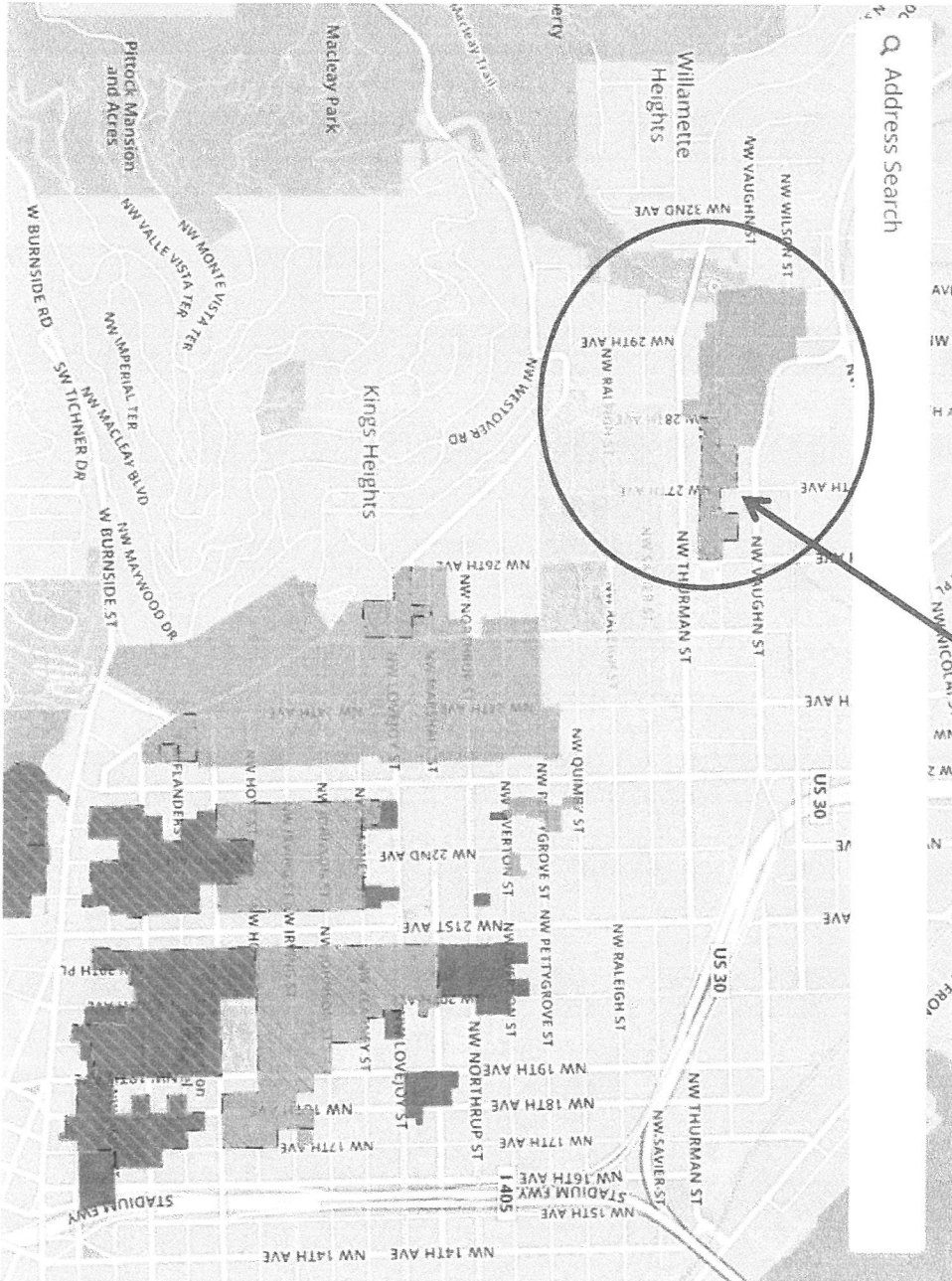
So, on behalf of current and future residents, we would like to request that the Better Housing by Design proposal be amended to zone the 2600 and 2700 blocks of NW Upshur to RM-2, as is proposed for the 2800 and 2900 blocks of NW Upshur St.

We would also like to request that the proposed BHD plan preserves and promotes street trees and does not negatively impact local businesses by oversubscribing the already scarce street parking.

Thank you for your time, consideration, and assistance,

Karrie and Thomas Metzger
2720 NW Upshur St.
Portland, OR 97210

Higher density levels put affordable, lower-cost housing in 2600 – 2700 NW Upshur area at risk of replacement with higher priced housing. Please zone to RM-2 as defined by Better Housing by Design to be consistent with existing apartments, rowhouses, and duplexes. Thank you.



Karrie Metzger

#62645 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

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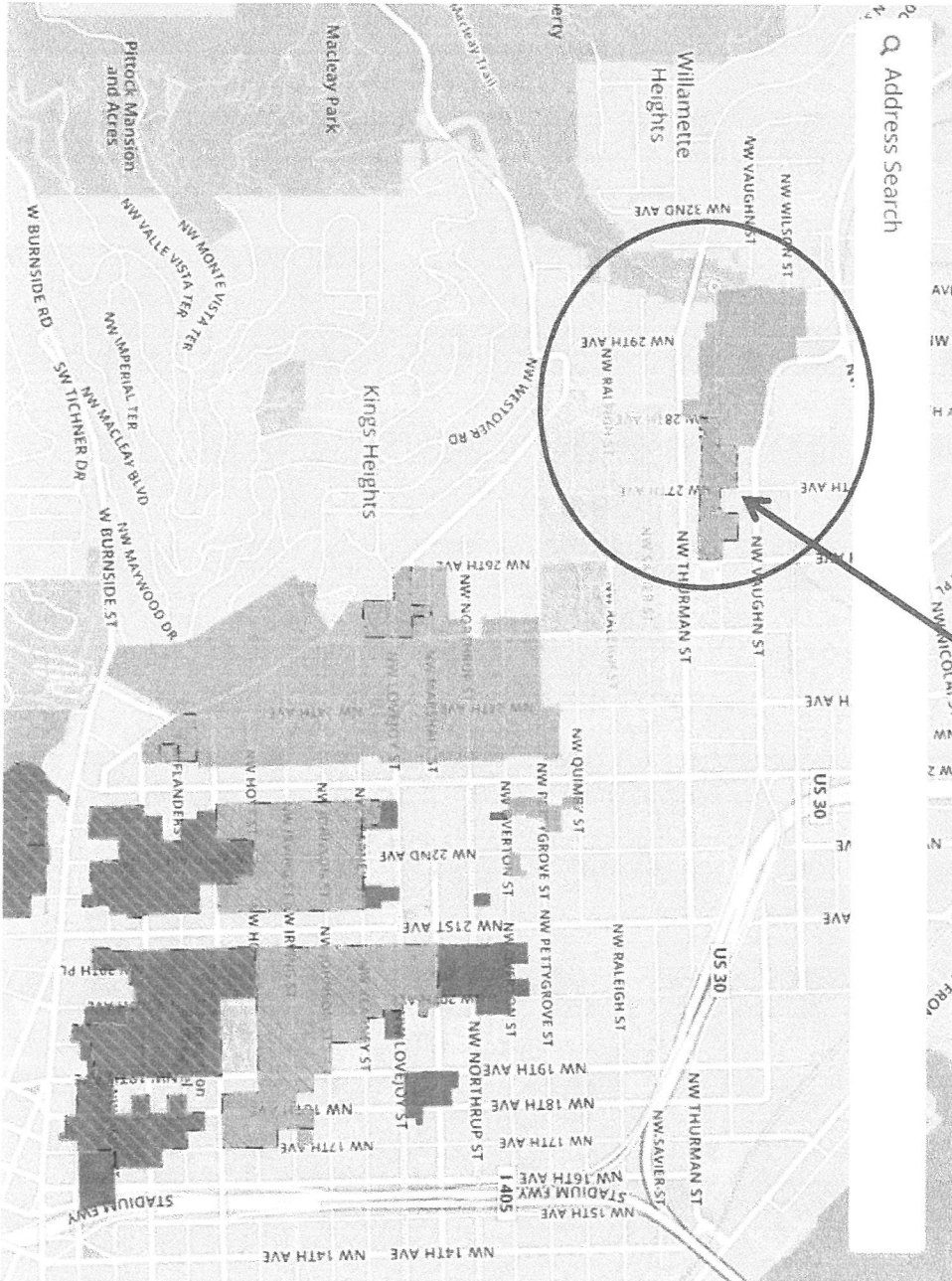
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2720 NW Upshur St.
Portland, OR 97210

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Richard Sheperd

#62644 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Allison Reynolds

#62643 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Nathan LeRud

#62642 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Julie Garner

#62641 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Brad Hockhalter

#62640 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Dean Gisvold

#62639 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

John Liu

#62638 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Aaron Brown

#62637 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Henry Kraemer

#62636 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Dennis Harper

#62635 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Doug Klotz

#62634 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Jim Gorter

#62633 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

TESTIMONY: BETTER HOUSING BY DESIGN, November 5, 2019

Submitted by: Jim Gorter
8041 SW 8th Avenue
Portland, OR 97219
jcgort@msn.com

If you are really serious about displacement, do not approve Better Housing by Design or the Residential Infill project until the Anti-displacement Action Plan is completed and implemented. While BPS describes it as the “North Star” of the Housing Opportunity Initiative, it appears to have been pulled together at the last minute with a timeline for completion after BHD and RIP have moved out of Council. Rather than the North Star, it will be the horse behind the carts and we all know horses can’t push carts.

I am the owner of a small fourplex in inner Southeast Portland. The units are small, the building is older and the rents are low. Some of the occupants are elderly, some have very serious health issues, and all have lower incomes. The property is zoned RM-1 and the lot is large. It is ideal for redevelopment. The residents are the perfect potential victims of displacement. And I don’t know where they would go. When asked, a BHD staff person said, “Maybe they could find another apartment in the neighborhood.” I doubt it, certainly not one with the amenities of a yard, free laundry, off-street parking, and low rents.

I am very skeptical of the BHD displacement analysis. While the goal is to increase the number of available housing units, mostly through redevelopment, I fear it will actually continue Portland’s dismal history of displacement of minorities and those with lower incomes.

Please, do not approve BHD until the Anti-Displacement Action Plan is approved by Council, assigned to a bureau, fully funded, and embedded in the culture of the City and Council. Without it there will be no housing opportunity.

Robin Laakso

#62632 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Steve Salomon

#62631 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Sherry Salomon

#62630 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Daniel Salomon

#62629 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Lawrence Kojaku

#62628 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Linda Nettekoven

#62627 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Lyrin Murphy

#62626 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Lyrin Murphy
11/6/2019



5631 SE Belmont St
Portland, Or 97215

5529 5537 5603 5625 5625 5633 5645 5709 721

SE MORRISON ST

6 Feet of back of house is in R5 zone (includes enclosed back porch and portion of small room off kitchen)



Zone Line

R5 Zone

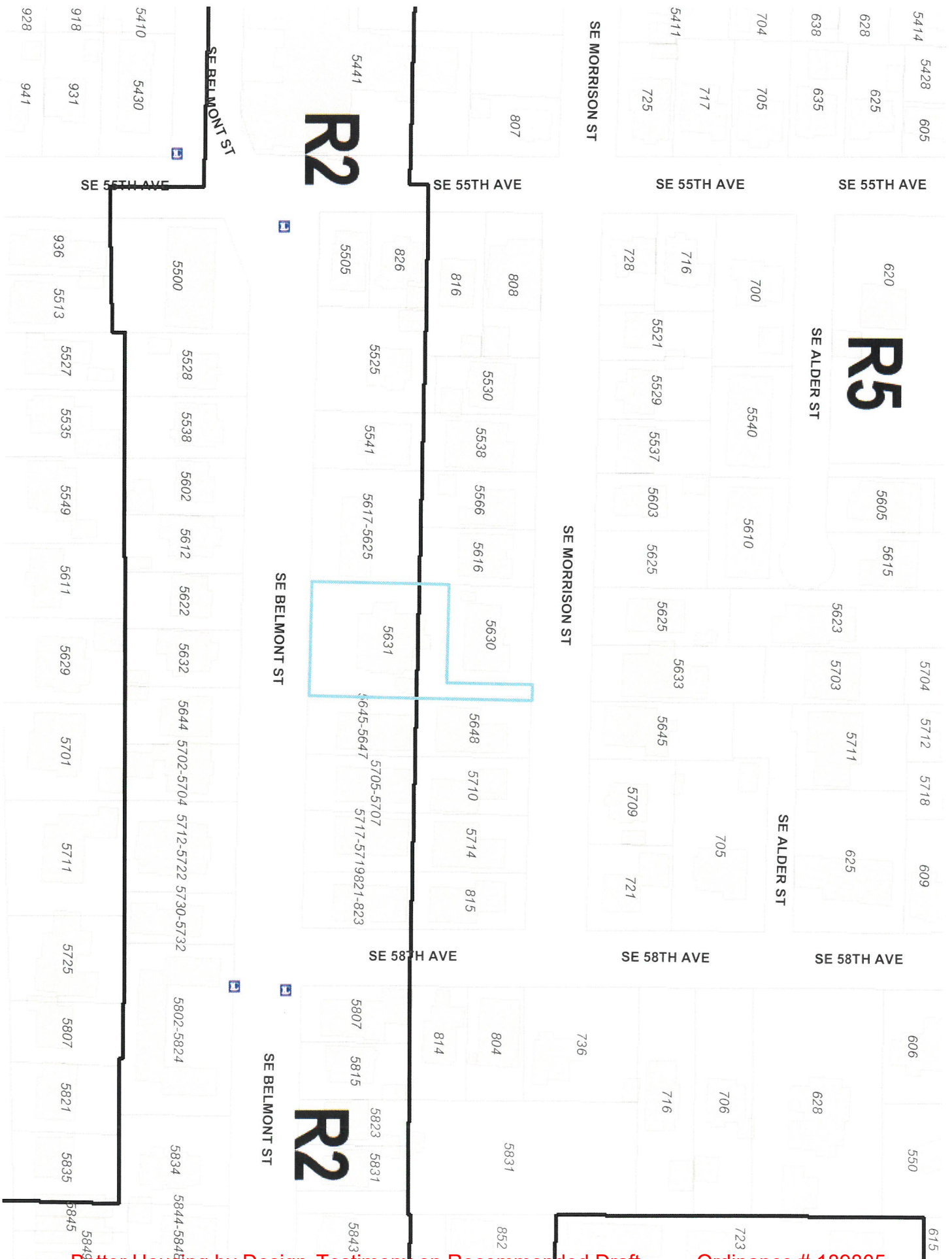
R2 Zone

SE BELMONT ST

**Site Address:
5631 SE Belmont St
Portland, OR 97215**

**Contact: Lyrin Murphy
email: bearcat214@gmail.com
Cell: 503-333-0412**

5528 5538 5602 5612 5622 5632 5644 5702-5704 5712-5722



Sean Green

#62625 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

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

October 15, 2019

Mayor Wheeler, Commissioners
City Council

CC: Andrea Durbin and Bill Cunningham, Bureau of Planning and Sustainability

RE: Expand Affordable Housing Options - Better Housing by Design Recommended Draft

Mayor and Commissioners,

Thank you for the opportunity to comment on the Better Housing by Design Recommended Draft. We appreciate the efforts by the Bureau of Planning & Sustainability (BPS) to *increase housing options in our centers and corridors* in support of the 2035 Comprehensive Plan.

We continue to support the form-based approach to provide the flexibility needed to increase housing, while respecting our neighborhoods' unique charms. We commend BPS's responsiveness to our comments on the proposed draft in June 2018, enclosed. Specifically, we believe changes to increase the building coverage in RM1-4 and allow affordability bonus and floor area ratio (FAR) transfers in historic and conservation districts will provide needed housing opportunities.

NECN is concerned that parking requirements will prevent the recommended draft from providing housing needed to accommodate the growth of 100,000 households in Portland over the next 20 years.

Analysis provided by BPS projects parking requirements leading to the creation of luxury townhomes instead of mixed-income developments with affordable housing. For example, parking requirements would incentivize construction of 10 townhomes selling at \$700,000 on a 100'x100' lot. However, without parking requirements and with the affordable housing bonus developers would be incentivized to build 28 units selling at \$300,000 plus 4 affordable units.

As affordability is our top land use priority, we repeat our request to **remove parking minimums for all sites**. We believe this change is essential to provide short and long-term affordability in our neighborhoods.

Regards,



Mariah Dula, Chair
Northeast Coalition of Neighborhoods

Enclosure: Increase Housing Opportunities in Our Corridors - Better Housing by Design
Proposed Draft



Aforma is a modern design+build studio creating custom homes, renovations & ADUs. Work with one company from design through engineering, expedited permitting & skilled construction. Aforma is detailed simplicity, clean lines, natural materials & light-filled spaces.



City of

PORTLAND, OREGON

Development Review Advisory Committee

1900 SW 4th Avenue, Suite 5000
Portland, Oregon 97201
503-823-7308
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www.portlandonline.com/bds

5 November 2019

FROM: Alex Boetzel (DRAC) alex@greenhammer.com 503-804-1746
Sean Green (DRAC) green@aforma.co 971-9987376
TO: Rebecca Esau, Elshad Hajiyev
CC: Mayor Wheeler, DRAC Members

RE: Serious concerns with the Demolition Inspection Program and the Demolition Subcommittee

As members of Development Review Advisory Committee (DRAC) for the Bureau of Development Services (BDS) who participated in the November 4th Demolition Subcommittee meeting, we have serious concerns with not only the Demolition Inspection Program, but also the process to make improvements to it.

- A DRAC member asked that program data be made available in advance of the meeting. The data provided by staff to members of the committee was not current, extremely limited in scope, and presented and discussed in a way that **misled members of the committee and the public on the efficiency and effectiveness of the program.**
- DRAC voted to reconvene the Demolition Subcommittee after a proposal from a DRAC member to improve the program was considered. While it was clearly the intention of DRAC for this proposal to be discussed at the subcommittee meeting, **staff hindered consideration by falsely implying that consideration would violate Public Meeting Law.**
- When the members of the Subcommittee sought to immediately implement a minor, but effective measure (i.e. requiring photos) to help ensure compliance with city code, **staff showed resistance in the form of asking the committee to develop the administrative minutiae.**

We request the following actions be taken:

- **BDS take immediate action to improve the efficiency and effectiveness of the program within the bounds of the law and accepted government practices.**
- BDS fulfill all requests for information in a timely manner.
- BDS schedule a meeting of the Demolition Subcommittee no later than Tuesday, November 19th at a time when all three members of DRAC who participated in the first meeting are able to attend.
- Public health officials from the State of Oregon and Multnomah County be invited to join the committee as voting members (i.e Perry Cabot, Jordan Palmeri, and Ryan Barker)
- A member of DRAC who participated at the Demolition Subcommittee meeting be named interim chair of the committee immediately.

Tony Jordan

#62624 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Vicki Stryha

#62623 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

DEMOGRAPHIC CONTEXT

● HISTORIC DISTRICTS ARE ALREADY DENSELY POPULATED

Population Density

Area	People per Square Mile ¹	Percent Difference from Portland City
Alphabet Historic District ²	27.55k	492% above
King's Hill Historic District ³	36.83k	692% above
Irvington ⁴	10.37k	123% above
Pearl ⁵	15.35k	230% above
Portland City	4.65k	--

● HISTORIC DISTRICTS ARE NOT ALL "AFFLUENT ENCLAVES"

Household Income and Type

Area	Median Household Income ⁶	Percent Difference from Portland City	Percent One-Person Households ⁷
Alphabet Historic District	\$44.7k	23.5% below	67.8%
King's Hill Historic District	\$53.1k	9.1% below	62.8%
Irvington	\$86.9k ⁸	48.8% above	37.9%
Pearl	\$76.8k	31.5% above	65.1%
Portland City	\$58.4k	--	34.2%

1 Population divided by total land area (excluding water areas) From the 2012-2016 American Community Survey (StatisticalAtlas.com)

2 Alphabet Historic District based on unweighted average of values for 6 Census Tabulation Blocks: BG 004700-3, 004800-1, 004800-2, 004800-3, 004900-2, 004900-3

3 King's Hill Historic District based on unweighted average of values for 2 Census Tabulation Blocks: BG 05200-3 and 05200-4

4 Irvington: a collection of Census Tabulation Blocks corresponding to a commonly known but informally defined neighborhood.

5 Pearl: a collection of Census Tabulation Blocks corresponding to a commonly known but informally defined neighborhood

6 Income for which 50% of households have a lower income, and 50% have a higher income. From the 2010 U.S. Census (StatisticalAtlas.com)

7 Household consists of all people who occupy a housing unit. One person: householder living alone. From the 2010 U.S. Census (StatisticalAtlas.com)

8 Note: Income statistics for the southern section of Irvington are markedly lower than for the entire neighborhood

EXAMPLES OF LOW-RENT AND HISTORIC APARTMENT BUILDINGS IN THE ALPHABET HISTORIC DISTRICT



2255 W. Burnside St.
Victorian Apartments (Hill Hotel), built 1904
Landmark listed in the National Register
Accepts Section 8 vouchers



2155 NW Everett St.
Wilshire Apartments (Caroline Horn House), built 1910
Designated as non-contributing to Historic District*
Accepts Section 8 vouchers *Due to alteration (re-siding)



424 NW 21st. Ave.
Roselyn Apartments, built 1912
Designated as contributing to Historic District
Senior low-income, HUD subsidized



325 NW 18th Ave.
Converse Court Apartments, built 1911
Designated as contributing to Historic District
Accepts Section 8 vouchers



David Binnig

#62622 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Sarah Iannarone

#62621 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Madeline Kovacs

#62620 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Christi White

#62619 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Anna Kemper

#62618 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Tamara DeRidder

#62617 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.



Tamara DeRidder & Associates

Land Use Planning/ Policy/ Facilitation

1707 NE 52nd Ave
Portland, Oregon 97213
tderidder@panix.com
(503)706-5804

November 6, 2019

City of Portland
Attn: Mayor Wheeler and City Commissioners
1221 SW Fourth Ave, Room 110
Portland, OR 97204

Subject: Enhanced Air Quality Filtering and Other Pollution Mitigation needed for Multi-family Units developed in Multi-dwelling zones – Better Housing by Design Testimony

Honorable Mayor and City Commissioners,

Thank you for the opportunity to testify on Better Housing by Design. I am thankful to Planner Bill Cunningham who has done an outstanding job conducting this process with the neighborhoods other public meeting events. I believe that the new multi-dwelling zoning classifications allow more flexibility in the size and design of these units as they will be based on Floor Area Ratio rather than a prescribed number of units.

But I am concerned that the proposal fails to address the air quality and other health related impacts for these units as required in the 2035 Comprehensive Plan. Chapter 4- Design Development states the following policies:

- Policy 4.33 Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.
- Policy 4.35 Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.
- Policy 4.36 Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37 Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.
- Policy 4.83 Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

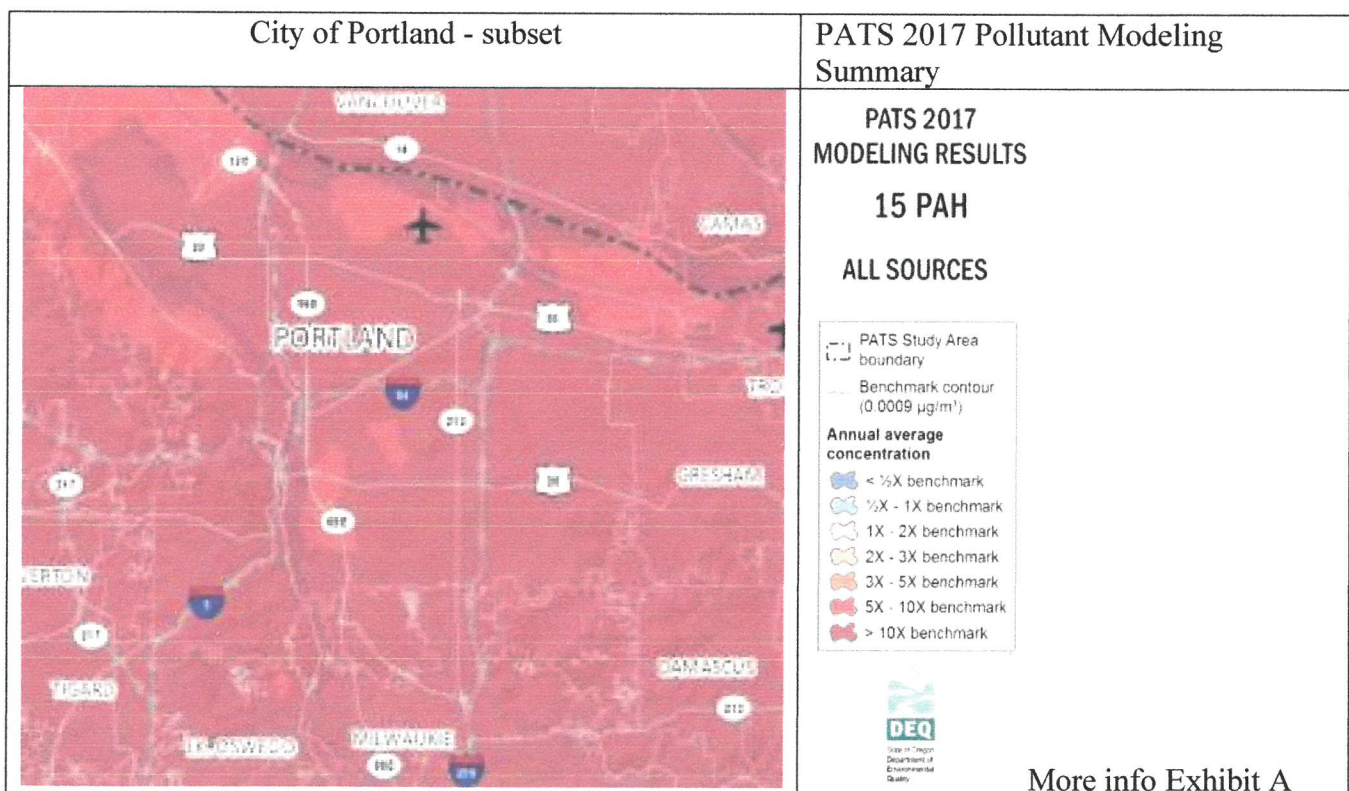
The vast majority of renters in Portland’s multi-family developments tend to be poorer, of greater ethnic diversity, and those with weak or fragile immune systems, such as the elderly and children. Policy 4.33 states “Limit and mitigate public health impacts”. This is a directive to staff to take the needed precautions that make sure the proposed design meets or exceeds healthy levels for humans.

Oregon Public Broadcasting updated a 2012 article on July 10, 2018 titled “Mapping Everyday Air Toxics” that takes a look whether DEQ’s proposed air quality improvements by 2017 had occurred. It states: “Working with the Air Toxics Solutions Advisory Committee, the agency put out a report last month illustrating which toxics are expected to exceed a set of agreed-upon health benchmarks. The DEQ report concluded that 15 air pollutants will exceed healthy levels – throughout the metropolitan area, in most cases – by 2017. (Air toxics can raise the risk of cancer and other [diseases](#) at higher concentrations, though they’re not regulated like other air pollutants under the Clean Air Act) It found higher levels of air toxics near low-income and minority communities.

It concluded the eight riskiest pollutants are 1,3-Butadiene, benzene, diesel particulate, 15 polycyclic aromatic hydrocarbons (PAHs), naphthalene, cadmium, acrolein and formaldehyde.

And the culprits? Mostly cars, trucks, and wood stoves.

“So much of the pollution is from everyday activities,” said Marcia Danab, communications and outreach coordinator for the Oregon Department of Environmental Quality. “When you look at the maps, you see areas that have higher concentrations are along the major roadways: It’s cars and trucks, diesel trucks, construction equipment powered by diesel or gas, and it’s wood smoke.””



Further the article states: “The advisory committee recommended five areas where these toxic pollutants can be reduced: residential wood stoves, light-duty and heavy-duty vehicles, construction and non-road equipment and industrial metals facilities.”¹

The one area that this committee failed to consider is in the City of Portland Municipal and State-wide Building Codes. Through conditions of approval on new construction property owners can be required to install enhanced air-quality air systems/filters in their multi-family structures. Building Code or Fire Codes can then require regular inspections to assure that this air quality mitigation is implemented into the future.

At the end of August last year, Portland was identified as having the second worst air quality in the major cities worldwide.² You may recall that at that time the Eagle Creek fire in the Columbia River Gorge was causing smoke-filled skies throughout the Portland Metro area. With Climate Change wildfire smoke events will only increase. This only intensifies the need to call to action for enhanced air quality filters to be in place in people’s homes as well as public facilities throughout the city.

In addition, on July 3, 2019, EPA issued documentation titled, “Air Quality and Climate Change Research”³. It states, “Air quality can impact climate change and, conversely, climate change can impact air quality. For example black carbon emissions will continue to warm the earth”. “Atmospheric warming associated with climate change has the potential to increase ground-level ozone in many regions, which may present challenges for compliance with the ozone standards in the future. The impact of climate change on other air pollutants, such as particulate matter, is less certain, but research is underway to address these uncertainties.”

How does this information impact the current Better Housing By Design Recommended Draft dated Aug. 2019?

Finding 1: “Section 1: Introduction” of this Draft identifies the project’s objective to revise City regulations to better implement the Comprehensive Plan policies that call for:

- ☐ “Housing opportunities in and around centers and corridors.
- ☐ Housing diversity, including affordable and accessible housing.
- ☐ Design that supports residents’ health and active living.”

But fails to include relevant Comprehensive Plan policies from Chapter 4- Design Development, including, but not limited to:

¹ OPB Ecotrope “Mapping Portland’s Everyday Air Toxics”, May 25 2012 Updated July 10, 2018, by Cassandra Profita. See: <https://www.opb.org/news/blog/ecotrope/mapping-portlands-everyday-air-toxics/>

² KGW8 news, “Portland’s Air Quality Ranks 2nd worst in Major Cities Worldwide”, published Aug. 21, 2018. See: <https://www.kgw.com/article/weather/air-quality/portlands-air-quality-ranks-second-worst-in-major-cities-worldwide/283-586223379>

³ EPA, “Air Quality and Climate Change Research”, July 3, 2019. See: <https://www.epa.gov/air-research/air-quality-and-climate-change-research>

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Further, this chapter states Key Comprehensive Plan Objectives stated on page 3 fails to include measures to limit and mitigate public health impacts for the inhabitants of these developments. The only Objective relating to health states:

□ Outdoor spaces and green elements to support human and environmental health.

Therefore, the Better Housing By Design Recommended Draft dated Aug. 2019 Section 1 fails to include Policies 4.33, 4.35, 4.36, 4.37, 4.83 of the 2035 Comprehensive Plan and and considering them in the Key Comprehensive Plan Objectives resulting in a failure to satisfy the 2035 Comprehensive Plan.

Finding 2. “Section 2: Direction from the Comprehensive Plan” is to provide direction regarding development in the multi-dwelling zones. Guiding Principles identifies:

“2. Human Health

Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

This project furthers this principle by increasing opportunities for the housing people need to live secure and healthy lives. The proposals also contribute to human health by ensuring new housing includes residential outdoor spaces that support healthy living and social interaction, through limiting large paved areas that contribute to urban heat island impacts, by facilitating active mobility by allowing more people to live close to services, and by supporting the development of a wide range of housing that can meet the diverse needs, abilities, and economic conditions of Portlanders.”

This Guiding Principle fails to include the Comprehensive Plan policy 4.33 language that states “Limit ***and mitigate public health impacts***, ...”, as identified in Finding 1.

Therefore, Section 2 Direction from the Comprehensive Plan Guiding Principles Subsection 2. Human Health fails to include Plan policy 4.33 that includes actionable language “limit and mitigate public health impacts” and fails to satisfy Chapter 4 of the 2025 Comprehensive Plan.

Finding 3. “Section 2: Direction from the Comprehensive Plan” identifies Guiding Principles:

“4. Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

This project advances this principle by providing incentives for the creation of new affordable housing

and for preserving existing affordable housing. The proposals also contribute to equity through development bonuses for “visitable” housing that is physically-accessible to people with a range of abilities, through provisions that address the need for street connections and outdoor spaces in East Portland, by increasing opportunities for home-based businesses and services along East Portland’s corridors, and through focused engagement with low-income renters and other historically under-represented populations to help shape the project’s proposals”

This language fails to consider the Oregon Department of Environmental Quality’s PATS 2017 Pollutant Modeling Summary⁴ on Portland’s air quality where it states it promotes equity and environmental justice. It fails to include policy direction provided by Chapter 4-Design Development in the 2035 Comprehensive Plan including:

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Therefore, Section 2: Direction from the Comprehensive Plan, Guiding Principles, Subsection 4. Equity fails to satisfy the 2035 Comprehensive Plan.

Finding 4. Page 55 of the Recommended Draft provides a comparison of Current and Proposed Development Standards. The environmental mitigation has been **reduced** in the Draft for the current R3 zone and R1 zone where it abuts Civic Corridors. This is in conflict with the Guiding Principles for Human Health and fails to consider the Comprehensive Plan policies:

⁴ DEQ PATS 2017 Pollutant Modeling Summary, Portland Air Toxics Solutions Advisory Committee, January 25, 2011. See: <https://www.oregon.gov/deq/FilterDocs/15pollutantsAboveSummary.pdf>

- Policy 4.35** **Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.
- Policy 4.36** **Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37** **Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.

Comparison of Current and Proposed Development Standards

This table provides a comparison of development standards that apply in the current zones (shaded) and those proposed for the new zones. This table is a summary and does not include all development standards and details (see Volume 2 for details on existing and proposed development standards). The table includes only one column for the RX zone and does not include the RMP zone, as these zones are retaining their current names and are not proposed for significant changes.

Standard	R3	R2	RM1	R1	RM2	RH	RM3	RM4	RX
Maximum Density/FAR	1 unit per 3,000 sq. ft. of site area	1 unit per 2,000 sq. ft. of site area	FAR of 1 to 1	1 unit per 1,000 sq. ft. of site area	FAR of 1.5 to 1	FAR of 2 to 1 or 4 to 1	FAR of 2 to 1	FAR of 4 to 1 (3 to 1 in historic districts)	FAR of 4 to 1
Minimum Density	1 unit per 3,750 sq. ft. of site area	1 unit per 2,500 sq. ft. of site area	1 unit per 2,500 sq. ft. of site area	1 unit per 1,450 sq. ft. of site area	1 unit per 1,450 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 500 sq. ft. of site area
Maximum Height	35 ft.	40 ft.	35 ft.	45 ft.	45 ft.	65 ft. or 75/100 ft.	65 ft.	75/100 ft. ⁶	100 ft.
Step-Down Height (25' from SFR zone)	--	--	35 ft.	--	35 ft.	--	35 ft.	35 ft.	35 ft.
Minimum Front Setback	10 ft.	10 ft.	10 ft.	3 ft.	5/10 ft. ¹	0 ft.	5/10 ft. ¹	0/5 ft. ¹	0 ft.
Minimum Side/Rear Setback ³	5-14 ft.	5-14 ft.	5 ft.	5-14 ft.	5 ft.	5-14 ft.	5/10 ft. ²	5/10 ft. ²	0 ft.
Maximum Building Coverage	45%	50%	50%	60%	60% 70% ⁴	85%	85%	85%	100%
Minimum Landscaped Area	35%	30%	30%	20%	20%	15%	15%	15%	none
Required outdoor area per unit	48 sq. ft.	48 sq. ft.	48 sq. ft.	48 sq. ft.	48 sq. ft.	none	36/48 sq. ft. ⁵	36/48 sq. ft. ⁵	none

¹The larger setback is the general standard. The smaller setback applies when ground floors are raised 2 feet above sidewalk level (to limit privacy impacts). Exemptions to required front setbacks apply for ground floor commercial uses, courtyard arrangements, and allow setbacks to match those of buildings on adjacent properties.

²Side and rear setbacks are 5 feet for buildings up to 55-feet high, and 10 feet for buildings taller than this.

³In the Eastern Pattern area, required rear setbacks are equal to 25 percent of the depth of the site.

⁴70% building coverage applies to properties that abut Civic or Neighborhood corridors.

Therefore, the proposed Minimum Landscaped Area of 30% for the current R3 zone and the Maximum Building Coverage of 70% in the current R1 zone does not satisfy Policies 4.33, 4.35, 4.36, 4.37, 4.83 of 2035 Comprehensive Plan and its own Guiding Principles.

Finding 5. The 2035 Comprehensive Plan Map and 2035 Portland Transportation System Plan co-exist yet the Freight Transportation Routes compromise livability along major corridors due to deisel

emissions. Having testified before the Planning and Sustainability Commission in 2011 on the Comprehensive Plan Background documents I disclosed that the highest residential density planned for the City of Portland is placed directly along major freight corridors. This subjects residents of those properties an increased risk of health challenges and that the location of the zones should either be reversed with the low density zones or these developments should be mitigated. The Planning Commission then agreed that the impact of this pollution should be mitigated. Now there is clear evidence through the PATA report and Portland Deisel Particulate map that these high density residential zones are receiving over 10xs the DEQ agreed healthy limit of deisel exhaust, largely due to the freight corridors.

Therefore, the City Council for the City of Portland as the ultimate authority in balancing residential livability and freight movement needs. As elected representatives for the current and future residents of this city it is obligated to weigh the air quality evidence that places undue health risk on the populations residing in the majority of the multi-family zoned properties within the City of Portland.

In conclusion, as an AICP Land Use Planner I call on our Code of Ethics that requires me in overall responsibility to the public to speak up for those that are disadvantaged under article 1.f:

“f) We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs.”

I find that the failure of the planning and appointed officials to consider relevant published DEQ the air quality reports and include vital policies of the Comprehensive Plan cannot go unchallenged.

Please join me in my recommendation to remand this Draft back to the Planning Commission in order for them to consider all the requirements of the 2035 Comprehensive Plan including Chapter 4-Design Development as it fails to address equity and health for all residents of Portland. In this consideration please include enhanced air quality systems and filtration for all Multi-Dwelling zoned developments.

Respectfully,



Tamara DeRidder, AICP
Principal, TDR & Associates
Land Use/ Public Engagement/Design
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

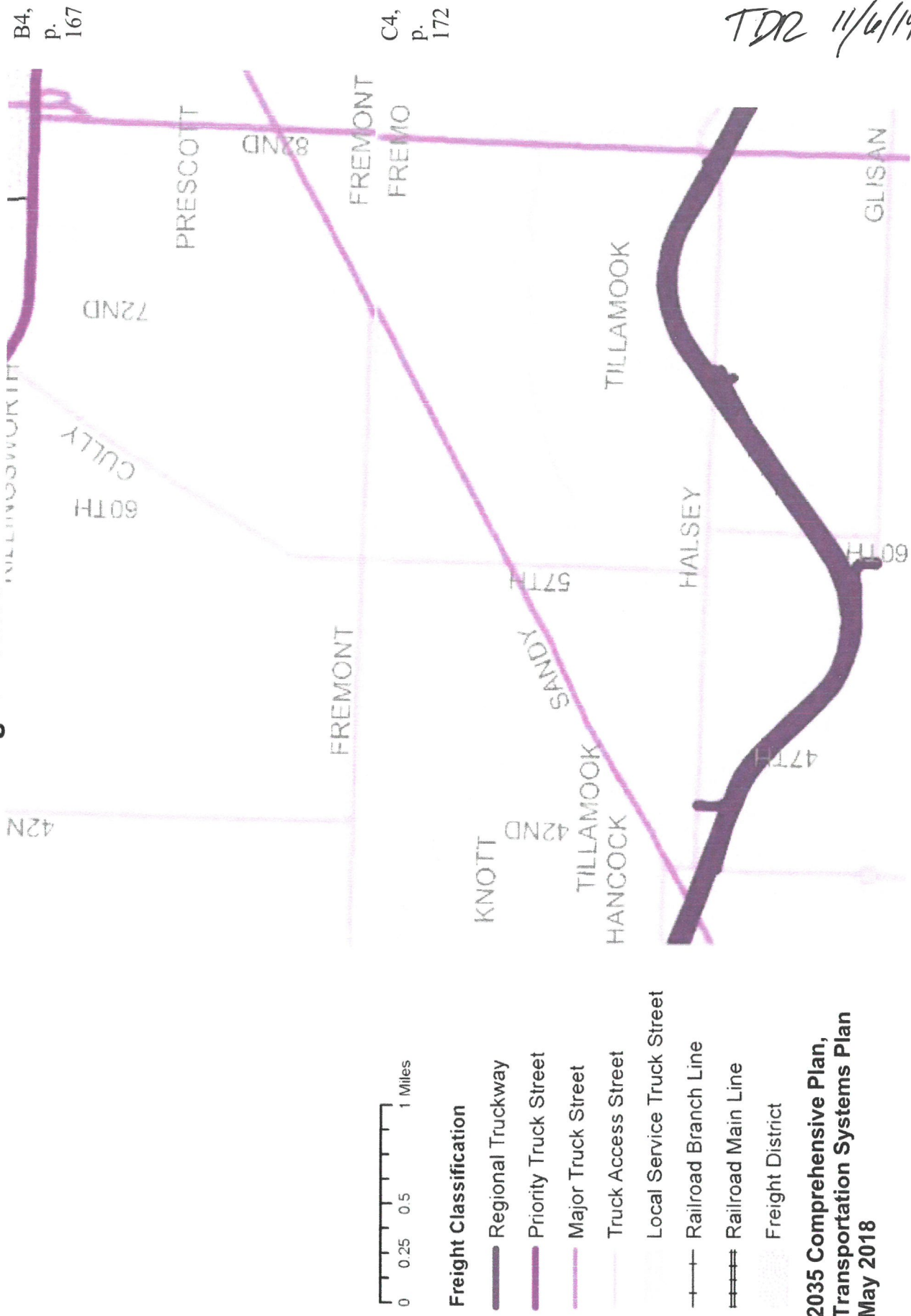
Attachments:

- Exhibit A. Rose City Park Neighborhood Area Freight Routes
- Exhibit B. Rose City Park Neighborhood Area Land Use Map
- Exhibit C. Rose City Park Neighborhood Area 24-hr Diesel Count, 2018
- Exhibit D. Portland Diesel Particulate, by Portland Clean Air
- Exhibit E. PATS 2017 Pollutant Modeling Summary 1/25/11 Draft Page 15

Exhibit A

TDR 11/6/19












Rose City Park Neighborhood Area Freight Routes



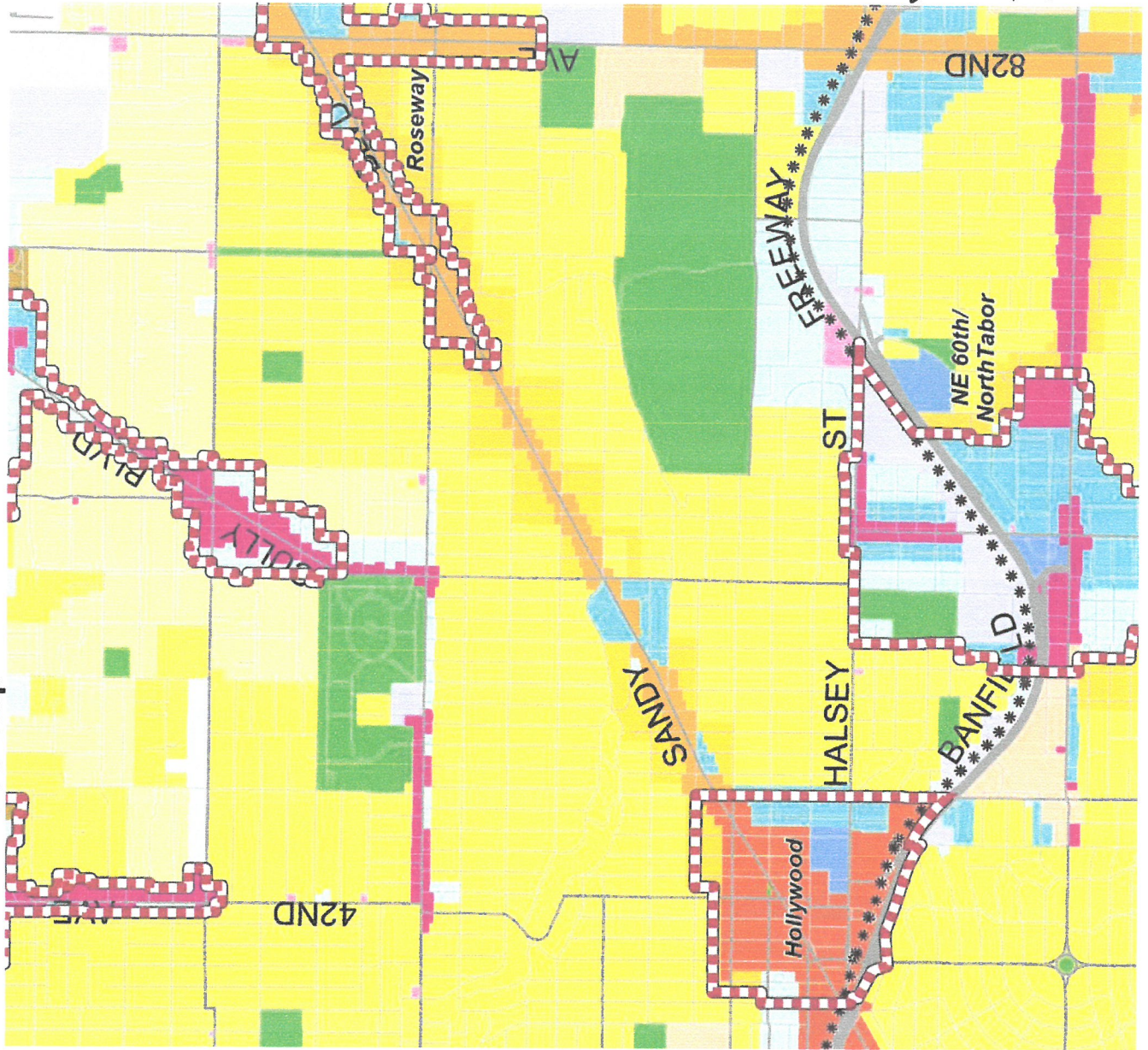
2035 Comprehensive Plan,
Transportation Systems Plan
May 2018

Rose City Park Neighborhood Area Land Use Map

LEGEND (condensed)

	Single-Dwelling 5,000
	Single-Dwelling 2,500
	Manufactured Dwelling Park
	Multi-Dwelling 3,000
	Multi-Dwelling 2,000
	Multi-Dwelling 1,000
	High Density Multi-Dwelling
	Mixed Use – Dispersed
	Mixed Use – Neighborhood
	Mixed Use – Civic Corridor
	Mixed Use – Urban Center

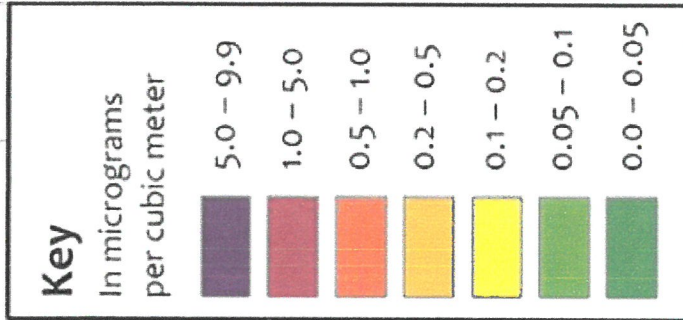
2035 Comprehensive Plan Map, Dec. 12,
2018 edition



Page 98 of 565
11/16/19

Portland Diesel Particulate

Unfiltered Industrial Diesel Truck Pollution



The 2014 National Air Toxics Assessment (NATA) released to public by the EPA August 2018 ranks Multnomah in the worst 1.2% of counties for airborne diesel particulate, the worst airborne carcinogen according to State of California risk assessments. This GIS map of EPA NATA on-road diesel particulate is modeled by Portland Clean Air over roads using ODOT 24 hour truck counts.

GIS Map by Michael Egge, PhD Student Portland State University:
megge@pdx.edu & Andrea Richards, Graduate Student Portland State University: anr2@pdx.edu. Data compilation by Greg Bourget: greg@portlandcleanair.org & Alissa Leavitt. All Data online at portlandcleanair.org in Data under Pollution Reports

Rose City Park Neighborhood Area
24-hr Diesel Count, August 2018



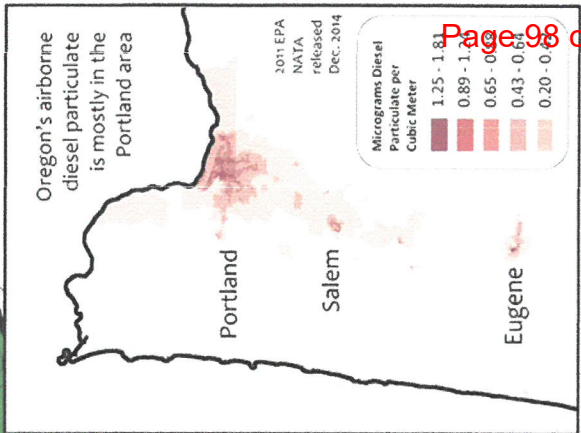
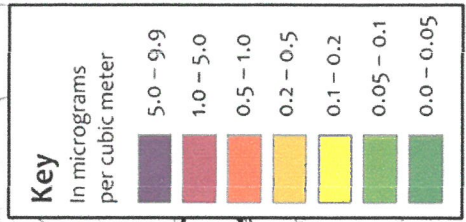


Portland Diesel Particulate

Unfiltered Industrial Diesel Truck Pollution

The 2014 National Air Toxics Assessment (NATA) released to public by the EPA August 2018 ranks Multnomah in the worst 1.2% of counties for airborne diesel particulate, the worst airborne carcinogen according to State of California risk assessments. This GIS map of EPA NATA on-road diesel particulate is modeled by Portland Clean Air over roads using ODOT 24 hour truck counts.

Portland Clean Air
portlandcleanair.org



GIS Map by Michael Egge, PhD Student Portland State University:
megge@psu.edu & Andrea Richards, Graduate Student Portland
State University: ar2@psu.edu. Data compilation by Greg
Bourget: greg@portlandcleanair.org & Alissa Leavitt. All Data
online at portlandcleanair.org in Data under Pollution Reports

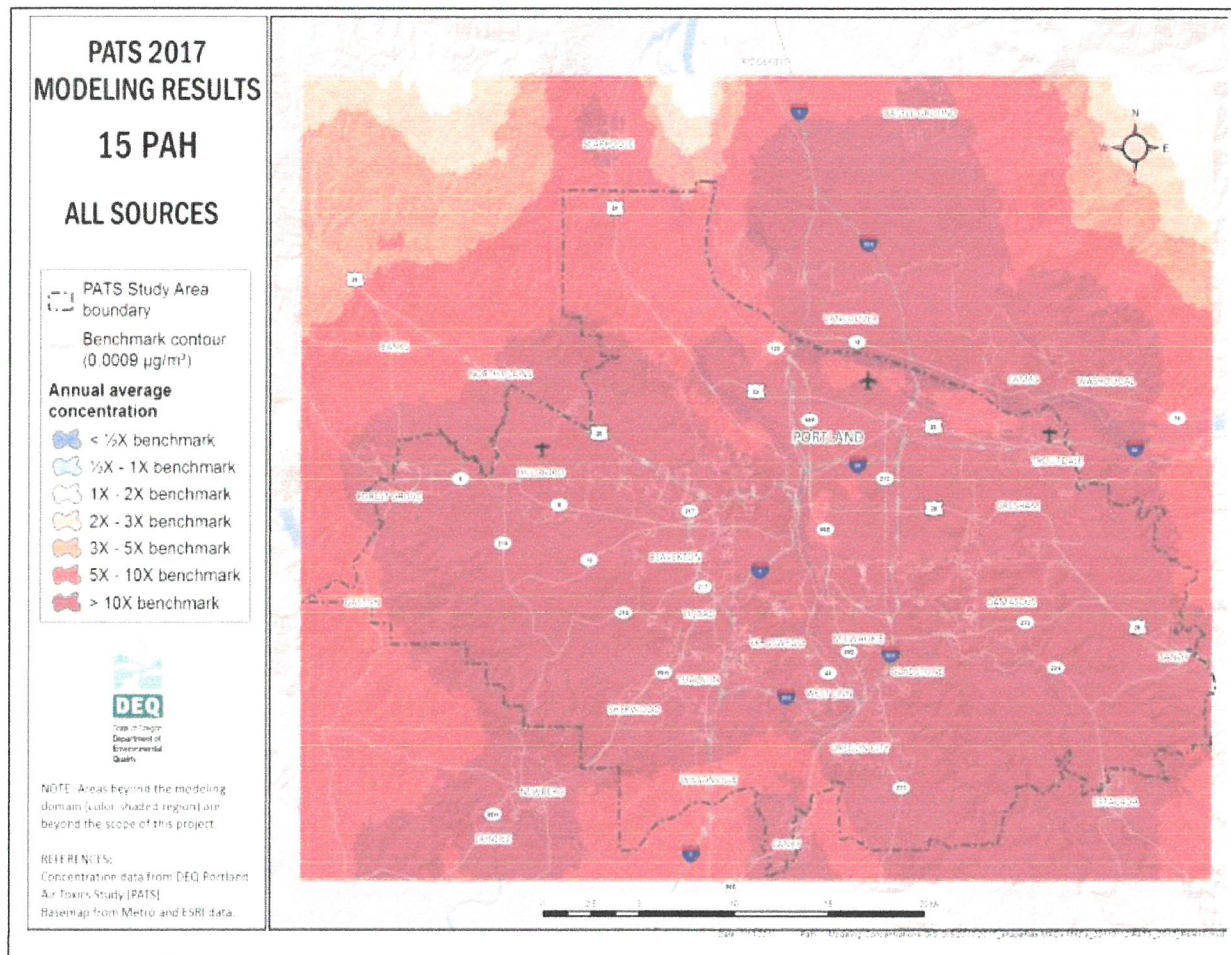
Page 98 of 565
Exhibit D
TDR
11/6/19

GIS Map by Robert Manning: rob.manning@gmail.com

Exhibit E

PATS 2017 Pollutant Modeling Summary

1/25/11 Draft Page 15



Hope Beraka

#62616 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Jordan Winkler

#62615 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

JoZell Johnson

#62614 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

EXAMPLE OF POSSIBLE "GOOD" DEMOLITION IN A HISTORIC DISTRICT

- Demolishes a non-historic building (not listed as contributing to a historic district)
- Replacement new construction is compatible with historic context



Tri-plex built in 1979 planned to be demolished
Not listed as contributing to Alphabet Historic District



Planned replacement new construction:
Two 3-story buildings containing 13 units
Intended tenants: single mothers with children



EXAMPLE OF POSSIBLE “BAD” DEMOLITION IN A HISTORIC DISTRICT

- Demolishes a historic building listed as contributing to a historic district
- Replacement new construction is out-of-scale with historic context



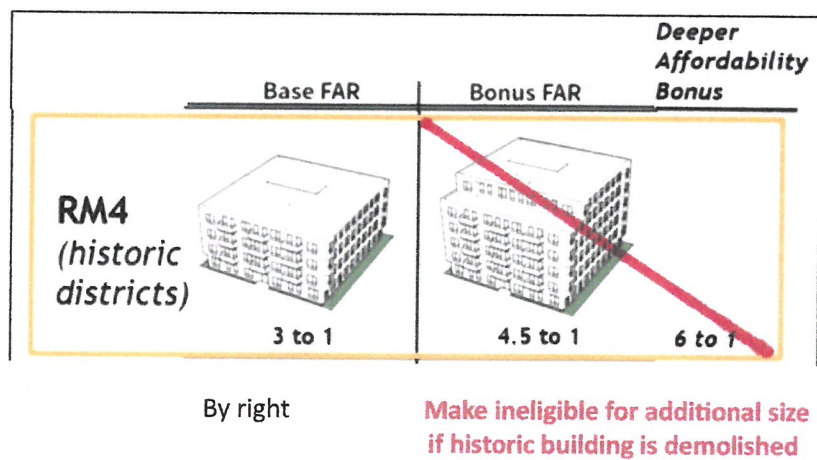
Located in area assigned to RM4 zone

Leffert, Herman House 1908
Listed as contributing to Alphabet Historic District
Currently a tri-plex

Undeveloped (parking) lot

DEVELOPMENT ALLOWANCES IN RECOMMENDED DRAFT

(Illustration 10,000 SF site)



Greg Theisen

#62613 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Northwest District Association

November 6, 2019

TESTIMONY: Better Housing by Design

Removing 100-foot tall building allowance in support of amendment 5

NWDA appreciates Recommended Draft's recognition that historic preservation should be reflected in the scale of development allowances in historic districts, particularly by

- Rearranging the zoning map in the Alphabet Historic District
- Reducing the base FAR in the largest-scale RM4 zone

Request removal of the allowance in historic districts for 100-foot tall buildings within 1,000 feet of a transit station

Small Area: Applies to equivalent of 5-6 blocks near the Providence Park station at the edge of the Alphabet Historic District (A partial block near the Kings Hill/SW Salmon St. station is only other affected area, but is completely built out and that station may be closed.)

Inconsistent

- Original planning bureau staff proposal excluded historic districts from 100-foot allowance "to prevent heights that are not compatible with historic context"
- Recommended Draft excludes historic districts from a parallel 100-foot height allowance within 500 feet of streets with frequent bus service
- Allowing 100-foot tall buildings does not reflect the Recommended Draft's intention to "calibrate development allowances to the scale of historic districts." Since none of the landmark or contributing historic buildings in the area affected are more than five stories tall, 10-story buildings would be unlikely to be approved by the Historic Landmarks Commission using compatibility guidelines adopted by City Council.
- Incompatible with increasing affordable housing: 10-story buildings are allowed "by right" with no or minimal affordable housing (if containing at least 20 units, the citywide inclusionary housing requirement applies), while the default RM4 zone would require a 7-story building to have at least half of units affordable to those earning 60 percent of median family income.

Small request: A minor change in context of entire Recommended Draft and citywide zoning impact, but would have a huge effect on a few architecturally significant blocks of historic churches and apartment buildings (visual aid?)

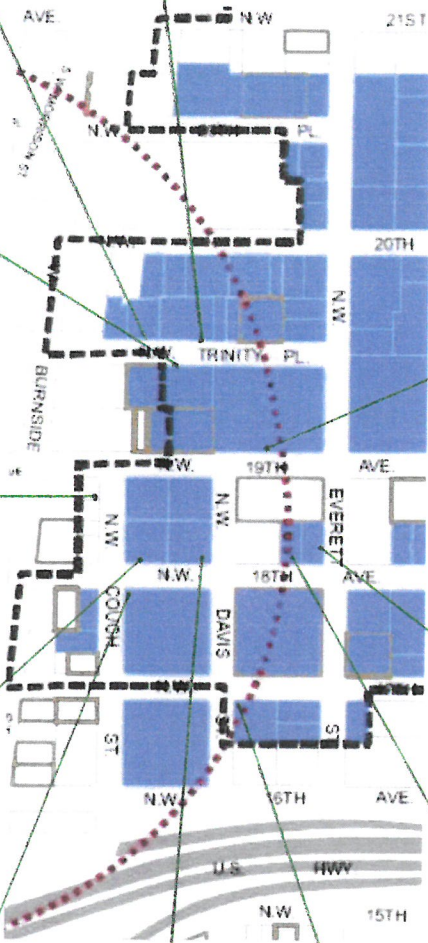
A few facts about our neighborhood: Remind Commissioners that

- Alphabet Historic District is already very dense, with a population density almost five times higher than the City overall
- Alphabet Historic District is not an affluent enclave, having a median household income 23.5% lower than the City overall
- The Northwest District (of which the Alphabet district is a part) has added over 3,000 new units between 2010 and 2018 (considerably more than any other Portland neighborhood), with hundreds more currently under construction

TEN-STORY BUILDINGS ARE INCOMPATIBLE IN THE ALPHABET HISTORIC DISTRICT Disallow 100-Foot Building Height in Historic Districts Within 1,000 Feet of a MAX Station

Greg Theisen
11/16/19

- Legend
- Alphabet Historic District
 - Residential Multi-Dwelling 4 (RM4)
 - Vacant "underused" lots
 - MAX station buffer (100' building height)



Northwest District Association

AFFORDABLE UNITS REQUIRED: 100-FT. TALL BUILDINGS ALLOWED WITHIN 1,000 FT. OF A MAX STATION VERSUS RM4 ZONE IN HISTORIC DISTRICTS

Under Recommended Draft, 100-ft. tall building may have

- ◆ No affordable units if less than 20 units or affordable units built off-site or designated off-site or fee paid in-lieu OR
- Currently*
- ◆ 15% of units affordable at 80% of median family income
 - ◆ 8% of units affordable at 60% of median family income
- Beginning 2021*
- ◆ 20% of units affordable at 80% of MFI OR
 - ◆ 10% of units affordable at 60% of MFI

Under Default RM4 Zone, 75-ft. tall building must have

- ◆ 50% of units on site affordable at 60% of median family income



Inclusionary Housing

Regulatory Options

Option 1:

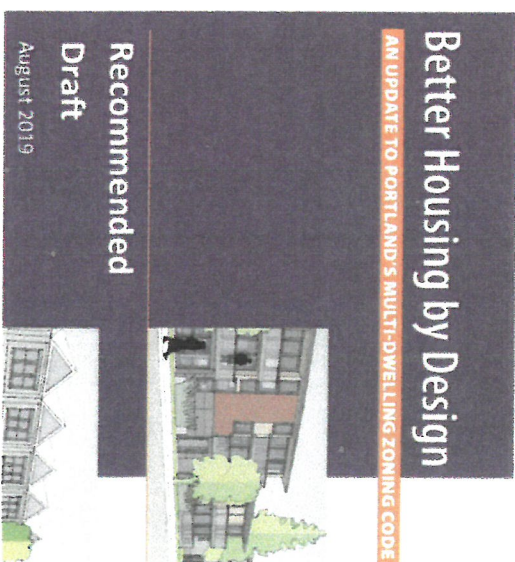
Build On-Site at 80% MFI

In buildings with 20 or more units, 15% of the units must be affordable at 80% MFI, except within the Central City and Gateway Plan Districts, where 20% of the units must be affordable.

Option 2:

Build On-Site at 60% MFI

Applicants can elect to make 10% of units affordable at 60% MFI in buildings within the Central City and Gateway Plan Districts, or 8% of units for buildings in all other areas.



Emma Kallaway

#62612 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Peggy Moretti

#62611 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.



TO: Commissioner Chloe Eudaly
 Commissioner Nick Fish
 Commissioner Amanda Fritz
 Commissioner Jo Ann Hardesty
 Mayor Ted Wheeler

FROM: Restore Oregon

SUBJECT: Testimony on Better Housing by Design – updated re amendments
 (City Council Hearing, continued November 6, 2019)

Restore Oregon supports the overarching goals of Better Housing by Design and the broader quest for housing affordability. We believe that historic districts and individual historic buildings have an important role to play in that effort, through conversion of old buildings into housing, sensitive new infill development, ADUs, and the internal conversion of large homes into multiple units.

What we get concerned about is the compatibility of new development inside historic districts, and policies that incentivize even more demolition of historic structures.

Demolition wipes out forever the cultural heritage and character of a place; wastes vast quantities of materials and embodied energy; releases toxins, adds to climate change; and what replaces it is more expensive.

Therefore Restore Oregon would like to call out our support for the following HD provisions:

- **Special definition of the RM4 zone in historic districts.** The 3:1 FAR recommended for historic districts, which is more compatible with the scale of the largest historic apartment buildings. This is consistent with the 2035 Comprehensive Plan Policy 4.49 “Refine base zoning in historic districts to take into account the character of historic resources in the district.”
- **Additional FAR transfer allowance for seismic upgrades to historic buildings.** This additional allowance will provide urgently needed help to defray the high cost of seismic retrofits. However, its important to note that this allowance alone will not make seismic upgrades affordable. Its imperative that the City seek *additional* financial tools such as a state tax credit to avoid the loss of hundreds of buildings that create Portland’s distinctive character and provide thousands of units of housing.

- **Revised zoning of the Alphabet Historic District.** We strongly support this alignment of heights with the scale of nearby homes and buildings, and it is consistent with 2035 Comp Plan Policy 4.48: “Continuity with established patterns.”

The recent decision by the Land Use Court of Appeals regarding the CC2035 Plan reinforces the importance of considering context when establishing heights and the wisdom of this revision.

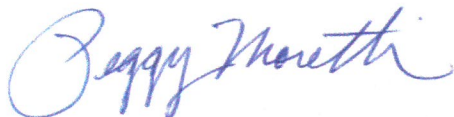
Of the proposed amendments, we’d like to register our support for:

- **The map amendments M1 and M2** – for the property at 5631 SE Belmont, and for the Anna Mann House – an excellent example of a how a historic property can be repurposed as affordable housing with the full support of the historic district in which it stands.
- **Amendments 5 and M3**, which strive for compatible scale of new construction within historic and conservation districts – a stated goal of City planning.
- And we support **amendment 3** because **the City should not provide an incentive to demolish a culturally significant, historic building.** With the high cost of seismic and code upgrades, they have enough weighing against them without the City putting a thumb on the scale.

There’s a pernicious idea circulating – that we have to choose between retaining the historic fabric of our communities and developing affordable housing. It’s based on false assumptions. We can do both – and we must.

Some of the most vulnerable historic homes and buildings are in underserved communities. Restore Oregon just announced our 2020 list of Oregon’s Most Endangered Places. Two of the three additions to our list are centers of African American heritage in Albina: the Mayo House, and the Billy Webb Elks Lodge. Historic designation is being sought for them and resources are being rallied to help them carve out an economically viable and vibrant future. If City further stacks the deck against them, and other historic places like them, that future could be lost.

Thank you.



Peggy Moretti
Executive Director

Harold Carlston

#62610 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Harold Carlston
14621 NE Everett St
Portland, OR 97230

Mayor Wheeler, Commissioners,

Thank you for carrying over the testimony concerning Better Housing by Design from the October 2nd Council meeting.

As a lifelong resident of Portland and 26 year resident of East Portland, specifically east of 122nd in the northern portion of the light rail corridor south of Glisan and north of Burnside, I wanted to offer a few perspectives and observations that I haven't heard expressed yet.

Higher Density

While I understand the need to increase density, the rate of the increase is a bit troubling for a few reasons. During my 26 years of residence in this area as an example, the zoning density of my residential property has increased from R10 which allowed 1 residence per 10,000 square feet of real estate to R1 which if I understand correctly, allows 10 residences in the same space. That is simply housing people without a connection to the area.

In that same period of time, there has been zero infrastructure improvements in the way of destinations for residents to walk/bike to or from. Not just in the light rail corridor, but most anywhere east of 122nd. There are really no destinations between 122nd and the outer boundary at 162nd. We seem to be making a priority of putting people in this area without the amenities of neighborhoods like Montavilla, Hollywood, Alberta, Lents, etc. Of all the areas in Portland, because of this, it encourages the area to be car-centric. Without a change in focus to encourage or incentivize development of commercial/retail in this area, it will continue be car-centric with just a larger parking problem.

Just to be clear, I am a self-professed car nut that enjoys working on and caring for classic cars as a hobby and use PIR on a somewhat regular basis and I of all people understand that automobiles are not self-sustaining in the long run. BUT, I only drive one car a time. If the push is for incoming residents to use taxis, Uber, Lift, in addition to transit, keep in mind that it is still a trip in a car. The only thing that has changed is the ownership. Encourage developers to build destinations in this area and in theory, more walking/biking should occur.

Concurrently with these zoning changes to higher density without a focus on destinations in the area, Access to Education and Employment has pinched down to traffic on Glisan to 2 lanes from 4. Did I mention that there is no employment in this area?

At the same time Better Housing by Design is potentially restricting off-street parking with new housing development. Again, this only makes sense if there is a destination within the area. The argument has been made that if development within 500 feet of light rail, there should be zero parking allowed. I think this is short-sighted. While a development may be within 500 feet, it may be near a mile to a light rail stop as an example. That makes it very difficult for residents to make the choices you would like them to make. Another issue is reasonable access to westbound Tri-Met stops from the south side of Glisan is almost non-existent, especially between 122nd and 148th.

Amendment #2



Character of the Area

In 1993, this area was considered sub-urban or Mid-County. As a result of the lack of balanced development over the last 26 years, the character is still sub-urban. When zoning allows 100 foot tall buildings in a sea of single level homes, what may that do to the character of the area?

*Sincerely,
Harold S. Galt*

Leon Porter

#62609 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

David Schoellhamer

#62608 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

S·M·I·L·E

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

September 23, 2019

Dear Commissioners:

The Sellwood-Moreland Improvement League (SMILE) submits the following testimony on the Better Housing by Design Project (BHD). We first discuss our motivating principles for this testimony, followed by 1) a proposal to increase the incentive for affordable housing based on observations of the rapid development in our popular neighborhood and BHD economic studies, 2) a request to limit construction of over-sized single-family homes (McMansions) with minimal ADUs in multi-family zones, and 3) endorsements of many of the specific BHD proposals and other comments. Specific recommendations are stated in **bold** so you can find them.

Motivating Principles

Principles that motivate our testimony include:

- **Any increase in zoned density in our neighborhood should be dedicated to affordable housing.** We recognize that this principle may not be feasible, but it should remain a goal for BHD. At a minimum, increased density should not contribute to economic segregation.
- **Our neighborhood needs housing for working class people.** We have produced and continue to produce a tremendous amount of expensive market rate housing; since 2015, developments completed and in the permitting pipeline increase housing units by 25%. The market is producing housing for wealthy people because our neighborhood is popular¹. We want to improve housing equity by retaining affordable housing generated in our neighborhood and not transferring it elsewhere.
- **We seek to preserve the wonderful characteristics of our neighborhood while accommodating growth.** Growth is necessary and inevitable given the housing shortage in the City.

¹ New York Times, May 24, 2019, Five Places to Visit in Portland, Ore. Note that all five places are in Sellwood-Moreland.

Increase Incentive for Affordable Housing

BHD does not utilize the greatest lever available to incentivize construction of affordable housing², the number of units that can be built on a lot.

Our proposal to strengthen the incentive to build affordable housing is:

- 1) Double the current maximum unit density for market rate development.**
- 2) Allow projects that provide affordable housing to have the FAR bonus and unlimited units as now proposed by BHD.**

Why the number of units matters

Data available from two economic studies conducted by EPS for BHD show that the feasibility of development in the multi-dwelling zones is more closely related to number of units built, not floor:area ratio (FAR). BHD allows all development to have an unlimited number of units and incentivizes construction of affordable housing with a FAR bonus. Including number of units as an incentive would be more effective.

To demonstrate this, we focus on prototype 2 in the economic reports in BHD Appendix C, stacked flats in inner Southeast on a 5,000 square foot (sf) lot with no on-site parking³. Other prototypes appear to produce similar conclusions. The three scenarios for prototype 2 are summarized in table 1. Each was evaluated as a ‘for sale’ and ‘for rental’ project.

Number of units	Floor area (sf)	RLV for sale (\$/sf)	RLV for rent (\$/sf)	EPS report
4	5,000	52.58	46.97	May 2018
6	7,500	86.85	78.03	May 2018
9	5,000	127.28	90.20	October 2018 ⁴

Table 1. Three scenarios for prototype 2.

² We define affordable housing as housing that satisfies Inclusionary Zoning requirements: 20% of units affordable at 80% Median Family Income (MFI) or 15% of units affordable at 60% MFI.

³ The May 2018 scenarios included parking and the October 2018 scenario did not. Parking costs were removed from the May 2018 scenarios by reducing construction costs \$30,000 per parking space, reducing other soft costs (25% of hard costs) by \$7,500 per parking space and recalculating RLV. SDCs and interest were not adjusted. Scenarios with IZ (Inclusionary zoning, no effect because number of units are less than 20) and CET (new construction excise tax) were used.

⁴ The October 2018 report mislabeled tables and figures according to Tom Armstrong, BPS. The report text is correct.

As the number of units increases, the residual land value (RLV, the value of the land that remains after subtracting development costs, per square foot) increases for both for sale and for rent buildings (figure 1).

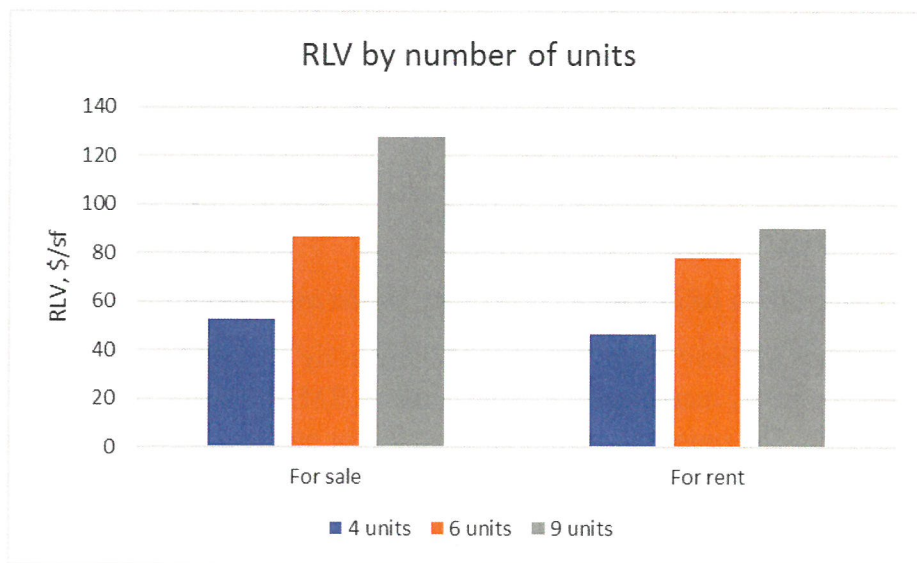


Figure 1. Residual land value (RLV) for 4 units (5,000 sf), 6 units (7,500 sf), and 9 units (5,000 sf) for sale and for rent scenarios.

As FAR increases, the RLV varies depending on the number of units (figure 2).

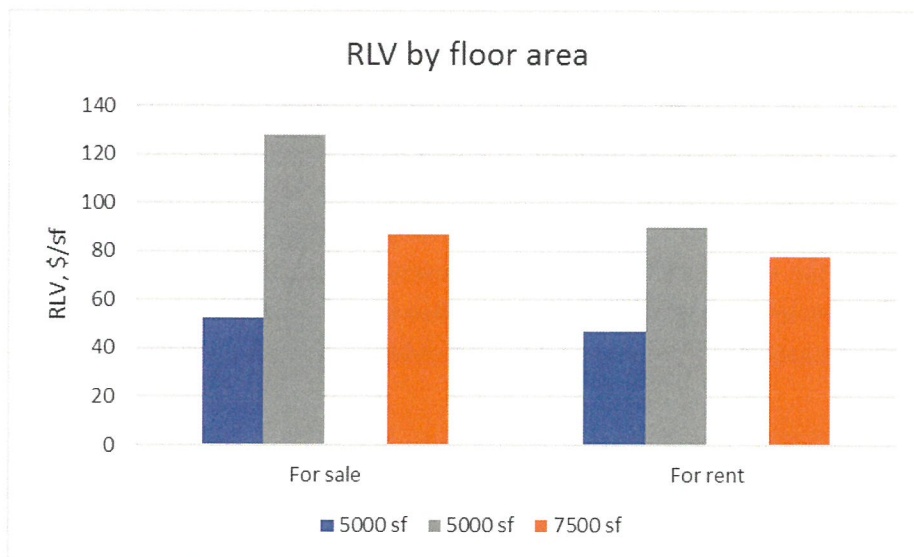


Figure 2. Residual land value (RLV) for 5,000 sf (blue is 4 units, gray is 9 units) and 7,500 sf (6 units) buildings, for sale and for rent scenarios.

Thus, the number of units is the more important than FAR for determining feasibility of development. A 5,000-sf building with 9 units (gray bars) is more feasible than a 7,500-sf building with 6 units (orange bars). By allowing all projects to have unlimited units, BHD loses its greatest incentive for construction of affordable housing. **The City should evaluate using number of units to incentivize affordable housing with thorough economic modeling.**

Benefits

The benefits of our proposal are:

- *Increased incentive to build affordable housing for the average Portlander.*
- *Consistency with Residential Infill Project (RIP) housing options:* The maximum size and unit density for purely market rate development on a RM1 lot would be greater than allowed by RIP. Our proposed maximum densities for purely market rate development are 1 unit per 1,000 sf of lot size in RM1 and 1 unit per 500 sf in RM2. In RM1 on a standard 5,000 sf lot, a 5,000-sf building with 5 market rate units could be built, larger and with one more unit allowed than on a 5,000-sf lot by RIP.
- *Consistency with RIP proposed 6-unit option:* The RIP 6-unit proposal and our BHD proposal both allow additional units if affordable housing is provided.
- *No effect on large RM2 lots:* In RM2 on a 10,000-sf lot, a 15,000-sf building with 19 market rate units could be built under our proposal, identical to BHD. The unit limit would only matter on lots smaller than 9,500 sf in RM2.
- *Prevent saturation of standard RM1 lots with tiny market rate units:* Based upon ongoing development, two-story, 5,000 sf buildings with 15 market rate units are feasible on standard RM1 lots in our neighborhood⁵, a 7½-fold increase in the number of units presently allowed. Such development would be allowed by BHD and violate our principle that increased density should be dedicated, or at least include, affordable housing. We are also concerned about increased traffic and parking congestion near our corridors which would reduce the viability of some small businesses, increase crowding in our neighborhood schools (already a 39.7% increase in K-12 public school attendees since 2009), hinder emergency vehicle access, and reduce vehicular, pedestrian, and bicycle

⁵5603 SE Milwaukie, a 4-story building with 30 market rate units under construction on a 3,080-sf lot zoned RHd. It has footprint of about 2,200 sf which can fit on multifamily-zoned lots 5000 sf or larger, about 950 or 73% of multifamily-zoned lots in our neighborhood. Each unit is 250-350 sf. Using this as a template for a building on a 5,000-sf lot, a two story 15-unit building in the proposed RM1 zone is feasible on 5,000 sf lots with the base FAR. Present zoning would allow a maximum of 2 units, our proposal would allow 5 market rate units or this building if it included affordable housing.

safety (especially along narrow streets). An example of where the proposed density increase would not contribute to positive qualities of our neighborhood is Tenino Street: 24 feet wide (three car widths), zoned R2 (RM1) with some R1 (RM2), and with an existing traffic volume of 1,188 cars per day⁶, many of which are getting to or from the Sellwood Bridge by cutting through the neighborhood to avoid traffic jams on parallel Tacoma Street. If many units are going to be crammed into a standard lot and diminish some of the wonderful characteristics of our neighborhood, our proposal would at least make some of them affordable.

- *No change in BHD example development:* The BHD summary and volume 1 show several examples of what could be built and all of the examples shown could be identically built under our proposal. The number of market rate units that could be built would remain unlimited if affordable housing is included. This proposal may reduce the number of expensive tiny market rate units built if developers stop building at the maximum market rate unit threshold, but it would increase the number of affordable units built and thus better accomplish our motivating principles.

Remove incentive to build McMansions in RM1

The BHD proposal fails to consider that, rather than middle housing, oversized single-family homes are possible thus making RM1 the new McMansion zone. Under the proposed rules, an oversized single-family home with an accessory dwelling unit (ADU) could continue to be built on 5,000 sf lots in RM1. In our popular neighborhood, ADUs are sometimes used as short term rentals and these do not contribute to the housing supply. If the housing market continues to favor development of oversized houses over middle housing, the RM1 zone could become a McMansion zone with the minor inconvenience of including a small minimal ADU. A small minimal internal ADU could easily be incorporated into the living space of the primary dwelling. A McMansion zone would contribute to economic segregation in the City. In addition, the smaller FAR limits proposed by the Residential Infill Project for single family zones incentivize McMansion construction in RM1 zones where FAR is greater. The Residential Infill Project includes a 0.8:1 FAR limit for detached homes with and ADU on R2.5 lots. To solve this problem, **add a 0.8:1 FAR limit for detached homes in multi-dwelling zones.**

Endorsements and other comments

The recommended BHD proposal does not limit the number of units but does convey how many units could actually be built. To make BHD a transparent process, **the maximum number of units that could be built should be provided and shown using fire and building standards.**

⁶ Jamie Jeffrey, PBOT, Tacoma Traffic Analysis, August 2017

Many of the BHD proposals will improve multi-dwelling housing in our neighborhood. **We endorse the 35-foot height limit for the RM1 zone in proposal 1. We would oppose increasing the FAR limits in proposal 1. We endorse proposal 5 that allows limited commercial uses along corridors.** North Westmoreland lacks retail businesses and thus is not a walkable neighborhood; this proposal would help correct this problem. **We endorse the overall concept of proposal 8, alternatives to conventional landscaping, but recommend that an eco-roof not be given equal weight as landscaping.** An eco-roof should not replace ground-level landscaping which enhances the pedestrian space near the building. **We endorse proposals 7 (shared outdoor space), 9 (limit impervious areas), 10 (parking), 11 (limits on garages and no parking in front of buildings), 12 (entrance orientation), 13 (front setback), 14 (side setback), 15 (height transitions), 16 (division of large building facades), and the Transportation and Parking Demand Management requirements.**

Confidence in City planning is eroded by regularly changing zoned density in North Westmoreland. Many properties in north Westmoreland were upzoned in the 1980s in anticipation of a light rail station at Harold Street. The Orange Line was built without that station so in 2018 the new Comprehensive Plan map downzoned much of this area yet many properties retained multi-dwelling zoning. Now BHD is effectively upzoning these properties. This yo-yo zoning erodes confidence in the City planning process. **In the future, broad brushed city planning processes should consider and be consistent with past planning decisions at the neighborhood scale.**

This testimony was discussed at public meetings of the SMILE Land Use Committee on September 4, 2019 and the SMILE Board of Directors on September 18, 2019. The SMILE Board of Directors unanimously approved this testimony on September 18, 2019. If you have any questions, please contact David Schoellhamer, Chair of the SMILE Land Use Committee, at land-use-chair@sellwood.org. Thank you for the opportunity to testify.

Sincerely,



Tyler Janzen
President, Sellwood-Moreland Improvement League

Sources of statistics given in SMILE oral testimony, Better Housing by Design hearing, November 6, 2019.

Statistic	Source
Since 2015, developments completed and in the permitting pipeline increase housing units by 28%.	SMILE Land Use Committee spreadsheet at http://www.sellwood.org/land-use/ developed from BDS reports
Since 2000, neighborhood median income has increased 20% compared to only 3% for the City.	PHB, 2018 State of Housing Report, page 84, Sellwood Moreland and Brooklyn neighborhoods, 2000-2016. City data from page 65. Adjusted for inflation using 2016 dollars.
As a percentage of City median income, neighborhood median income increased from 95% to 110%.	
renting the average newly constructed unit costs the average white household 33% of their income while the cost to the average black household is an unattainable 74% of income	PHB, Dory Van Bockel and Matthew Tschabold, https://www.portlandoregon.gov/phb/article/738693 . Also presented to Southeast Uplift by Jessica Conner, PHB, September 16, 2019.
Since 2000, Black population in our neighborhood has decreased 68%.	PHB, 2018 State of Housing Report, page 84, Sellwood Moreland and Brooklyn neighborhoods, 2000-2016.
second least diverse neighborhood in the City.	PHB, 2018 State of Housing Report, page 16, Sellwood Moreland and Brooklyn neighborhoods, 2016

Zoe Powers

#62607 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Brooke Best

#62606 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See video

Testimony is presented without formatting.

Tamara DeRidder

#62411 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Attached is an electronic copy of the written report I submitted to the City Council this afternoon in my testimony on Better Housing By Design. Most of the exhibits are separate documents. The only difference is that I typed in the Exhibit letters in the corner of the exhibits. Best, Tamara Tamara DeRidder, AICP (additional attachments)

Testimony is presented without formatting.

Portland Clean Air
portlandcleanair.org



Portland Diesel Particulate

Unfiltered Industrial Diesel Truck Pollution

The 2014 National Air Toxics Assessment (NATA) released to public by the EPA August 2018 ranks Multnomah in the worst 1.2% of counties for airborne diesel particulate, the worst airborne carcinogen according to State of California risk assessments. This GIS map of EPA NATA on-road diesel particulate is modeled by Portland Clean Air over roads using ODOT 24 hour truck counts.

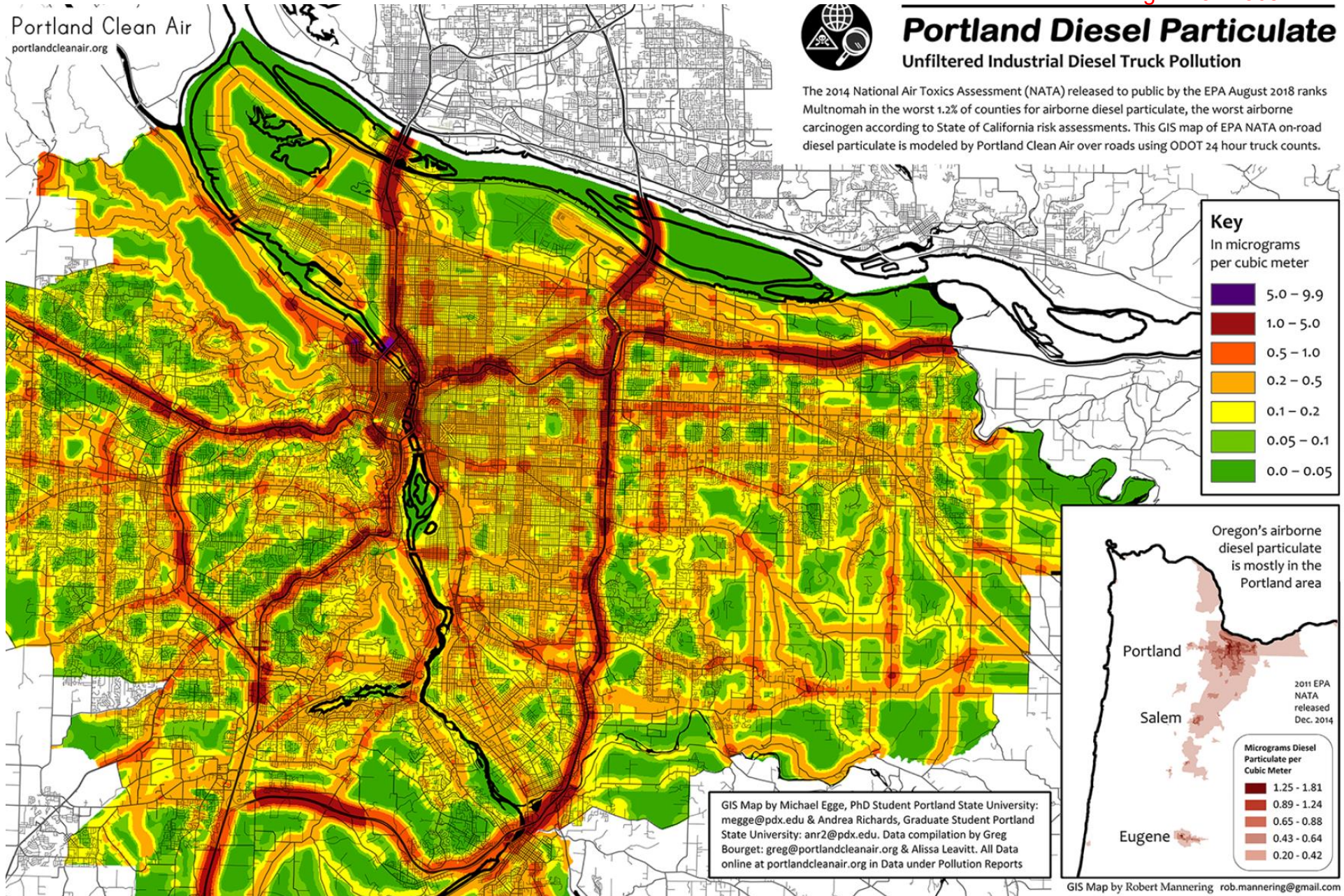
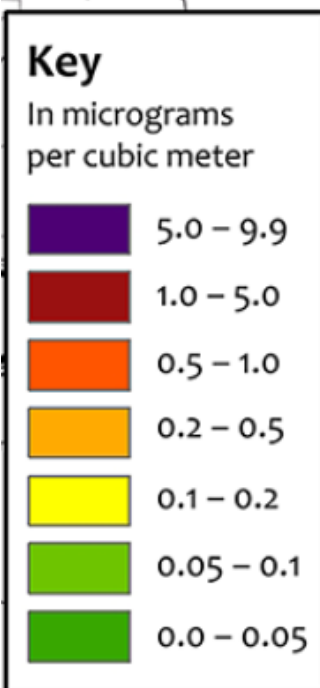


Exhibit D
TDR 11/6/19

Portland Diesel Particulate

Unfiltered Industrial Diesel Truck Pollution



The 2014 National Air Toxics Assessment (NATA) released to public by the EPA August 2018 ranks Multnomah in the worst 1.2% of counties for airborne diesel particulate, the worst airborne carcinogen according to State of California risk assessments. This GIS map of EPA NATA on-road diesel particulate is modeled by Portland Clean Air over roads using ODOT 24 hour truck counts.

GIS Map by Michael Egge, PhD Student Portland State University: megge@pdx.edu & Andrea Richards, Graduate Student Portland State University: anr2@pdx.edu. Data compilation by Greg Bourget: greg@portlandcleanair.org & Alissa Leavitt. All Data online at portlandcleanair.org in Data under Pollution Reports

Rose City Park Neighborhood Area 24-hr Diesel Count, August 2018

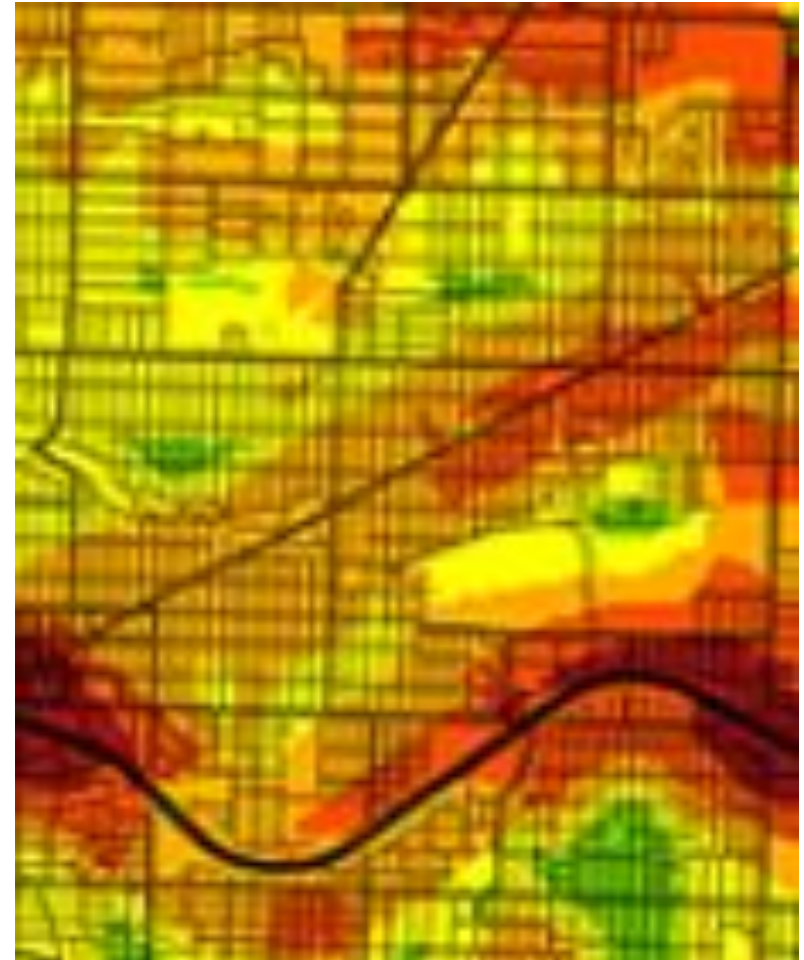


Exhibit C
TDR 11/6/19

Tamara DeRidder

#62410 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

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Testimony is presented without formatting.



November 6, 2019

City of Portland
Attn: Mayor Wheeler and City Commissioners
1221 SW Fourth Ave, Room 110
Portland, OR 97204

Subject: Enhanced Air Quality Filtering and Other Pollution Mitigation needed for Multi-family Units developed in Multi-dwelling zones – Better Housing by Design Testimony

Honorable Mayor and City Commissioners,

Thank you for the opportunity to testify on Better Housing by Design. I am thankful to Planner Bill Cunningham who has done an outstanding job conducting this process with the neighborhoods other public meeting events. I believe that the new multi-dwelling zoning classifications allow more flexibility in the size and design of these units as they will be based on Floor Area Ratio rather than a prescribed number of units.

But I am concerned that the proposal fails to address the air quality and other health related impacts for these units as required in the 2035 Comprehensive Plan. Chapter 4- Design Development states the following policies:

- Policy 4.33 Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.
- Policy 4.35 Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.
- Policy 4.36 Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37 Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.
- Policy 4.83 Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

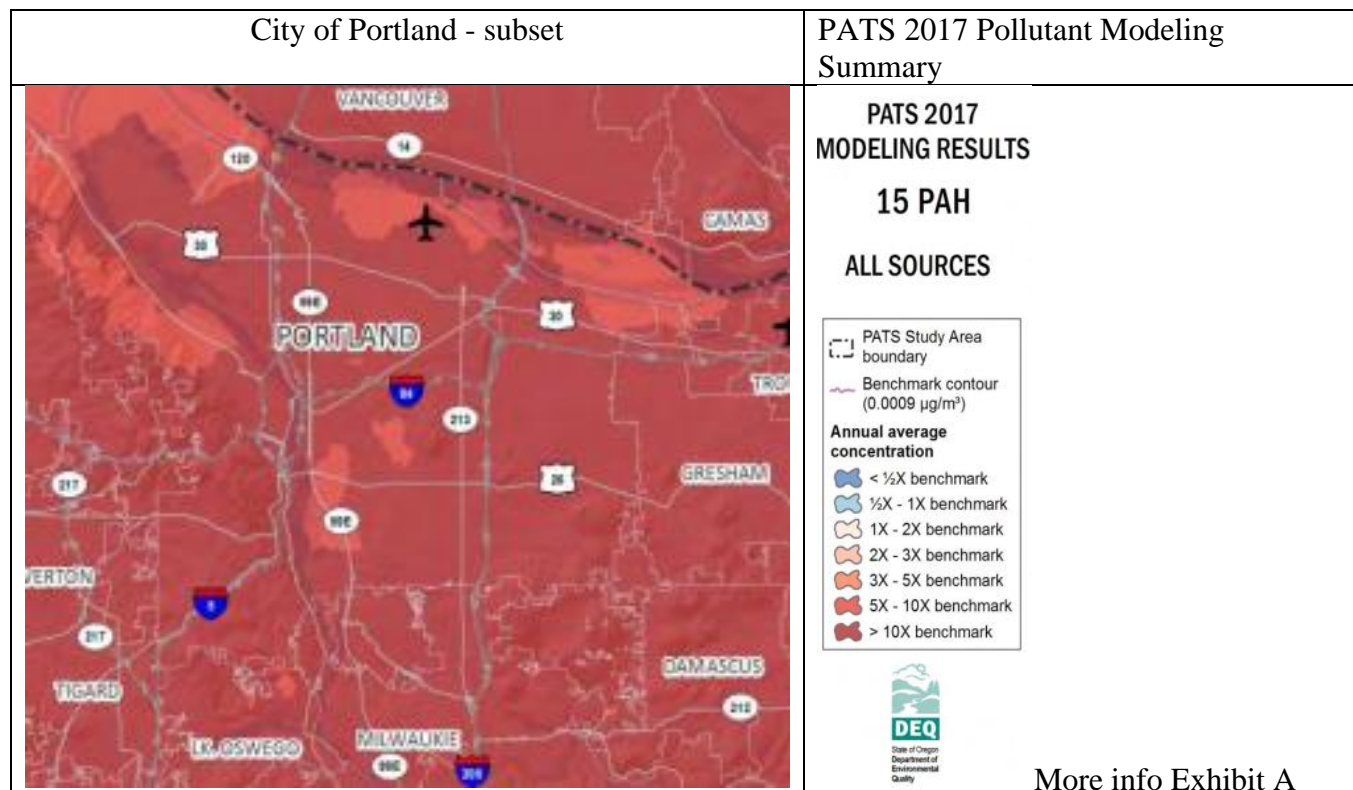
The vast majority of renters in Portland’s multi-family developments tend to be poorer, of greater ethnic diversity, and those with weak or fragile immune systems, such as the elderly and children. Policy 4.33 states “Limit and mitigate public health impacts”. This is a directive to staff to take the needed precautions that make sure the proposed design meets or exceeds healthy levels for humans.

Oregon Public Broadcasting updated a 2012 article on July 10, 2018 titled “Mapping Everyday Air Toxics” that takes a look whether DEQ’s proposed air quality improvements by 2017 had occurred. It states: “Working with the Air Toxics Solutions Advisory Committee, the agency put out a report last month illustrating which toxics are expected to exceed a set of agreed-upon health benchmarks. The DEQ report concluded that 15 air pollutants will exceed healthy levels – throughout the metropolitan area, in most cases – by 2017. (Air toxics can raise the risk of cancer and other [diseases](#) at higher concentrations, though they’re not regulated like other air pollutants under the Clean Air Act) It found higher levels of air toxics near low-income and minority communities.

It concluded the eight riskiest pollutants are 1,3-Butadiene, benzene, diesel particulate, 15 polycyclic aromatic hydrocarbons (PAHs), naphthalene, cadmium, acrolein and formaldehyde.

And the culprits? Mostly cars, trucks, and wood stoves.

“So much of the pollution is from everyday activities,” said Marcia Danab, communications and outreach coordinator for the Oregon Department of Environmental Quality. “When you look at the maps, you see areas that have higher concentrations are along the major roadways: It’s cars and trucks, diesel trucks, construction equipment powered by diesel or gas, and it’s wood smoke.””



Further the article states: “The advisory committee recommended five areas where these toxic pollutants can be reduced: residential wood stoves, light-duty and heavy-duty vehicles, construction and non-road equipment and industrial metals facilities.”¹

The one area that this committee failed to consider is in the City of Portland Municipal and State-wide Building Codes. Through conditions of approval on new construction property owners can be required to install enhanced air-quality air systems/filters in their multi-family structures. Building Code or Fire Codes can then require regular inspections to assure that this air quality mitigation is implemented into the future.

At the end of August last year, Portland was identified as having the second worst air quality in the major cities worldwide.² You may recall that at that time the Eagle Creek fire in the Columbia River Gorge was causing smoke-filled skies throughout the Portland Metro area. With Climate Change wildfire smoke events will only increase. This only intensifies the need to call to action for enhanced air quality filters to be in place in people’s homes as well as public facilities throughout the city.

In addition, on July 3, 2019, EPA issued documentation titled, “Air Quality and Climate Change Research”³. It states, “Air quality can impact climate change and, conversely, climate change can impact air quality. For example black carbon emissions will continue to warm the earth”. “Atmospheric warming associated with climate change has the potential to increase ground-level ozone in many regions, which may present challenges for compliance with the ozone standards in the future. The impact of climate change on other air pollutants, such as particulate matter, is less certain, but research is underway to address these uncertainties.”

How does this information impact the current Better Housing By Design Recommended Draft dated Aug. 2019?

Finding 1: “Section 1: Introduction” of this Draft identifies the project’s objective to revise City regulations to better implement the Comprehensive Plan policies that call for:

- ☐ “Housing opportunities in and around centers and corridors.
- ☐ Housing diversity, including affordable and accessible housing.
- ☐ Design that supports residents’ health and active living.”

But fails to include relevant Comprehensive Plan policies from Chapter 4- Design Development, including, but not limited to:

¹ OPB Ecotrope “Mapping Portland’s Everyday Air Toxics”, May 25 2012 Updated July 10, 2018, by Cassandra Profita. See: <https://www.opb.org/news/blog/ecotrope/mapping-portlands-everyday-air-toxics/>

² KGW8 news, “Portland’s Air Quality Ranks 2nd worst in Major Cities Worldwide”, published Aug. 21, 2018. See: <https://www.kgw.com/article/weather/air-quality/portlands-air-quality-ranks-second-worst-in-major-cities-worldwide/283-586223379>

³ EPA, “Air Quality and Climate Change Research”, July 3, 2019. See: <https://www.epa.gov/air-research/air-quality-and-climate-change-research>

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Further, this chapter states Key Comprehensive Plan Objectives stated on page 3 fails to include measures to limit and mitigate public health impacts for the inhabitants of these developments. The only Objective relating to health states:

□ Outdoor spaces and green elements to support human and environmental health.

Therefore, the Better Housing By Design Recommended Draft dated Aug. 2019 Section 1 fails to include Policies 4.33, 4.35, 4.36, 4.37, 4.83 of the 2035 Comprehensive Plan and and considering them in the Key Comprehensive Plan Objectives resulting in a failure to satisfy the 2035 Comprehensive Plan.

Finding 2. “Section 2: Direction from the Comprehensive Plan” is to provide direction regarding development in the multi-dwelling zones. Guiding Principles identifies:

“2. Human Health

Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

This project furthers this principle by increasing opportunities for the housing people need to live secure and healthy lives. The proposals also contribute to human health by ensuring new housing includes residential outdoor spaces that support healthy living and social interaction, through limiting large paved areas that contribute to urban heat island impacts, by facilitating active mobility by allowing more people to live close to services, and by supporting the development of a wide range of housing that can meet the diverse needs, abilities, and economic conditions of Portlanders.”

This Guiding Principle fails to include the Comprehensive Plan policy 4.33 language that states “Limit ***and mitigate public health impacts***, ...”, as identified in Finding 1.

Therefore, Section 2 Direction from the Comprehensive Plan Guiding Principles Subsection 2. Human Health fails to include Plan policy 4.33 that includes actionable language “limit and mitigate public health impacts” and fails to satisfy Chapter 4 of the 2025 Comprehensive Plan.

Finding 3. “Section 2: Direction from the Comprehensive Plan” identifies Guiding Principles:

“4. Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

This project advances this principle by providing incentives for the creation of new affordable housing

and for preserving existing affordable housing. The proposals also contribute to equity through development bonuses for “visitable” housing that is physically-accessible to people with a range of abilities, through provisions that address the need for street connections and outdoor spaces in East Portland, by increasing opportunities for home-based businesses and services along East Portland’s corridors, and through focused engagement with low-income renters and other historically under-represented populations to help shape the project’s proposals”

This language fails to consider the Oregon Department of Environmental Quality’s PATS 2017 Pollutant Modeling Summary⁴ on Portland’s air quality where it states it promotes equity and environmental justice. It fails to include policy direction provided by Chapter 4-Design Development in the 2035 Comprehensive Plan including:

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Therefore, Section 2: Direction from the Comprehensive Plan, Guiding Principles, Subsection 4. Equity fails to satisfy the 2035 Comprehensive Plan.

Finding 4. Page 55 of the Recommended Draft provides a comparison of Current and Proposed Development Standards. The environmental mitigation has been **reduced** in the Draft for the current R3 zone and R1 zone where it abuts Civic Corridors. This is in conflict with the Guiding Principals for Human Health and fails to consider the Comprehensive Plan policies:

⁴ DEQ PATS 2017 Pollutant Modeling Summary, Portland Air Toxics Solutions Advisory Committee, January 25, 2011. See: <https://www.oregon.gov/deq/FilterDocs/15pollutantsAboveSummary.pdf>

- Policy 4.35** **Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.
- Policy 4.36** **Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37** **Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.

Comparison of Current and Proposed Development Standards

This table provides a comparison of development standards that apply in the current zones (shaded) and those proposed for the new zones. This table is a summary and does not include all development standards and details (see Volume 2 for details on existing and proposed development standards). The table includes only one column for the RX zone and does not include the RMP zone, as these zones are retaining their current names and are not proposed for significant changes.

Standard	R3	R2	RM1	R1	RM2	RH	RM3	RM4	RX
Maximum Density/FAR	1 unit per 3,000 sq. ft. of site area	1 unit per 2,000 sq. ft. of site area	FAR of 1 to 1	1 unit per 1,000 sq. ft. of site area	FAR of 1.5 to 1	FAR of 2 to 1 or 4 to 1	FAR of 2 to 1	FAR of 4 to 1 (3 to 1 in historic districts)	FAR of 4 to 1
Minimum Density	1 unit per 3,750 sq. ft. of site area	1 unit per 2,500 sq. ft. of site area	1 unit per 2,500 sq. ft. of site area	1 unit per 1,450 sq. ft. of site area	1 unit per 1,450 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 500 sq. ft. of site area
Maximum Height	35 ft.	40 ft.	35 ft.	45 ft.	45 ft.	65 ft. or 75/100 ft.	65 ft.	75/100 ft. ⁶	100 ft.
Step-Down Height (25' from SFR zone)	--	--	35 ft.	--	35 ft.	--	35 ft.	35 ft.	35 ft.
Minimum Front Setback	10 ft.	10 ft.	10 ft.	3 ft.	5/10 ft. ¹	0 ft.	5/10 ft. ¹	0/5 ft. ¹	0 ft.
Minimum Side/Rear Setback ³	5-14 ft.	5-14 ft.	5 ft.	5-14 ft.	5 ft.	5-14 ft.	5/10 ft. ²	5/10 ft. ²	0 ft.
Maximum Building Coverage	45%	50%	50%	60%	60% 70% ⁴	85%	85%	85%	100%
Minimum Landscaped Area	35%	30%	30%	20%	20%	15%	15%	15%	none
Required outdoor area per unit	48 sq. ft.	48 sq. ft.	48 sq. ft.	48 sq. ft.	48 sq. ft.	none	36/48 sq. ft. ⁵	36/48 sq. ft. ⁵	none

¹The larger setback is the general standard. The smaller setback applies when ground floors are raised 2 feet above sidewalk level (to limit privacy impacts). Exemptions to required front setbacks apply for ground floor commercial uses, courtyard arrangements, and allow setbacks to match those of buildings on adjacent properties.

²Side and rear setbacks are 5 feet for buildings up to 55-feet high, and 10 feet for buildings taller than this.

³In the Eastern Pattern area, required rear setbacks are equal to 25 percent of the depth of the site.

⁴70% building coverage applies to properties that abut Civic or Neighborhood corridors.

Therefore, the proposed Minimum Landscaped Area of 30% for the current R3 zone and the Maximum Building Coverage of 70% in the current R1 zone does not satisfy Policies 4.33, 4.35, 4.36, 4.37, 4.83 of 2035 Comprehensive Plan and its own Guiding Principles.

Finding 5. The 2035 Comprehensive Plan Map and 2035 Portland Transportation System Plan co-exist yet the Freight Transportation Routes compromise livability along major corridors due to diesel

emissions. Having testified before the Planning and Sustainability Commission in 2011 on the Comprehensive Plan Background documents I disclosed that the highest residential density planned for the City of Portland is placed directly along major freight corridors. This subjects residents of those properties an increased risk of health challenges and that the location of the zones should either be reversed with the low density zones or these developments should be mitigated. The Planning Commission then agreed that the impact of this pollution should be mitigated. Now there is clear evidence through the PATA report and Portland Deisel Particulate map that these high density residential zones are receiving over 10xs the DEQ agreed healthy limit of deisel exhaust, largely due to the freight corridors.

Therefore, the City Council for the City of Portland as the ultimate authority in balancing residential livability and freight movement needs. As elected representatives for the current and future residents of this city it is obligated to weigh the air quality evidence that places undue health risk on the populations residing in the majority of the multi-family zoned properties within the City of Portland.

In conclusion, as an AICP Land Use Planner I call on our Code of Ethics that requires me in overall responsibility to the public to speak up for those that are disadvantaged under article 1.f:

“(f) We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs.”

I find that the failure of the planning and appointed officials to consider relevant published DEQ the air quality reports and include vital policies of the Comprehensive Plan cannot go unchallenged.

Please join me in my recommendation to remand this Draft back to the Planning Commission in order for them to consider all the requirements of the 2035 Comprehensive Plan including Chapter 4-Design Development as it fails to address equity and health for all residents of Portland. In this consideration please include enhanced air quality systems and filtration for all Multi-Dwelling zoned developments.

Respectfully,



Tamara DeRidder, AICP
Principal, TDR & Associates
Land Use/ Public Engagement/Design
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Attachments:

Exhibit A. Rose City Park Neighborhood Area Freight Routes

Exhibit B. Rose City Park Neighborhood Area Land Use Map

Exhibit C. Rose City Park Neighborhood Area 24-hr Diesel Count, 2018

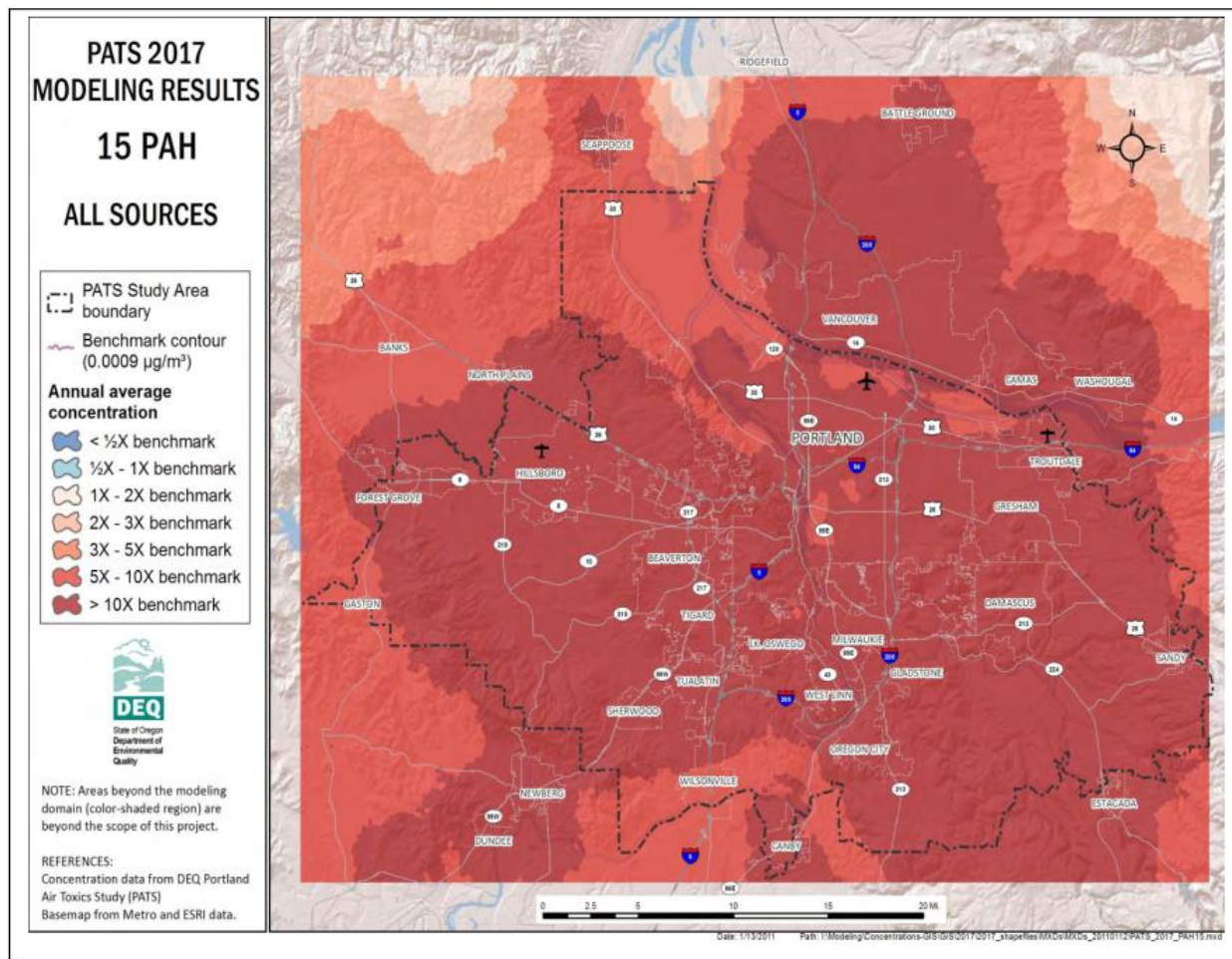
Exhibit D. Portland Diesel Particulate, by Portland Clean Air

Exhibit E. PATS 2017 Pollutant Modeling Summary 1/25/11 Draft Page 15

Exhibit E

PATs 2017 Pollutant Modeling Summary

1/25/11 Draft Page 15

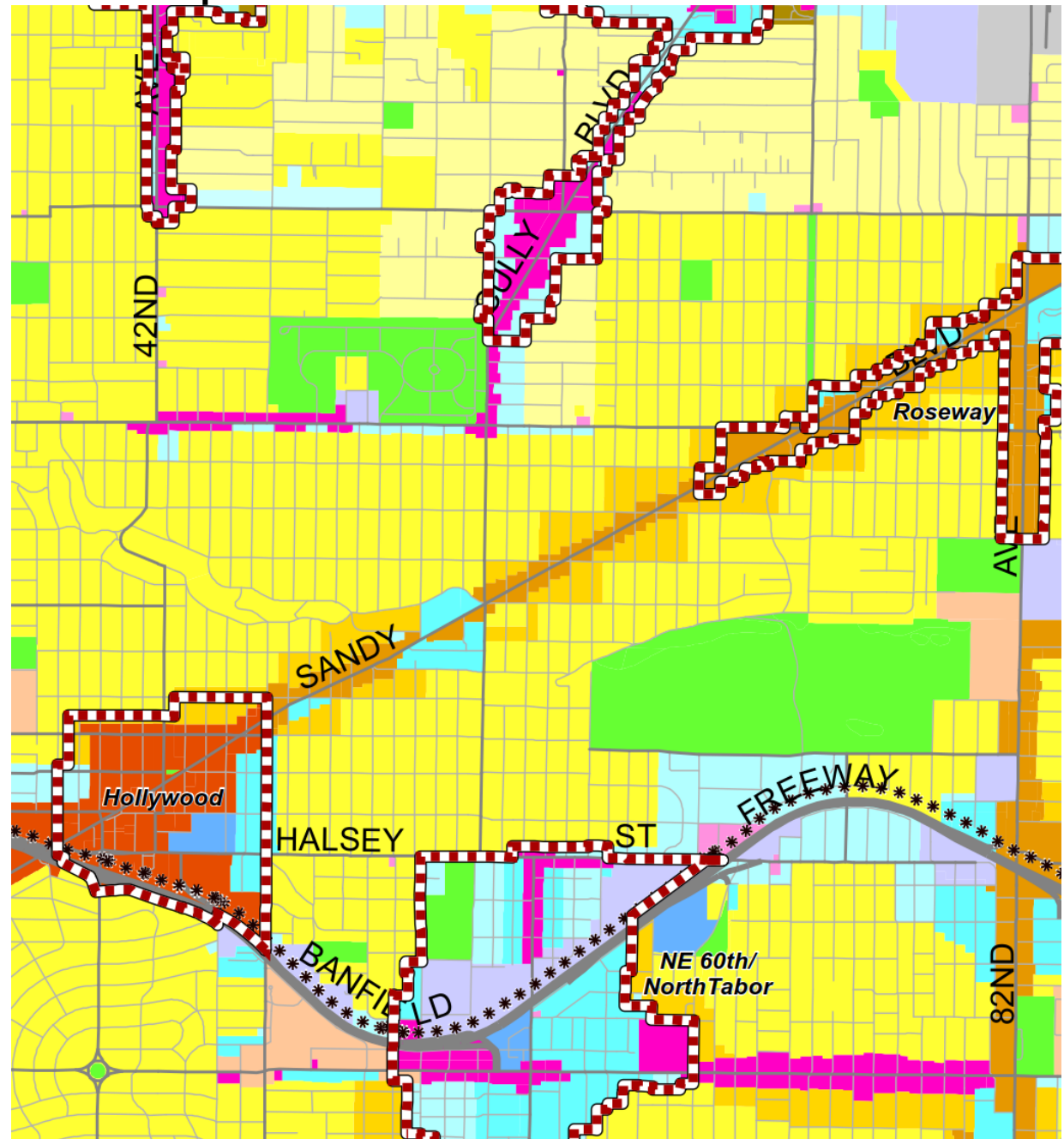


Rose City Park Neighborhood Area Land Use Map

LEGEND (condensed)

- Single-Dwelling 5,000
- Single-Dwelling 2,500
- Manufactured Dwelling Park
- Multi-Dwelling 3,000
- Multi-Dwelling 2,000
- Multi-Dwelling 1,000
- High Density Multi-Dwelling
- Mixed Use – Dispersed
- Mixed Use – Neighborhood
- Mixed Use – Civic Corridor
- Mixed Use – Urban Center

2035 Comprehensive Plan Map, Dec. 12,
2018 edition











Rose City Park Neighborhood Area Freight Routes

Exhibit A
TDR 11/6/19

B4,
p.
167

0 0.25 0.5 1 Miles

Freight Classification

-  Regional Truckway
-  Priority Truck Street
-  Major Truck Street
-  Truck Access Street
-  Local Service Truck Street
-  Railroad Branch Line
-  Railroad Main Line
-  Freight District

2035 Comprehensive Plan,
Transportation Systems Plan
May 2018



C4,
p.
172

Teresa McGrath

#62409 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

we support a stronger tree code, that pairs well with portland's climate concerns too many trees are lost to development and must be changed to protect them thx teresa mcgrath and nat kim ne portland

Testimony is presented without formatting.

BETTER HOUSING BY DESIGN DRAFT TESTIMONY

Bruce Nelson, 4922 NE Going Street, Portland, Oregon 97218

October 2, 2019

Our Mission: Is to ensure that large-form long-lived trees in every part of the city reach their full maturity, enabling them to provide the greatest benefits to Portlanders. We do this by inspiring action to protect trees.

What We Believe

All Portlanders have the right to enjoy the significant health, social, and environmental benefits that come from living near trees that, if properly cared for, grow large and live long. These trees are under serious threat from development pressures. To steward such trees, we believe in collaborating with residents across the city and partnering with a variety of public, nonprofit and corporate entities.

My name is Bruce Nelson. I am testifying today on behalf of Trees for Life, a local tree advocacy group. We support:

- a. Transfer of FAR (Floor to Area ratio) for preserving trees at least 12” dbh;
- b. 33.120.240 requiring outdoor areas for RH development, previously not required so that is a plus as children may actually have a safe outdoor area to play;
- c. 25% set-back area for East Portland standards that may allow some large Douglas fir tree groves to be preserved;

IN WRITTEN TESTIMONY EARLIER

Floor Area Ratio Standard- confusing language subject to litigation

33.120.210.B 4 b. 2 need to have same words “dead, dying or dangerous” first sentence. Second sentence use “dead, diseased or dangerous” and should change “diseased” to “dying”. The word “diseased” does not mean the same as “dying”. A tree with powdery mildew on the foliage has a disease but it is not dying! (Volume 2, p. 61)

33.120.213 b. 2 Again inappropriate use of the word “diseased” (Volume 2, p. 73)

Concern

Many of the main streets in the East Portland Standard (like Sandy, Halsey, Glisan, Stark, and others) will see more high density housing. Yet there is insufficient guidance in this document regarding provision of adequate space for trees to grow in a healthy manner.

These main streets occur in neighborhoods that have a tree canopy average of 23%, well below the city goal of 30%. For reference sake canopy cover in Eastmoreland is 42% and in Laurelhurst 38%. Nothing in **Better Housing by Design** offers a means to improve the canopy cover in this large East Portland area.

The result will be

- a. more housing units,
- b. more people,
- c. more cars, and
- d. fewer trees to mitigate the increased air pollution and increased heat island effects in these underserved East Portland neighborhoods.

CONCLUSION.

Better Housing by Design inadequately addresses two guiding principles of the 2035 Comprehensive Plan - Environmental Health and Equity, particularly in regards to East Portland.

We must develop a coordinated and comprehensive long term plan to improve the canopy cover in east Portland to reverse these shortcomings in our planning.

Thank you

<u>*Neighborhood</u>	<u>*Canopy cover cited by Urban Forestry</u>
Argay	12.8%
Centennial	22.5%
Cully	19.2%
Glenfair	25.7%
Hazelwood	20.2%
Lents	22.2%
Mill Park	21.4%
Parkrose	16.7%
Parkrose Heights	21.9%
Pleasant Valley	53.9%
Powellhurst-Gilbert	25.4%
Russell	20.2%
Sumner	18.5%
Wilkes	23.3%

Average canopy cover = 23.1%

Average canopy cover if exclude Pleasant Valley& Argay = 21.4%

**GOAL FOR CITY IS 30%, EXISTING CANOPY COVER IN
LAURELHURST = 38.2%, IN EASTMORELAND = 41.9%**

*Tree Canopy and Potential in Portland, Oregon; February 2018 Portland
Parks and Recreation

Linda Nettekoven

#62408 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see attached testimony regarding the proposed amendments to the Better Housing by Design Proposal. Thank you. Linda Nettekoven

Testimony is presented without formatting.

RE: Better Housing by Design Amendments
November 6, 2019

Dear Mayor Wheeler and Council Members:

I am in support of the proposed amendments to the Better Housing by Design (BHD) proposal, but will focus on only 3 of them in this testimony. In addition I would urge evaluation be done to determine what impact the BHD is having on what is being built, retained, and maintained, the quality of units, cost to consumers, and overall livability of units. As you know, we often do not look back as carefully as we should when instituting new policies and programs.

Amendment #3 — Development Bonuses & Demolition of Historic Resources. I wish to express my strong support for Amendment 3 — It is not designed to limit the construction of new buildings within historic districts or to stop demolition of historic structures, but rather to make certain that incentives such as FAR transfers or other bonuses do not “lead to” or “cause” the demolition of historic resources. If such incentives allow a demolition to now “pencil out” where otherwise it might not, then we are heading in the wrong direction.

Given the embodied energy and history within these structures and their continuing use, or potential adaptive reuse, as sound housing, they have a useful role to play in the future of our community. The Hosford-Abernethy Neighborhood District Association (HAND), like some of its near neighbors, includes a number of multi-family apartment buildings that provide some of our most affordable housing. Some of them are located within the Ladd’s Addition Historic District; others are not. We do not wish to see the loss of a historic resource only to have it be replaced by a building with greater FAR but much more expensive rents, leading to further economic segregation in our neighborhood. The HAND Board has already sent a letter expressing these concerns.

As the staff comments indicate, locally designated historic resources such as those in Conservation Districts are covered only by a demolition delay procedure, which makes them especially vulnerable to demolition. At a minimum, utilize this amendment until BPS staff can complete the long overdue work it is doing to update the Historic Resources Code, including the future management of Conservation Districts and other local historic resource designations.

Amendment 4 — Development Bonuses & Transit Access. HAND has in past discussions on other zoning proposals cautioned that careful mapping be done in determining bonuses based on access to transit. Our neighbors have called attention to places where the transit station looks quite close on the map, but heavy rail tracks, lack of through streets or other obstacles make actual access a very different proposition. And we are assuming this is true in some other neighborhoods as well.

Amendment 6 - Require Indoor Common Areas for Large Projects. The outdoor areas already proposed are an important addition to our code. However, as I listen to today’s headlines asking that a climate emergency be declared, I also think about hotter summers to come which will perhaps further limit the use of these outdoor areas. Indoor common areas are vitally important and can’t be left as optional. As we rethink the best ways to help Portland’s built environment meet future needs, we need to remember the role of thoughtfully designed spaces in creating opportunities for human connectivity, the avoidance of isolation, and the creation of greater understanding. Thank you.

Sincerely,

Linda Nettekoven
2018 SE Ladd Ave, Portland, OR, 97214

James Peterson

#62407 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Re: Better Housing by Design The Multnomah Neighborhood Association filed objections to the 2035 Comprehensive Plan. The MNA Appealed LCDC decision of the Middle Housing Policy 5.6 to the Oregon Court of Appeals. Oral Arguments are scheduled for January 9, 2020. The 2035 Comprehensive Plan acknowledgement by DLCD is pending the MNA Appeal at the Oregon Court of Appeals. The 2035 Comprehensive Plan at the time of adoption is required by ORS 197.296 to have a 20 year housing supply of all housing types in order for it to be acknowledged by the state. Thus there is no need to need to incentivize the redevelopment of the existing multifamily housing that will be exacerbated by the Better Housing by Design Project. The Metro UGB has zoned capacity for approximately 1.3 million total homes; far more than are likely to be built in coming decades. Better Housing by Design Project increases the redevelopment potential of the existing Multifamily Housing properties and will lead to displacement and gentrification of the existing affordable rental units. There is little vacant land in the Multifamily zones. It would be a better option if the 2035 Comprehensive Plan failed to provide an adequate supply of Multifamily units as required by Goal 10 would be to rezone some single family zoned properties to Multifamily. The Albina Plan is good example poor planning that resulted in the loss of affordable housing units, displacement and gentrification. The same thing will occur if Better Housing and Design is passed in its current form. The citizen involvement plan or public involvement plan of the Better Housing by Design is inconsistent with provisions of Goal 1. OAR 660-015-0000(1) 3. Citizen Influence -- To provide the opportunity for citizens to be involved in all phases of the planning process. Citizens shall have the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan, and Implementation Measures. The Better Housing by Design Staff are acting as filter between the citizens and the decision makers which is inconsistent with OAR 660-015-0000(1) 3 . It unclear what happens to the verbal concerns and comments of citizens at the public forums. It appears from what is posted online the staff is only concerned with the body count at the public meetings not what the citizens are communicating. Please add this to the record. James Peterson Multnomah Land Use Chair

Testimony is presented without formatting.

Portland City Council
Council Clerk Testimony: cctestimony@portlandoregon.gov
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: Better Housing by Design

The Multnomah Neighborhood Association filed objections to the 2035 Comprehensive Plan. The MNA Appealed LCDC decision of the Middle Housing Policy 5.6 to the Oregon Court of Appeals. Oral Arguments are scheduled for January 9, 2020. The 2035 Comprehensive Plan acknowledgement by DLCD is pending the MNA Appeal at the Oregon Court of Appeals.

The 2035 Comprehensive Plan at the time of adoption is required by ORS 197.296 to have a 20 year housing supply of all housing types in order for it to be acknowledged by the state.

Thus there is no need to need to incentivize the redevelopment of the existing multifamily housing that will be exacerbated by the Better Housing by Design Project. The Metro UGB has zoned capacity for approximately 1.3 million total homes; far more than are likely to be built in coming decades. Better Housing by Design Project increases the redevelopment potential of the existing Multifamily Housing properties and will lead to displacement and gentrification of the existing affordable rental units.

There is little vacant land in the Multifamily zones. It would be a better option if the 2035 Comprehensive Plan failed to provide an adequate supply of Multifamily units as required by Goal 10 would be to rezone some single family zoned properties to Multifamily. The Albina Plan is good example poor planning that resulted in the loss of affordable housing units, displacement and gentrification. The same thing will occur if Better Housing and Design is passed in its current form.

The citizen involvement plan or public involvement plan of the Better Housing by Design is inconsistent with provisions of Goal 1.

OAR 660-015-0000(1)

3. Citizen Influence -- To provide the opportunity for citizens to be involved in all phases of the planning process. Citizens shall have the opportunity to be involved in the phases of the planning process as set forth and defined in the goals and guidelines for Land Use Planning, including Preparation of Plans and Implementation Measures, Plan Content, Plan Adoption, Minor Changes and Major Revisions in the Plan, and Implementation Measures.

The Better Housing by Design Staff are acting as filter between the citizens and the decision makers which is inconsistent with OAR 660-015-0000(1) 3 . **It unclear what happens to the verbal concerns and comments of citizens at the public forums.** It appears from what is posted online the staff is only concerned with the body count at the public meetings not what the citizens are communicating.

Please add this to the record.

James Peterson
Multnomah Land Use Chair
2502 SW Multnomah Blvd
Portland, OR 97219

cc: Mayor Ted Wheeler, mayorwheeler@portlandoregon.gov
Commissioner Amanda Fritz, Amanda@portlandoregon.gov
Commissioner Nick Fish, Nick@portlandoregon.gov
Commissioner Chole Eudaly, chloe@portlandoregon.gov
Commissioner Jo Ann Hardesty, joann@portlandoregon.gov
Director DCLD Jim Rue, jim.rue@state.or.us

Garlynn Woodsong

#62403 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to offer specific comments on the proposed amendments to the project. Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland. Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals. I would also like to see additional pathways for bicycle-oriented developments to be able to provide zero automobile parking if within a certain distance of high-quality bicycle infrastructure.

Testimony is presented without formatting.

Tim McCormick

#62402 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To the Planning and Sustainability Commission, and City Council: I support the suggestion by Commissioner Eli Spevak, to raise the height that could be built under "Standards" from the proposed 55 feet, to 75 feet. This would allow the simpler "Standards" path to be used in the CM3 zone, along Sandy Blvd., for instance, as well as for the CM2 zone on Hawthorne, Burnside, etc. Amendment 2: I support exempting affordable housing from parking requirements no matter where the development is located. Also, I support the suggestion from Leon Porter: Request an amendment to allow single-room occupancy buildings (SROs) by right in the new RM1 zone.

Testimony is presented without formatting.

Madeline Kovacs

#62400 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please accept this corrected version of my testimony.

Testimony is presented without formatting.

Testimony: Better Housing by Design and amendments

Portland City Council
1221 SW 10th Ave
Portland OR 97204

November 6, 2019

Mr. Mayor and Commissioners,

Thank you for the opportunity to testify today.

My name is Madeline Kovacs, and I am a North Portland resident, and a housing advocate who believes that it is our communal responsibility to house everyone affordably.

I am submitting this letter as a member of [Portland: Neighbors Welcome](#), a grassroots housing advocacy group that supports policies that can deliver an abundant supply of homes that are affordable to rent or buy at every income level and every household size, and that can ensure that all tenants can live without fear of eviction or displacement.

I want to start by sharing a couple of news headlines this week so far:

The New York Times on October 19 published: "[Rising Seas Will Erase More Cities by 2050, New Research Shows](#)." It's happening. Our seas are rising, our forests are burning, and our oceans are dying. It's here, and it's impacting all of us. The best time to act was 20 years ago, but the next best time is now.

Now is not the time to be timid in advancing better land use planning for our cities.. Now is not the time to let fearmongers make "density" into a dirty word, or say "we can't do that, it's too much too fast."

Now is the time to embrace bold action on housing and climate policy. We need our city planning to match the scale of the problems facing our community, and facing humanity.

It is mandatory that Portland adopt zoning reforms that will make our city more affordable, more connected, more energy-efficient, and more just.

Better Housing by Design has taken leadership on housing in ways that should serve as a model for other zoning reforms, too. The project has taken the lead on prioritizing competitive advantage for regulated affordable homes, while also upgrading the base zones to provide more diverse housing types. I am especially glad that the project:

- Takes climate change seriously by reducing or eliminating minimum parking requirements on smaller sites, ensuring that more projects will be able to provide more homes without cost-burdening projects and reducing space available for housing.
- Has steadily increased bonuses for regulated affordable housing, now expanded to fifty percent above the baseline allowances, and a bonus for deeply affordable housing now doubles most sites' development capacity.
- Added bonuses for physically accessible housing, especially critical as BHD addresses many areas proximate to frequent transit. And,
- Created a transfer of development rights will help preserve existing affordable housing without losing capacity for homes overall.

I strongly recommend the following changes to the proposal, to better help the project meet its own stated goals of providing diverse and affordable housing options to as many Portlanders as possible, and creating quality urban environments, promoting quality outdoor spaces and creating pedestrian friendly street environments:

- **Please listen to nonprofit affordable housing providers and vote no on Amendment 6:** As written, the amendment would have the unintended consequence of decreasing the number of homes in most cases. The amendment is especially problematic for affordable housing developers, who may not count many shared indoor spaces toward the share of the building they may fund with tax credit dollars. Keep the proposed regulations, which still require sufficient spaces but allow flexibility in how best to design a combination of indoor, outdoor, and shared common spaces that best suite each site's unique characteristics, and the needs of the building's future residents.
- **I encourage you to support the Amendment 2, to waive parking requirements** for all projects with inclusionary below-market housing. City projections show inclusionary housing will not be feasible if parking must be built in most cases.
- **I encourage you to oppose amendments (Amendments 4 and 5) which would make housing less abundant and less affordable** including:
 - Restricting size bonuses for affordability,
 - Lowering height limits in historic districts, and
 - Restricting development bonuses more than 1500 feet from current frequent service transit. **We need to expand frequent transit access citywide for people who need it most, not cut back on affordable housing.**
- I also support Amendment 1A to allow affordable homeownership projects to access the "Deeper Housing Affordability Bonus." **I encourage you to go further, and allow full affordable housing bonuses in all Better Housing zones:** Higher density supports the future provision of frequent transit: bus routes and frequency, bike routes and pedestrian improvements are often achieved much more quickly with sufficient density.

- **I strongly recommend you remove the proposal's recommendation (#13) to increase mandatory front setbacks on RM2 from 3' to 10'.** Closer setbacks are perfectly suited to a vibrant urban environment, and citywide, hundreds if not thousands of homes might be lost over a 20+ year period if all buildings must give up this space. A more meaningful and useful way to provide open spaces would be to let site design be more flexible, to respond to local context. It is often also more expensive to build up another story, rather than build wider. This standard should be changed cross all zones for all development types, but at a bare minimum, this standard should be changed for affordable housing projects, or projects utilizing deep affordability bonuses.
- Lastly, I recommend adding an amendment to allow single-room occupancy buildings (SROs) by right in the new RM1 zone. This would help to provide more affordable housing options for Portland's residents most in need.

Thank you for all that you do to house ALL of Portland's residents affordably,

In gratitude,

Madeline Kovacs

6325 N Albina #7
Portland OR 97217

Madeline Kovacs

#62398 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Testimony: Better Housing by Design and amendments Portland City Council 1221 SW 10th Ave Portland OR 97204 November 6, 2019 Mr. Mayor and Commissioners, Thank you for the opportunity to testify today. My name is Madeline Kovacs, and I am a North Portland resident, and a housing advocate who believes that it is our communal responsibility to house everyone affordably. I am submitting this letter as a member of Portland: Neighbors Welcome, a grassroots housing advocacy group that supports policies that can deliver an abundant supply of homes that are affordable to rent or buy at every income level and every household size, and that can ensure that all tenants can live without fear of eviction or displacement. I want to start by sharing a couple of news headlines this week so far: The New York Times on October 19 published: “Rising Seas Will Erase More Cities by 2050, New Research Shows.” It’s happening. Our seas are rising, our forests are burning, and our oceans are dying. It’s here, and it’s impacting all of us. The best time to act was 20 years ago, but the next best time is now. Now is not the time to be timid in advancing better land use planning for our cities.. Now is not the time to let fearmongers make “density” into a dirty word, or say “we can’t do that, it’s too much too fast.” Now is the time to embrace bold action on housing and climate policy. We need our city planning to match the scale of the problems facing our community, and facing humanity. It is mandatory that Portland adopt zoning reforms that will make our city more affordable, more connected, more energy-efficient, and more just. Better Housing by Design has taken leadership on housing in ways that should serve as a model for other zoning reforms, too. The project has taken the lead on prioritizing competitive advantage for regulated affordable homes, while also upgrading the base zones to provide more diverse housing types. I am especially glad that the project: Takes climate change seriously by reducing or eliminating minimum parking requirements on smaller sites, ensuring that more projects will be able to provide more homes without cost-burdening projects and reducing space available for housing. Has steadily increased bonuses for regulated affordable housing, now expanded to fifty percent above the baseline allowances, and a bonus for deeply affordable housing now doubles most sites’ development capacity. Added bonuses for physically accessible housing, especially critical as BHD addresses many areas proximate to frequent transit. And, Created a transfer of development rights will help preserve existing affordable housing without losing capacity for homes overall. I strongly recommend the following changes to the proposal, to better help the project meet its own stated goals of providing diverse and affordable housing options to as many Portlanders as possible, and creating quality urban environments, promoting quality outdoor spaces and creating pedestrian

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Testimony: Better Housing by Design and amendments

Portland City Council
1221 SW 10th Ave
Portland OR 97204

November 6, 2019

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In gratitude,

Madeline Kovacs

6325 N Albina #7
Portland OR 97217

Jill Cropp

#62397 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I've been following the journey of these initiatives both as a life long Portlander who believes in the power of place and community in our neighborhoods, and also because the work I do as an architect is predominately new construction in the single and multi-family zones. I fully support the pieces of the initiatives that increase density and manage the size and height of new buildings. I believe the changes will improve the look of new buildings going into our neighborhoods, and it will allow for more of the missing middle style housing that I believe will help maintain the character of our existing single family neighborhoods while still accommodating the massive growth we've seen and will likely continue to see in the near future. As a professional working in the development world, I'm looking forward to avoiding the complicated dance I've sometimes experienced trying to design buildings I believe are right for the neighborhood, but also having to appease the bottom line of my clients that sometimes requires creating buildings that are just a little to large and tall. Please approve both these initiatives.

Testimony is presented without formatting.

Richard Sheperd

#62396 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Mayor Wheeler and Commissioners: I am writing to you in support of Better Housing by Design. As a Portlander who cares deeply about the current climate crisis, and the housing crisis in our city, Better Housing by Design will increase the supply of housing near transit and job centers. This infill and "missing middle" housing is crucial to Portland meeting its climate action and affordable housing supply plans. Currently more than 40% of our emissions are related to transportation, and SUV's are the 2nd largest source of emissions in the US. I ask that you also consider: - Supporting any amendment (potential Amendment 2) which waives parking minimums affordable housing projects - Oppose amendments (potential amendments 4 and 5) which would make housing less abundant and less affordable, such as restrictions on size bonuses for additional density, lowering height limits in historical districts, or restricting bonuses within 1500 feet of transit. We want to encourage more use of transit, micro-mobility options, and walking. - Remove the requirement (potential amendment 6) of both indoor and outdoor spaces. Design and form can much better shape the adequate shared indoor and outdoor spaces than minimum setback requirements. Additionally, I ask that you support an amendment to allow single-room occupancy buildings (SROs) by right in the new RM1 zone. SRO's serve as a key stepping stone for the those who would otherwise be unhoused. Please support Better Housing by Design and the amendments which will lower building costs and decrease our reliance on single-occupancy vehicles.

Testimony is presented without formatting.

Thomas Karwaki

#62395 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The University Park Neighborhood Association's Land Use Committee and Board oppose Amendment #2 by Mayor Wheeler to essentially eliminate requirements for parking in multi-unit residential complexes. The UPNA Board and Land Use Committee feel that relaxing many of the requirements as highlighted in the Proposed Draft provide a reasonable solution.

Testimony is presented without formatting.

Victor Tran

#62394 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to offer specific comments on the proposed amendments to the project. Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland. Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals.

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Sachi Arakawa

#62393 | November 6, 2019

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Alexander Joyce-Peickert

#62392 | November 6, 2019

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Testimony is presented without formatting.

Karrie Metzger

#62391 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

November 6, 2019 Portland City Council, Thank you for your work to keep Portland a great place to live and work for many people. We appreciated how the council presided over the October 6 council meeting on the subject of the Better Housing by Design draft proposal (BHD) – especially your concern for whether new construction will actually be affordably priced, and of possible negative impacts of zoning changes. We have also appreciated the work of Bill Cunningham and the planning team in defining goals and building guidelines that will increase and improve multifamily housing options throughout Portland. However, we believe the scale of the accompanying zoning changes to be significant, and in some cases can negatively impact the goals of adding more affordable housing and improving neighborhoods. This is the case for the current and future residents of the 2600 and 2700 blocks of NW Upshur St. These impressively-tree-lined blocks are populated by three complexes of affordable apartments (Elysian Garden Apts., Upshur House, and Forestry Court Apts.), narrow row houses, and a duplex. They are also heavily used by bicyclists and pedestrians from all over Portland and visitors to Portland – many arrive via Tri-met bus to visit Forest Park or Wallace Park (especially during Swift Watch). Somehow, these blocks have been singled out from the rest of the surrounding area and zoned RH, which defines a significantly higher level density than is currently in place on the 2600 and 2700 blocks of NW Upshur – which is very well aligned with the RM-2 zoning in the Better Housing by design. Residents of these blocks have been surprised to learn they are such a prime target for developers and are justifiably afraid that RH and/or BHD’s recommended RM-3 zoning strongly encourages redevelopment that will displace residents of lower and moderate income with little assurance that what replaces their apartments will be something they can possibly afford to live in. In an informal discussion around the park benches at the main intersection of these blocks a Forestry Court resident said “if it stays that way our building won’t be around much longer, say goodbye to my under \$1000 a month rent.” So, on behalf of current and future residents, we would like to request that the Better Housing by Design proposal be amended to zone the 2600 and 2700 blocks of NW Upshur to RM-2, as is proposed for the 2800 and 2900 blocks of NW Upshur St. We would also like to request that the proposed BHD plan preserves and promotes street trees and does not negatively impact local businesses by oversubscribing the already scarce street parking. Thank you for your time, consideration, and assistance, Karrie and Thomas Metzger 2720 NW Upshur St. Portland, OR 97210

Testimony is presented without formatting.

November 6, 2019

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Thank you for your time, consideration, and assistance,

Karrie and Thomas Metzger
2720 NW Upshur St.
Portland, OR 97210

David Binnig

#62390 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm writing to voice my support for the broad direction of Better Housing by Design, and in particular to strongly endorse Amendment 2, removing minimum parking requirements for projects that include affordable housing. I should say, first, that for a city that prides itself on its response to climate change, it's perverse to continue to mandate car storage in new homes. This is a change worth making, if only to avoid that embarrassing hypocrisy. But what's much more important is the impact on affordability. Parking space is expensive—both in the direct cost of tens of thousands of dollars per structured parking stall, and in the physical space that's being redirected to cars instead of homes. That's a problem because it shapes the kind of homes that are built: requiring apartments to come with the expensive add-on of a parking space means that in places where a larger number of more affordable homes might otherwise have been feasible, we instead get a smaller number of more luxurious units. Mandating that homes come with the luxury of a parking space in effect means banning the most affordable kinds of homes. And again, this amendment wouldn't prohibit parking in new projects—it would just stop forcing a luxury on people who aren't demanding it. Our current rules base parking exemptions on transit access—tying long-term building investments to our fluctuating bus service. That creates a patchwork map that undermines the density that would make transit work better. Instead we should remove residential parking requirements throughout the city. The usual response to all of this is that whatever our good intentions, people still drive and still need a place to put their cars. That's a self-fulfilling prophecy. When we build our city to make it easy to use a car; when we insulate drivers like me from the cost of our choices; when we push affordable homes to outlying areas where walking is dangerous—we shouldn't be surprised if people keep on driving everywhere. We should be building the city we want Portland to be, rather than defensively perpetuating a vicious cycle of car-dependency. For related reasons, I would also echo the proposal others have made for a new amendment to allow single-room occupancy buildings by right in the RM1 zone. Housing affordability is Portland's most urgent challenge, and the very least we can do is to stop blocking the most affordable kinds of homes.

David Binnig

Testimony is presented without formatting.

Zachary Reyes

#62389 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support an amendment to waive parking requirements (potential amendment 2) for all projects with inclusionary below-market housing. City projections show inclusionary housing will not be feasible if parking must be built in most cases. I oppose amendments (potential amendments 4 and 5) which would make housing less abundant and less affordable including: Restricting size bonuses for affordability, Lowering height limits in historic districts, and Restricting development bonuses more than 1500 feet from current frequent service transit. We need to expand frequent transit access citywide for people who need it most, not cut back on affordable housing. Remove the requirement (potential amendment 6) of both indoor and outdoor spaces. This amendment will make it harder to build affordable housing which would otherwise be allowed. Keep the proposed regulations, which allow more flexibility in meeting outdoor and shared space requirements, and allow buildings to better respond to unique site characteristics. I also request adding another amendment to allow single-room occupancy buildings (SROs) by right in the new RM1 zone. This would help to provide more affordable housing options for Portland's residents most in need.

Testimony is presented without formatting.

Nicole Johnson

#62388 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

November 5, 2019 Portland For Everyone | 1000 Friends of Oregon 133 SW 2nd Ave, Portland, OR 97204 Dear Mayor Wheeler and Members of the Portland City Council, Thank you for considering proposed zoning changes in multi-dwelling zones known as Better Housing By Design (BHD). As you may know, Portland for Everyone is a program managed by 1000 Friends and driven by a coalition of community organizations, individuals, and local businesses that support land use policies that will help provide abundant, diverse and affordable housing options in all of Portland's neighborhoods. It is for these reasons and more that the coalition is supportive of BHD's revisions and additions to the City's multi-dwelling zoning codes. After review of the most recent amendments to BHD, with the exception of Major Code Amendments 3, 4 and 5 and Zone Map Amendment M3, we are supportive of these changes and hope that Council can support them as well. We are particularly concerned that Major Code Amendment 4 does not go far enough to ensure the development of affordability, everywhere. Regardless of proximity of transit we believe developers should be encouraged to build affordable housing options everywhere possible. There are areas in Portland that could benefit from BHD that are not currently near frequent transit, but will likely be as the region continues to grow. Changing the zoning codes to utilize BHD's benefits now, will ensure those opportunities are available in the future and to all communities. 1000 Friends of Oregon and the Portland for Everyone Coalition is also particularly supportive of Major Code Amendment 2, which removes the parking requirement for affordable housing. Analysis contracted by the City of Portland has found that not requiring on-site parking for new RM2 zones would directly lead to the creation of more affordable housing. If the parking requirement is removed, the analysis found that mixed income 32 unit building with a market rate value of \$280,000 per unit become the most profitable units that could possibly be constructed. If the parking requirements are left in, the analysis found that the most profitable development in the same zones would be 8 unit townhomes with a market rate value of \$733,000 per unit. Major Code Amendment 2 would result in the creation of diverse and affordable housing options for all Portlanders, and would create livable and dense communities, while reducing greenhouse gas emissions as residents choose to utilize multi-modal transportation options. Our concern with Requested Amendment 5 is that although we agree new buildings should generally respect the scale of historic districts, we believe there should be a minimum standard to how low a building can be downscaled by the Landmarks Commission. Particularly in areas that are close to amenities and services in which more Portlanders could benefit. In addition, we applaud the City's decision to fund the Anti-Displacement Portland (ADPDX)

Coalition in their Fall BMP. The coalition's work in creating robust and actionable policies that will help low-income and communities of color are critical. We agree with the opinions of several Portland City Council members that without anti-displacement policies and investments, these proposed zoning changes could harm Portland's most vulnerable communities. In summary, 1000 Friends of Oregon supports Major Code Amendments 1A, 1B, and 2. We oppose Major Code Amendments 3, 4 and 5. We also support Zone Map Amendments M1 and M2, and oppose M3. We support all technical amendments. Again, 1000 Friends of Oregon and Portland for Everyone are thankful for your hard work on revising city zoning laws that will create more livable, affordable, and accessible communities. Please do not hesitate to reach out if you have questions. Sincerely, The Portland For Everyone Coalition 1000 Friends of Oregon

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November 5, 2019

Portland For Everyone | 1000 Friends of Oregon
133 SW 2nd Ave,
Portland, OR 97204

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1000 Friends of Oregon and the Portland for Everyone Coalition is also particularly supportive of Major Code Amendment 2, which removes the parking requirement for affordable housing. Analysis contracted by the City of Portland has found that not requiring on-site parking for new RM2 zones would directly lead to the creation of more affordable housing. If the parking requirement is removed, the analysis found that mixed income 32 unit building with a market rate value of \$280,000 per unit become the most profitable units that could possibly be constructed. If the parking requirements are left in, the analysis found that the most profitable development in the same zones would be 8 unit townhomes with a market rate value of \$733,000 per unit.¹ Major Code Amendment 2 would result in the creation of diverse and affordable housing options for all Portlanders, and would create livable and dense communities, while reducing greenhouse gas emissions as residents choose to utilize multi-modal transportation options.²

Our concern with Requested Amendment 5 is that although we agree new buildings should generally respect the scale of historic districts, we believe there should be a minimum standard to how low a building can be downscaled by the Landmarks Commission. Particularly in areas that are close to amenities and services in which more Portlanders could benefit.

In addition, we applaud the City's decision to fund the Anti-Displacement Portland (ADPDX) Coalition in their Fall BMP. The coalition's work in creating robust and actionable policies that will help low-income and

¹ <https://www.portlandoregon.gov/bps/article/738561>

² <https://www.theguardian.com/environment/2009/mar/23/city-dwellers-smaller-carbon-footprints>

communities of color are critical. We agree with the opinions of several Portland City Council members that without anti-displacement policies and investments, these proposed zoning changes could harm Portland's most vulnerable communities.

In summary, 1000 Friends of Oregon supports Major Code Amendments 1A, 1B, and 2. We oppose Major Code Amendments 3, 4 and 5. We also support Zone Map Amendments M1 and M2, and oppose M3. We support all technical amendments.

Again, 1000 Friends of Oregon and Portland for Everyone are thankful for your hard work on revising city zoning laws that will create more livable, affordable, and accessible communities. Please do not hesitate to reach out if you have questions.

Sincerely,
The Portland For Everyone Coalition
1000 Friends of Oregon

Irene Kim

#62387 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to offer specific comments on the proposed amendments to the project. Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland. Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals.

Testimony is presented without formatting.

Guy Bryant

#62386 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

There is a crucial problem in the current code in how a "garage wall" is measured and is resulting in awkward and unusable garage space and floor plans. The "exterior" measurement of the garage wall is important from an appearance standpoint not the "interior" measurement!!!!!! If a garage wall is 50% of a facade from the outside what does it matter if the garage is say 12 feet on the interior and can actually fit a car to keep it off the street. Furthermore, applying a 50% garage wall standard to a typical 18 foot wide townhouse eliminates the possibility of a garage. This standard should be eliminated for this medium density zone or at least adjustable if the design can accommodate it!!!

Testimony is presented without formatting.

Jamin Kimmell

#62385 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to offer specific comments on the proposed amendments to the project. Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland. Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals.

Testimony is presented without formatting.

alex steinberger

#62384 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to offer specific comments on the proposed amendments to the project. Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland. Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals.

Testimony is presented without formatting.

David Stroud

#62383 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Support potential amendment 2: Waive parking requirements for affordable housing. Support new amendment to allow single-room occupancy buildings in RM1 zone. This is necessary to help those most in need. Oppose potential amendments 4 & 5. These rules are needlessly stringent and would suffocate attempts to build housing. Extend transit rather than limiting housing locations. Oppose potential amendment 6. Not all buildings need to be build identically.

Testimony is presented without formatting.

Neil Heller

#62382 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I would like to offer specific comments on the proposed amendments to the project. Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland. Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals.

Testimony is presented without formatting.

Brett Morgan

#62381 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see the attached revised testimony, we had previously misstated our stance on Major Amendment 3.

Testimony is presented without formatting.



November 5, 2019

Portland For Everyone | 1000 Friends of Oregon
133 SW 2nd Ave,
Portland, OR 97204

Dear Mayor Wheeler and Members of the Portland City Council,

Thank you for considering proposed zoning changes in multi-dwelling zones known as Better Housing By Design (BHD). As you may know, Portland for Everyone is a program managed by 1000 Friends and driven by a coalition of community organizations, individuals, and local businesses that support land use policies that will help provide abundant, diverse and affordable housing options in all of Portland's neighborhoods. It is for these reasons and more that the coalition is supportive of BHD's revisions and additions to the City's multi-dwelling zoning codes.

After review of the most recent amendments to BHD, with the exception of Major Code Amendments 3, 4 and 5 and Zone Map Amendment M3, we are supportive of these changes and hope that Council can support them as well. We are particularly concerned that Major Code Amendment 4 does not go far enough to ensure the development of affordability, everywhere. Regardless of proximity of transit we believe developers should be encouraged to build affordable housing options everywhere possible. There are areas in Portland that could benefit from BHD that are not currently near frequent transit, but will likely be as the region continues to grow. Changing the zoning codes to utilize BHD's benefits now, will ensure those opportunities are available in the future and to all communities.

1000 Friends of Oregon and the Portland for Everyone Coalition is also particularly supportive of Major Code Amendment 2, which removes the parking requirement for affordable housing. Analysis contracted by the City of Portland has found that not requiring on-site parking for new RM2 zones would directly lead to the creation of more affordable housing. If the parking requirement is removed, the analysis found that mixed income 32 unit building with a market rate value of \$280,000 per unit become the most profitable units that could possibly be constructed. If the parking requirements are left in, the analysis found that the most profitable development in the same zones would be 8 unit townhomes with a market rate value of \$733,000 per unit.¹ Major Code Amendment 2 would result in the creation of diverse and affordable housing options for all Portlanders, and would create livable and dense communities, while reducing greenhouse gas emissions as residents choose to utilize multi-modal transportation options.²

Our concern with Requested Amendment 5 is that although we agree new buildings should generally respect the scale of historic districts, we believe there should be a minimum standard to how low a building can be downscaled by the Landmarks Commission. Particularly in areas that are close to amenities and services in which more Portlanders could benefit.

In addition, we applaud the City's decision to fund the Anti-Displacement Portland (ADPDX) Coalition in their Fall BMP. The coalition's work in creating robust and actionable policies that will help low-income and

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communities of color are critical. We agree with the opinions of several Portland City Council members that without anti-displacement policies and investments, these proposed zoning changes could harm Portland's most vulnerable communities.

In summary, 1000 Friends of Oregon supports Major Code Amendments 1A, 1B, 2, and 6. We oppose Major Code Amendments 3, 4 and 5. We also support Zone Map Amendments M1 and M2, and oppose M3. We support all technical amendments.

Again, 1000 Friends of Oregon and Portland for Everyone are thankful for your hard work on revising city zoning laws that will create more livable, affordable, and accessible communities. Please do not hesitate to reach out if you have questions.

Sincerely,
The Portland For Everyone Coalition
1000 Friends of Oregon

Brett Morgan

#62379 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see the attached testimony.

Testimony is presented without formatting.



November 5, 2019

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133 SW 2nd Ave,
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Dear Mayor Wheeler and Members of the Portland City Council,

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After review of the most recent amendments to BHD, with the exception of Major Code Amendments 4 and 5 and Zone Map Amendment M3, we are supportive of these changes and hope that Council can support them as well. We are particularly concerned that Major Code Amendment 4 does not go far enough to ensure the development of affordability, everywhere. Regardless of proximity of transit we believe developers should be encouraged to build affordable housing options everywhere possible. There are areas in Portland that could benefit from BHD that are not currently near frequent transit, but will likely be as the region continues to grow. Changing the zoning codes to utilize BHD's benefits now, will ensure those opportunities are available in the future and to all communities.

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communities of color are critical. We agree with the opinions of several Portland City Council members that without anti-displacement policies and investments, these proposed zoning changes could harm Portland's most vulnerable communities.

In summary, 1000 Friends of Oregon supports Major Code Amendments 1A, 1B, 2, 3, and 6. We oppose Major Code Amendments 4 and 5. We also support Zone Map Amendments M1 and M2, and oppose M3. We support all technical amendments.

Again, 1000 Friends of Oregon and Portland for Everyone are thankful for your hard work on revising city zoning laws that will create more livable, affordable, and accessible communities. Please do not hesitate to reach out if you have questions.

Sincerely,
The Portland For Everyone Coalition
1000 Friends of Oregon

Kala Leslie

#62378 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Support potential amendment 2. Waive parking requirements for affordable housing; it cannot be affordable with current requirements. Support new amendment to allow single-room occupancy buildings in RM1 zone. This is necessary to help those most in need. Oppose potential amendments 4 and 5. Would restrict affordable building city-wide to be within 1500 feet of a current frequent transit service; this would suffocate attempts to build housing. We should be extending transit to more areas, not restricting where people can live. Oppose potential amendment 6. This amendment is tone-deaf to unique site characteristics. Not all buildings need be built the same way.

Testimony is presented without formatting.

Travis Phillips

#62377 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

In addition to our written testimony submitted on October 2, 2019, we'd like to add testimony in relation to several of the proposed amendments. 1a: We support amending the proposal to allow for homeownership opportunities to access the "Deeper Housing Affordability Bonus." 2: We support exempting affordable housing from parking requirements no matter where the development is located. However, it's important to note that just because parking is not required does not mean that no parking will be provided. This exemption allows flexibility to consider each development's unique needs and challenges. 4: We appreciate concerns that may exist around building high-density affordable housing without immediate access to frequent transit. However, we also would like to note that affordable housing is critically needed throughout the city – not just along frequent transit lines. Additionally, encouraging development of affordable housing ahead of an area having frequent transit can be a valuable tool to help prevent displacement. Lastly, higher-density can help encourage the future provision of frequent transit even if it is not currently the case – bus routes and frequency, as well as bicycle and pedestrian connections, can respond much more quickly to development and density than the other way around. With all of this in mind, we do not support the amendment to limit affordable housing bonuses based on proximity to existing frequent transit lines. 6: We do not support dictating what amount of common area is located indoors. Being able to flexibly respond to the unique needs, opportunities and challenges of each development's site, surroundings, and prospective residents is key to meeting the needs of the future residents while also containing costs. We propose that the existing code language remain. Respectfully, Travis Phillips | Director of Community Development & Housing | Catholic Charities of Oregon

Testimony is presented without formatting.

John Gibbon

#62376 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The multi-family property located adjacent to the Taylors Ferry offramp on 35th Drive needs to be supported with additional active transportation improvements because it is already isolated by offramp - surface street interface with a guard rail at the pavement that makes easterly active transportation travel problematic, most daylight hours. The property's accessibility to the north and east will probably be impacted significantly by the recent difficult but situationally correct decision announced by the Transportation Commissioner, regarding retaining four lanes on Barbur Blvd. as the light rail project is developed. This is because the sewer and storm water arising in the area of the transit center is and must be directed across this property making any additional transportation work on the 35th Drive offramp complex prohibitively expensive. This necessitates southbound 35th Drive/ 35th Ave. active transportation improvements to support the current multifamily use let alone an enhance of it made possible by BHD. The good news is that the removal of encroaching vegetation on the hillside above this site requested in earlier testimony reveals a curb apparently exists along 35th Drive to Ridge (a SWIM planned green street for circuitous north and east access) and then along 35th Ave. to Huber where additional crossing improvements would at least enhance safe travel to the 40th Ave. pedestrian crossing to the Transit Center.

Testimony is presented without formatting.

Ted Amato

#62375 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Regarding the 1500 square foot walking distance prohibitions, this could be very short-sighted on our part. Now and in the future we need to utilize every property to its best use. At the worst, there might be limitations on these parcels rather than prohibitions. But no prohibitions is wisest. Also, when large parcels may be brought in through growth boundary changes, those parcels would have the potential for mixed use planning that can achieve and utilize bonuses while still creating infrastructure conditions that cause no issues.

Testimony is presented without formatting.

Matchu Williams

#62374 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear City Council, Thank you for your continued work in making Portland a desirable place to live, work, and play. To further increase access to housing of all prices and sizes please support the Recommended Draft for Better Housing By Design with suggestions for further improvements below. Support an amendment to waive parking requirements (potential amendment 2) for all projects with inclusionary below-market housing. City projections show inclusionary housing will not be feasible if parking must be built in most cases. Parking adds to the cost to each resident of developments and will reduce housing affordability if required. Oppose amendments (potential amendments 4 and 5) which would make housing less abundant and less affordable. We must build for the future needs of the city with adaptability and flexibility with the climate crisis in mind and not to the past. Restricting size bonuses reduces affordability, Lowering height limits in historic districts is not looking to forward needs, and Restricting development bonuses more than 1500 feet from current frequent service transit does not support transit oriented development. We need frequent transit access citywide for people who need it most, not cut back on affordable housing. Remove the requirement (potential amendment 6) of both indoor and outdoor spaces. This amendment will make it harder to build affordable housing which would otherwise be allowed. Keep the proposed regulations, which allow more flexibility in meeting outdoor and shared space requirements, and allow buildings to better respond to unique site characteristics. I also request adding another amendment to allow single-room occupancy buildings (SROs) by right in the new RM1 zone. This would help to provide more affordable housing options for Portland's residents most in need. Thank you very much for improving housing affordability and options for both our current and future residents of Portland.

Testimony is presented without formatting.

Ted Reid

#62373 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Metro staff looks forward to the city's adoption of Better Housing by Design, which has been funded through a Metro 2040 Planning and Development Grant. On the whole, Metro Planning and Development staff is supportive of Better Housing by Design and its focus on regulating the scale of buildings rather than the number of housing units. This approach promises to broaden the variety and size of housing choices that the market may build and will be important for meeting the changing needs of households in the greater Portland region. With affordability in mind, Metro Planning and Development staff would like to specifically mention its support for proposed Amendments 1a, 1b, and 2. Metro staff is, however, concerned with proposed Amendment 3, which would disallow development bonuses and FAR transfers on sites where a historic building has been demolished in the past 10 years. Historic preservation is a laudable goal and the city already has rigorous demolition review procedures. If a demolition is approved through that review process, future development potential should not be limited in a punitive fashion. This is particularly important in core urban locations that are so crucial for meeting people's housing needs while also providing choices of non-automotive transportation choices. Providing more housing in those urban locations will be important for meeting affordability and climate change mitigation goals. Instead, we encourage the city to rely on incentives that encourage preservation of historic buildings while also expanding housing choices and affordability. Thank you for considering our comments.

Testimony is presented without formatting.

Clint Culpepper

#62372 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

If the council is serious about climate change it must acknowledge the automobile's role. Continuing to externalize the costs of automobile makes housing more expensive and does nothing to address the root of the problem. I support amendment 2 and see this as absolutely necessary to bring inclusionary housing to Portland. If parking is required, it will simply not be feasible. I am strongly opposing amendments 4 and 5. Most importantly, restricting development bonuses more than 1500 feet from current frequent service transit. We need to expand frequent transit access citywide for people who need it most, not cut back on affordable housing. Amendment 6 is also something that makes it more difficult to build affordable housing. This amendment will make it harder to build affordable housing which would otherwise be allowed. Keep the proposed regulations. Taking climate change seriously by reducing or eliminating minimum parking requirements on smaller sites, ensuring that more projects will be able to provide more homes without cost-burdening projects and reducing space available for housing.

Testimony is presented without formatting.

Mary Vogel

#62371 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

My attached testimony is an addendum to my original testimony of Oct 6. In it, I oppose amendments 3 through 6. I'm not a big fan of amendment 2 either as I believe that off-street parking requirements should be eliminated throughout. I can envision situations where a family living in affordable housing would need convenient off-street parking more than the rest of us.

Testimony is presented without formatting.



1220 SW 12th Ave, #709 * Portland, OR 97205 * 503-245-7858 * mary@plangreen.net
 Website Link: <http://plangreen.net> WBE Registration Number: 5001

BHBD Testimony to Portland City Council – Nov 6, 2019

I'm Mary Vogel, principal of PlanGreen and active in PDX YIMBY and Portland for Everyone. I'm also an accredited member of the Congress for the New Urbanism. For easy reading, I'll put my recommendations under topics.

This comment is an addendum to my original testimony for the Oct. 3 hearing in order to address the amendments that were proposed since then.

Oppose #3: Historic structures that were demolished have gone through a Council review. I don't believe that what was there previously is a good reason to limit the density that's allowed on the site after it is demolished.

Oppose #4: I believe that we should be allowing bonuses for affordable housing everywhere—not only near frequent transit.

Oppose #5: The 100' height is allowed now, but in Historic Districts must pass Historic Resource Review, which ensures that it is compatible. I support the reduction **IF** it is clarified in the code that a 75' height limit is allowed by right and cannot be further reduced by the Landmarks Commission, consistent with LUBA decision 2018-072/073/086/087.

Oppose #6: I think the open space requirements proposed in BHBD are better without this amendment. It may make some small projects impossible and/or less affordable--without increasing much amenity to the occupant.

Regarding Mayor Wheeler's proposed **amendment #2** to remove off-street parking requirements based upon provision of affordable housing, I will stand by my original testimony to remove such requirement throughout BHBD affected areas. **I don't believe that affordable housing should be treated differently in this regard.** In fact, I can imagine situations where a low-income family needs convenient parking in order to accomplish daily survival tasks, where those with greater income can just call a taxi or Lyft.

BHBD Testimony to Portland City Council - Oct 2, 2019

I'm Mary Vogel, principal of PlanGreen and active in PDX YIMBY and Portland for Everyone. I'm also an accredited member of the Congress for the New Urbanism. For easy reading, I'll put my recommendations under topics.

Parking

I am supportive of even greater housing density and elimination of parking requirements. I feel that the allowance for front parking on 50% of the street is utterly unwarranted and could perpetuate the kind of poor urban design seen in portions of NW Portland and elsewhere. (I wrote a blog—with lots of photos—a few years back suggesting that such curb cuts should be heavily taxed for usurping public space rather than required by the city. **Now, I'm for eliminating them altogether.** Sightline journalist, Michael Andersen

But if off-street parking *isn't* required, then the most profitable thing to build is a 32-unit mixed-income building, including 28 market-rate condos selling for an average of \$280,000 and four below-market condos—potentially created in **partnership with a community land trust** like Portland's Proud Ground—sold to households making no more than **60 percent of the area's median income**

This is compared to 10 townhomes, each valued at \$733,000, with an on-site garage that would be built on a site that required parking.

Historic Districts

I also want to speak to the importance of providing higher density housing in historic districts given the central locations of King's Hill, Alphabet and Irvington. Unfortunately, many of those area's historic buildings—although somewhat affordable right now—are also URM's and will need to do seismic upgrades if they are to stay standing. I do NOT support my good friend and fellow CNU member Michael Mehaffy's request to take building height even lower than 100' in his Goose Hollow neighborhood.

Healthy Living/Balconies

Another good friend, Leon Porter's testimony speaks to how unnecessary balconies are. However, I'm in full support of requiring balconies for buildings and would love to see them required throughout the BHBD area! I've been able to grow **most of my own greens year round** with an individual balcony and a 5x5 plot on the common balcony-- DOWNTOWN. Most of my neighbors in this 100 unit building also use their balconies for plants and/or birdfeeders.

As part of climate resilience, I believe that more people—especially, apartment dwellers—should be learning to grow at least some of their own food. We are likely to see food disruptions and continuing price increases in the future.

As the staff report says:

"This project has been informed by extensive outreach to people of color, low-income and immigrant households. It continues the work of past projects that focused on healthy housing in multi-dwelling areas. These projects identified the need for residential open spaces, housing design supportive of healthy living, and better and safer connections to neighborhood destinations.

Displacement Prevention

I share the PSC's concern that zoning code tools cannot fully address prevention of displacement. Here's one idea: The Tenant Right of Purchase Act (TOPA) is a DC Law which allows tenants the opportunity to purchase their buildings when they are offered for sale. The DC Department of Housing and Community Development tenant purchase program supports tenants in the TOPA process, and by Sept 2013 there were 3,000 residents living in 86 limited equity cooperative buildings in every ward of the city according to <https://ggwash.org/view/32376/cooperative-housing-thrives-in-dc>

Reza Farhoodi

#62370 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the Better Housing by Design project because it is an opportunity to provide more housing choices and increase housing affordability in Portland. I ask that you please approve Amendments 1a, 1b, and 2 to implement the Deeper Housing Affordability Bonus and remove minimum parking requirements for projects providing inclusionary housing. I also ask that you vote down Amendments 3-6 that will make housing less affordable and harder to build, particularly inclusionary housing. Thank you.

Testimony is presented without formatting.

Richard Shoemaker

#62369 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I object to the proposed changes as they relate to building size and parking exemptions. At my current Sellwood location, we had a nice family neighborhood with good neighbors and adequate street parking. Recent new buildings with little or no parking have produced a difficult parking environment. Streets are always crowded and parking is nearly impossible. Nearly all of the tenants in these buildings own automobiles, even if they are not driven daily. Tenino St is very narrow and with parking on both sides it is barely wide enough for one vehicle. Also, new buildings permit pets but do not provide areas for pets to do their business, resulting in them using and not cleaning up areas between sidewalk and curb which I and neighbors maintain. No smoking in or outside buildings results in tenants smoking by neighbors while not policing butts. Rents in these buildings are not cheap, so crowding formerly nice family neighborhoods is not helping the homeless situation. Further, the city infrastructure is already inadequate to handle the people these units bring, further adding to traffic and the resulting pollution and making Portland a less desirable place to live.

Testimony is presented without formatting.

claud gilbert

#62368 | November 6, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please vote to adopt amendment 2, eliminate minimum parking requirements. We need to do this for both equity and ecological reasons. Thank you.

Testimony is presented without formatting.

Jesse Lopez

#62367 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Mayor and Councilors, I am writing to comment that amendments to the draft Better Housing Design should be accepted only on the precondition that they address housing shortage needs, housing affordability, the shortage of transit oriented development and walkable neighborhoods, and the failure of the city meet its climate action plan goals. Specifically: - Parking requirements should be waived generally, but especially for projects that include below-market housing. - Amendments that provide affordability should be included to address housing costs and availability including amendments 1a and 1b. - Development bonuses should be made available throughout the entire city and not limited to areas adjacent to frequent transit service corridors. We are in a climate emergency, expand frequent transit lines and make housing more plentiful and affordable. - Rezone the Mann House from R5 to R2 at a minimum. It is adjacent to frequent transit service on Sandy, close to the MAX, and next to both RM2 and CM3d zoned areas. - Do not rezone the King's Hill zone from RM4 to RM3. The area is surrounded by RM4, RM5, and CXd, is well served by transit, and shouldn't be unnecessarily limited in development opportunities. There is no reason for this. BHD provides the unique opportunity to partially address housing affordability and to facilitate the development of more walkable neighborhoods, a luxury good in contemporary Portland. Use this opportunity to amend the design standards to address in accordance with affordable housing and climate goals. I have also attached my testimony as a pdf document. Respectfully, - Jesse Lopez

Testimony is presented without formatting.

Mayor and Councilors,

I am writing to comment that amendments to the draft Better Housing Design should be accepted only on the precondition that they address housing shortage needs, housing affordability, the shortage of transit oriented development and walkable neighborhoods, and the failure of the city meet its climate action plan goals.

Specifically:

- Parking requirements should be waived generally, but especially for projects that include below-market housing.
- Amendments that provide affordability should be included to address housing costs and availability including amendments 1a and 1b.
- Development bonuses should be made available throughout the entire city and not limited to areas adjacent to frequent transit service corridors. We are in a climate emergency, expand frequent transit lines and make housing more plentiful and affordable.
- Rezone the Mann House from R5 to R2 at a minimum. It is adjacent to frequent transit service on Sandy, close to the MAX, and next to both RM2 and CM3d zoned areas.
- Do not rezone the King's Hill zone from RM4 to RM3. The area is surrounded by RM4, RM5, and CXd, is well served by transit, and shouldn't be unnecessarily limited in development opportunities. There is no reason for this.

BHD provides the unique opportunity to partially address housing affordability and to facilitate the development of more walkable neighborhoods, a luxury good in contemporary Portland. Use this opportunity to amend the design standards to address in accordance with affordable housing and climate goals.

Respectfully,
- Jesse Lopez

Matt Kelly

#62366 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

City Commissioners, thank you for your work on housing affordability. I strongly support Better Housing By Design. I urge you to consider a handful of changes to make BHD even better for our city. Please support potential amendments 1a, 1b, and 2 to allow for more affordable housing. Please oppose amendments 4, 5, and 6, which would effectively limit affordable housing. I also urge you reconsider BHD's recommended increase in mandatory front setbacks in RM2 and RM3; allowing for housing close to the street can make for a lovely neighborhood feel, support affordable housing, and can save trees--a triple win! Thank you for your consideration and for your thoughtful approach to these contentious issues--I know there is a fear of change in our city, but I firmly believe that BHD can be a big step forward in making our city a more inclusive and vibrant place to live.

Testimony is presented without formatting.

Brighton West

#62365 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the amendment to remove parking requirements more than 500 feet from transit lines if affordable housing is included. And I oppose other amendments which will make housing less affordable in Portland: lower FAR, required outdoor spaces, and decreased height limits. I hope that you will support making housing as affordable as possible in Portland.

Testimony is presented without formatting.

Steve Messinetti

#62362 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached.

Testimony is presented without formatting.



P.O. Box 11527
1478 NE Killingsworth Street
Portland, OR 97211
tel (503) 287-9529
habitatportlandmetro.org

November 5, 2019

Mayor Wheeler and Council Members

1221 SW 4th Ave.

Portland, OR 97204

Mayor Wheeler and Commissioners,

Habitat for Humanity Portland/Metro East applauds the direction of Better Housing By Design as part of the Housing Opportunity Initiative with a focus on housing affordability and anti-displacement.

Over the past 20 years, Habitat for Humanity has been building “middle housing” townhome and condominium communities throughout Portland. We currently have 4 condominium projects under construction ranging from 12 to 31 units on large ½ acre to 2 acre sites in North, Northeast and Southeast Portland with zoning of R1 and R2. These three and four bedroom townhomes provide stable, affordable housing for hundreds of low-income households with children.

The potential amendment for deeper affordability that allows for ownership units to be sold to households that earn up to 80% AMI is critical especially for permanently affordable ownership units. Please approve this amendment.

The proposed amendment of indoor common areas on large sites would present significant issues for almost all Habitat projects, and for other small developers as well. **Please remove the requirement (potential amendment 6) of both indoor and outdoor spaces.** Keep the proposed regulations, which allow more flexibility in meeting outdoor and shared space requirements, and allow buildings to better respond to unique site characteristics.

Indoor common space is not practical and does not add value to affordable homeownership projects. This requirement would decrease the number of units, decrease the size of units and increase the HOA payments on condo projects making them less affordable to low-income and people of color households. Indoor common space in a small 20-50 unit condo is difficult and costly for the HOA to manage.

This is a critical time for our city to provide more affordable housing options for low and moderate income households, and I encourage you to adopt this plan with the above change.

In partnership,

A handwritten signature in black ink, appearing to read "Steve Messinetti".

Steve Messinetti

President and CEO

Christopher Rall

#62361 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I want to voice my support for deregulating off-street parking requirements. We need to allow more affordable housing development, and forcing developers to include parking increases costs, causing fewer projects to pencil out. I have two 12-year-olds who will be looking for housing several years down the road. Will they be able to find affordable apartments so they can afford to live in their hometown?

Testimony is presented without formatting.

Virginia (Ginny) Peckinpaugh

#62360 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I urge you to support the Better Housing by Design recommendations. These changes will assist the City in addressing the affordable housing crisis, as well as resulting in reductions in our carbon footprint. I support BHD. Take action now to keep Portland a livable and inclusive community.

Testimony is presented without formatting.

Gerson Robboy

#62359 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in favor the recommended draft. I am a home owner in the Hosford Abernethy neighborhood, and have no connection to the real estate or development industries. I think the proposal is too heavy on historic preservation when what we have is a housing crisis and a homelessness crisis, but it is a step in the right direction. Rather than dwell on the historic issue, I want to emphasize the importance of reducing the parking requirement. It is essential, in order to build affordable units, to not require off-street parking. I refer you to this article:

https://www.sightline.org/2019/10/02/in-mid-density-zones-portland-has-a-choice-garages-or-low-prices/?utm_source=Sightline+Newsletters+II&utm_campaign=d8ea326b47-EMAIL_CAMPAIGN_2016_11_30_COPY_01&utm_medium=email&utm_term=0_3e1b0f
I believe there should be no requirement at all for off-street parking in Portland. This is an obsolete requirement that has led to the construction of ugly apartment buildings with parking lots out front.

Testimony is presented without formatting.

Sean Patrick

#62358 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hello. I am one of the very many people pushed out of Portland by skyrocketing prices. I was appalled to learn that the city is considering the inclusion of a parking-development requirement in the "Better Housing by Design" reform. It has been made very clear through independent research (found at: https://www.sightline.org/2019/10/02/in-mid-density-zones-portland-has-a-choice-garages-or-low-prices/?utm_source=Sightline+Newsletters+H&utm_campaign=d8ca326b47-EMAIL_CAMPAIGN_2016_11_30_COPY_01&utm_medium=email&utm_term=0_3e1b0f) that the inclusion of a parking requirement will create a profitability profile for development that strongly favors high-end town home development. Without this requirement, mixed-use condos that include affordable housing will become the most profitable option for developers. Clearly, Portland needs to make middle and low income folks the priority in this reform if it is to resonate at all with its stated values on gentrification and ethics. Please eliminate the parking requirement from this reform. Thank you.

Testimony is presented without formatting.

Sara Wright

#62357 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see attached letter.

Testimony is presented without formatting.

November 5, 2019

Portland City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Dear Commissioners:

Thank you for the opportunity to testify on the proposed amendments to the Better Housing by Design proposal.

Founded in 1968, Oregon Environmental Council (OEC) is a nonprofit, nonpartisan, membership-based organization. We advance innovative, collaborative and equitable solutions to Oregon's environmental challenges for today and future generations.

Oregon Environmental Council supports the proposed amendments 1a, 1b and 2. These amendments would provide more flexibility in affordable housing provision and lift parking requirements. This would allow new development to house more people and supporting the development of a transportation system focused on getting people and goods where they need to go, not storing cars. Favoring generous parking supply has unintended and undesirable consequences: it increases development costs, reduces housing affordability, and facilitates excessive auto travel.

Oregon Environmental Council opposes proposed amendments 3, 4, and 5, which limit development capacity. The areas of the city that are zoned for multi-dwelling development but do not yet have frequent transit, or have historical designations, should not be prevented from climate-friendly development.

Sincerely,



Sara Wright
Program Director, Transportation
Oregon Environmental Council

Ethan Seltzer

#62356 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in strong support of Better Housing By Design. Portland needs to take the steps outlined in the draft staff report for the Residential Infill Project, but before it does that it needs to take steps to assure neighbors and others that our vision is a Portland vision, not a dystopian version of much denser places in the world. Better Housing by Design does that, addressing both the size and bulk of new buildings in residential zones and broader questions of affordability and connectivity. It's essential work and should be adopted. Finally, it's interesting to note that with this proposal, and with RIP, we're envisioning a Portland of more and smaller landlords. That is, our success will be measured by whether or not new housing is built in every neighborhood and every zone, as it must. Doing so, for the most part, means generating lots of people with the willingness to become landlords. The Council needs to start a serious discussion, soon, about what it will do to incentivize and dignify the role that these small landlords must play if we are to be successful. To date, the City's efforts seem directed entirely at expanding the range of tenants' rights with the expectation that the landlord class is largely big, corporate, and in need of regulation. While this may be true, it doesn't and cannot be the future for rental housing in Portland. If I could add one element to BHBD it would be a city program to support and, perhaps, incentivize the emergence of small (1-3 units) landlords in recognition of the public good that comes from private individuals being willing to become small landlords in Portland. Thanks for the opportunity to testify. Again, I am in strong support of the proposal.

Testimony is presented without formatting.

John Gibbon

#62348 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The change allowed through the BHD process is one that should create some incentive for improvement of this property at a higher density. But although this should result in onsite pedestrian improvements, without some form of collector-arterial like LTIC program to capture the density enhancement provided by BHD, the truly needed pedestrian safety improvements on streets adjacent to this property will not occur. This would include a marked crosswalk at 21st and SW Dolph Ct. supporting the sidewalk along Dolph to R-7 zoned multi-family near its terminus. Along with insuring the onsite right of way improvement is connected to a "complete" sidewalk and crosswalk system getting peds safely to the Spring Garden sidewalks. Rather than restricting properties from using density bonuses until the infrastructure is in place I would recommend using Chap. 94 development agreements related to specific offsite improvements like those described above to incentivize density acquisition contributions by the developer to the LTIC like C & A improvement funds.

Testimony is presented without formatting.

Steve Bozzone

#62342 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the BHD proposal, which will create more housing options for households of all ages, sizes, and income levels. I support the amendment to waive parking requirements for projects that include affordable housing. I oppose amendments which would make housing less abundant and affordable. These include restrictions on Floor Area Ratio (FAR) bonuses, height restrictions, and requirements for covered as well as outdoor common areas. I also oppose special protections for historic buildings, as they are already required to seek approval from City Council before any demolition. Sincerely, Steve Bozzone NE Portland

Testimony is presented without formatting.

Leon Porter

#62317 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see the attached .pdf with my testimony on the proposed amendments to Better Housing by Design. Thanks, Leon Porter

Testimony is presented without formatting.

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

I support all the recommendations on Better Housing by Design from Portland: Neighbors Welcome, and from Portlanders for Parking Reform. As mentioned in my previous testimony, I also request an amendment to allow single-room occupancy buildings by right in the RM1 zone in order to provide more inexpensive housing for our city's most vulnerable residents. But in this letter, I'll discuss the amendments to Better Housing by Design that Mayor Wheeler and Commissioner Fritz have proposed.

I support the proposed Amendments 1a, 1b, 2, M1, and M2. Each would help to promote affordable housing development and address Portland's housing emergency.

Especially important is Amendment 2, which would waive parking requirements for all projects with inclusionary housing. City projections show that in most cases, inclusionary housing is infeasible when parking is required. It would be great to strengthen this amendment to eliminate parking requirements for ALL residential development in all zones throughout the city. Parking requirements add greatly to housing costs, so removing these requirements altogether would greatly help development of inexpensive housing. To ensure Portland has adequate housing for the middle class, it's important to remove unnecessary burdens such as parking requirements from new market-rate housing, not just from subsidized affordable housing.

Amendment M1 is also important. Laurelhurst is a high-opportunity neighborhood with great access to public transit, good schools and jobs. But Laurelhurst also has a long history of racial and socioeconomic exclusion. Such exclusion was the original stated purpose for Laurelhurst's single-family zoning. As a result, Laurelhurst now completely lacks inexpensive housing of any kind--a lack which has been reinforced by the neighborhood's recent approval as a historic district. The conversion of the Mann House to affordable housing will be a great opportunity to start addressing these inequities. To take full advantage of this opportunity, we need to upzone the Mann House lot not just to RM1, but to RM2 so that more affordable housing can be included there.

I oppose the proposed Amendments 3, 4, 5, 6, and M3. Each of these amendments would unnecessarily raise expenses, deprive Portlanders of desperately needed housing, or otherwise obstruct solutions to our homelessness crisis.

Amendments 3, 4, 5, and M3 would restrict housing development specifically in the Alphabet District and King's Hill, which like Laurelhurst are high-opportunity neighborhoods with great access to transit, schools, jobs, and parks. These are precisely the neighborhoods in which the city most urgently needs to add more multifamily housing to give more residents of all income levels opportunities for a higher quality of life. Unlike Laurelhurst, the Alphabet District is already densely populated and does include some public housing. But that's no reason to keep other low-income and middle-income residents out of this desirable area by limiting further housing development for them!

Aesthetic concerns about the Alphabet District's historic character should matter far less than the fundamental human need for housing. The neighborhood is characterized by great diversity of building styles, sizes, and ages, so adding more diversity is entirely compatible with its character. It's ironic that local efforts to block new housing in order to preserve "neighborhood character" have themselves transformed the Alphabet District's character--by leaving tents as the only housing option for many neighborhood residents.

Amendment 6 is motivated by the worthy goal of reducing social isolation. But requiring every large multifamily building to include an indoor community room is not a cost-effective way to achieve that goal. Without a well-designed program of activities, a building's private community room is likely to sit largely unused. And even with an activity program, many if not most building residents are likely to prefer other means of socializing--for example, by inviting friends over to their apartments. But the expenses both of constructing the room and of scheduling any activities are passed on to all the building's residents, increasing their housing costs whether they use the room or not. Insofar as community rooms are helpful, it's far more efficient and equitable to create shared public rooms in parks and libraries. These public rooms provide opportunities for people from different buildings to meet and interact--even people from buildings without community rooms. It's easier to provide a variety of enriching activities for a larger neighborhood population than for the residents of a single building. And since public community rooms are paid for through property taxes, the expense falls more on wealthier residents of more expensive single-family homes--who can then also enjoy the rooms and relieve their own social isolation. So let's not unnecessarily increase housing costs for all residents of larger new buildings by requiring inefficient, underused private community rooms.

Best wishes,
Leon Porter

Daniel Amoni

#62314 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support Better Housing by Design, especially amendment 2. We need more density and less car storage to create a robust transit system and bikeways network.

Testimony is presented without formatting.

Lawson Fite

#62313 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support amendment 2 to lessen parking requirements. This is a step toward a city that is friendlier to pedestrians, bikers, and families.

Testimony is presented without formatting.

Tony Jordan

#62312 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing to comment, personally, on the BHD proposal and the proposed amendments. I support BHD in general. I support amendments 1a, 1b, 2, M1, M2, and the technical amendments. I oppose all the other amendments which aim to restrict FAR transfers and add additional restrictions on new housing. If I could ask for one additional amendment, it would be to legalize SRO housing in these zones. I applaud the staff and citizens who have worked so hard to bring this proposal to council and I believe with the amendments I support it will be a #BetterBHD. Thank you, Tony Jordan

Testimony is presented without formatting.

Raymond Cunningham

#62310 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I strongly recommend that the Portland City Council approve the amendment that repeals parking minimums for most new multi-family developments. Parking minimums increase the cost of construction per unit which makes housing unaffordable to the vast majority of buyers. Portland faces a mounting housing affordability crisis as well as pressures from climate change. Removing mandatory parking minimums will enable developers to build more affordable housing, as they can build more units on the same site. This then lowers the cost per unit, thus making the housing more affordable. Additionally, this will help support Mayor Wheeler's design to stop expanding fossil fuel infrastructure. Parking spaces and structures are fossil fuel infrastructure as they subsidize the cost of car ownership and promote the usage of single-occupancy vehicles instead of transit or other active modes of transportation. Overall, if the City of Portland wants to be a leader in combating both climate change and housing affordability, parking minimums must be repealed for multi-family developments.

Testimony is presented without formatting.

Erik Olson

#62307 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Transit access to St. John's is very weak when compared to other Portland neighborhoods, and we have a huge problem with congestion on all of the major auto thoroughfares. I'm very supportive of additional density in St. John's, but please improve either transit or auto access to the neighborhood first! Not everyone will ride 45+ minutes each way to work downtown on their bikes, we need to be realistic about where folks are going to work and how they're going to commute. Otherwise, I have no issues with this proposal (parking will be fine) and look forward to a fuller and more vibrant neighborhood.

Testimony is presented without formatting.

Scott Brooks

#62306 | November 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Good morning, I am writing you because I am deeply concerned about the potential removal of required parking minimums for new multi family development. For 6 years my wife and I lived in Sellwood and around us we saw numerous multi family projects completed. Parking in our neighborhood was getting worse by the day due to the already low parking requirements for large buildings. We ended up moving from that part of town all together because parking was such an issue. I also work in residential real estate and I can tell you the number one complaint I hear for consumers in Portland, is the lack of available parking that a condominium, apartment building or even single family home has. Street parking allows more opportunity for break ins and thefts which is rampant all across the metro area. I find it very unfortunate that our taxpayers money is spent on issues such as these when there are much more important issues to tackle.

Testimony is presented without formatting.

Gwenn Baldwin

#62364 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Letter attached

Testimony is presented without formatting.



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

November 4, 2019

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

Dear Mayor Wheeler and Commissioners,

Oregon Smart Growth (OSG) appreciates the opportunity to provide testimony on proposed amendments to the Better Housing by Design Recommended Draft. OSG supports policies that encourage walkable, compact development that is economically, environmentally and socially sustainable. As we noted in our October 2 written testimony, adapting Portland's multi-dwelling zones to expand the feasibility and diversity of Portland's housing options and provide new incentives for affordable housing are goals that we share.

At the same time, we are deeply concerned with several of the proposed Better Housing by Design amendments that seek to reduce bonuses and FAR transfers, limit height, and complicate larger developments by requiring both outdoor and private indoor common space.

OSG urges the council to reject these four proposed amendments:

Proposed Amendment 3, which would reverse provisions of the recently adopted 2018 code amendments and prohibit FAR bonuses or FAR transfers, including the Inclusionary Housing, Affordable Housing Fund and Seismic Upgrades bonuses from being used on sites where a historic building has been demolished in the past 10 years.

- This proposed amendment runs directly afoul of state law (ORS 227.175, Chapter 745, 2017 Laws) that prevents such a density reduction for residential housing developments in cities. Further, such demolitions would have already been subject to Council approval or demolition delay, which are significant safeguards against excessive demolition of historic buildings. Moreover, Portland needs additional multifamily housing at all levels of affordability and in all areas of the City—including areas with historic buildings. Lastly, all of these projects are subject to a design or historic review process to ensure appropriate architectural treatments within the area context.

Proposed Amendment 4, which would reverse provisions of the recently adopted 2018 code amendments and prohibit FAR bonuses and FAR transfers from being used in locations that are more than a 1,500- foot walking distance from frequent-service transit.

- In addition to again running afoul of the law mentioned above, City staff note that on properties beyond this distance, new buildings with 20 or more units would remain subject to inclusionary housing requirements, but would not be eligible to receive bonus FAR, removing one of the central offsets to the IH program. Multi-family housing developers are already finding it difficult to produce housing units under the IH program, and OSG has encouraged the City to look broadly at recalibration of the IH program to catalyze more affordable units coming to market. Adding yet another new restriction on certain multi-family properties subject to inclusionary housing requirements risks a reduction in housing production at a time when we cannot afford to get further behind.

Proposed Amendment 5, which would remove the allowance for 100-foot building height within 1,000 feet of light rail stations in the RM4 zone in historic districts.

- The Better Housing by Design proposed draft is not recommending increased height for buildings within 1,000 feet of light rail stations in the RM4 zone in historic districts; the 100-foot building height is an existing height allowance for properties near frequent transit in the RH zone areas mapped for a 4:1 FAR to leverage the significant investment made in fixed rail transit with housing. These areas are already planned for high-density and occur in centers and major corridors (for example, near Providence Park and Lloyd Center); the current 100-foot building height near frequent transit is entirely appropriate, and should be retained throughout RM4 zones—especially on properties that are also in a historic district, which are already subject to a reduced base FAR.

Proposed Amendment 6, which would require that large sites (more than 20,000 square feet) include an indoor common area, such as a community or recreation room, in addition to the proposed requirements for outdoor common areas.

- In previous testimony, OSG has argued for making the outdoor common area requirement *more* flexible, specifically by reducing or eliminating the requirement for multifamily projects within close walking distance of existing public park space to further leverage those public investments. This amendment would not only make the common area requirement more difficult to achieve, it reduces the space for housing or common area flexibility for bike parking and other purposes. It also fully privatizes the space, reducing opportunities for residents to interact with community members who may not have access to the building.

OSG also strongly disagrees with several points raised by the Historic Landmarks Commission (HLC) in their September 26 letter and October 2 testimony at Council. HLC's pushback on "by right" and "base" entitlements for height and FAR, as well as concerns over FAR transfers into historic districts, are troubling. HLC argues that they may not be able to approve a taller or denser building under subjective design guidelines, but this statement runs contrary to (ORS 227.175, Chapter 745, 2017 Laws) which clearly prohibits reductions to entitled height or FAR for this very reason. It is bad policy to reduce entitled height and FAR in a manner that reduces housing and for that matter employment opportunities in the central city. It is also bad policy to create uncertainty around height and FAR by making either entitlement vulnerable to the discretionary Historic Resource Review process.

Council recently adopted the 2018 code amendments that fundamentally restructured the FAR bonus and transfer system into a 3-legged stool: (1) new, but reduced FAR bonus options; (2) balanced with new allowances for FAR transfers within the same transfer sector; and (3) bonus height earned through obtaining at least 1:1 FAR bonus on a site under the City's new FAR bonus priorities. The new FAR bonuses are targeted at housing affordability and preservation of historic buildings through seismic upgrades. Because these FAR bonuses are far harder to achieve than the previous list of bonuses, Council also adopted a transfer system that allows one to transfer FAR onto a site only after the site earns its first 3:1 in FAR bonuses supporting housing affordability and historic resources. The central idea is that the transfer sector FAR can help a site afford the new bonus system and realize the fully entitled height allowance where the Council wants to see the density.

Before Council adopted this policy change, the City undertook a density bonus study to identify best practices, explore how to maximize public benefits, and ensure the cost of providing the public benefit was calibrated to the value of the density bonus earned.

The new program was carefully considered, following study and months of stakeholder input, and should not be haphazardly amended, cutting out one or two legs of a 3-legged synergy, which is designed to deliver on the City's highest priorities. In order for this new system to work and produce the desired outcomes, FAR needs to retain its value. Modifying the new system to subject entitled FAR bonuses and transfers to a discretionary review process would reduce certainty, decrease the value of FAR, and threaten the housing the Council and OSG supports.

As OSG noted in our earlier testimony, much of Portland's anticipated—and much-needed—housing growth will be multi-dwelling units in mixed-use corridors. The Better Housing by Design proposal in front of you is an opportunity for the Council to provide additional flexibility and density in these key zones and encourage the development of housing that meet the needs of our growing population.

These four amendments and the Historic Landmarks Committee's suggestions are a step backward and will further restrict opportunities for critically needed housing units at all levels of affordability.

Oregon Smart Growth strongly urges the council to reject Amendments 3, 4, 5, and 6 and retain the current FAR bonus and transfer program.

Sincerely,



Gwenn A. Baldwin
Executive Director

Tim Davis

#62305 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the Better Housing by Design's draft, which will create more housing options for households of all incomes, ages and sizes. I strongly support the amendment that waives parking requirements for projects that include affordable housing. I oppose amendments that make housing less abundant and affordable, including restrictions on Floor:Area Ratio bonuses, height limits, and requirements for both covered and outdoor common areas.

Testimony is presented without formatting.

Tony Jordan

#62304 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please accept the following testimony on behalf of Portland: Neighbors Welcome. Thank you, Tony Jordan

Testimony is presented without formatting.

PORTLAND: NEIGHBORS WELCOME

November 4th, 2019

Tony Jordan
Portland: Neighbors Welcome
Portland, OR

Better Housing by Design: Proposed Amendments

Mayor Wheeler and Commissioners;

Portland: Neighbors Welcome is a group of grassroots volunteers who believe housing is a human right. We are dedicated to ensuring that every present and future Portlander can find and keep a safe, stable home they can afford.

We previously provided testimony on the Better Housing by Design package as a whole, which we largely support. We would now like to offer specific comments on the proposed amendments to the project.

Support # 1a and 1b. These amendments will help nonprofit housing developers deliver affordable home ownership units, which we are woefully short of in Portland.

Support #2. This would remove most parking requirements to facilitate affordable housing. This prioritizes housing, and in particular affordable housing, over storage of private vehicles. This helps ensure the success of Portland's Inclusionary Housing program while aligning with our Climate Action Plan and Comprehensive Plan mode split goals.

Oppose #3. A designated Historic Landmark can only be demolished with City Council approval. This is a high bar, and the Council rarely approves such demolitions. If Council has voted to allow the demolition there is probably a really good reason why. Once that decision has been made there is reason to limit the density that's allowed on the site.

Oppose #4. We should be allowing bonuses for affordable housing everywhere. By under building sites that are not yet well served by transit we are reinforcing that land use pattern and reducing the viability of future service enhancements.

Oppose #5. The 100' height is allowed now, but in Historic Districts must pass Historic Resource

portlandneighborswelcome.org

PORTLAND: NEIGHBORS WELCOME

Review, which ensures that it is compatible. We would support the reduction if it is clarified in the code that a 75' height limit is allowed by right and cannot be further reduced by the Landmarks Commission, consistent with LUBA decision [2018-072/073/086/087](#).

Oppose #6. This amendment will make it harder to build affordable housing which would otherwise be allowed. Keep the proposed regulations, which allow more flexibility in meeting outdoor and shared space requirements, and allow buildings to better respond to unique site characteristics.

Support #M-1, and recommend that zoning on the Mann House be changed not to RM-1, but to RM2, like the property west of it, to allow even more housing.

Support #M-2 to correct a split-zoned lot.

Oppose #M-3. This small area has 10-story buildings all around it and is in a high opportunity area with access to good schools and public transportation. The zoning has already been reduced to limit FAR to 3:1. It's not the right location to further limit FAR.

Support technical amendments A through F

Sincerely,



Tony Jordan
Steering Committee Member
Portland: Neighbors Welcome

portlandneighborswelcome.org

Garrett Downen

#62303 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please remove all parking minimums. Especially in a time of housing unaffordability and at a critical juncture for climate change, Portland should accomodate people and active transportation, not mandatory square footage for automobiles.

Testimony is presented without formatting.

Paul Leitman

#62302 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'd like to congratulate Portland on embarking on the Better Housing by Design process and on the great work that has been completed so far. I support the efforts to improve our city by making it easier to allow higher density housing in more places within the city, and adjusting the codes and rules that allow this to be possible. I support an amendment to waive parking requirements for all projects with inclusionary below-market housing. The cost of construction clearly shows that it is cost-prohibitive for many developers to include parking, especially for every single unit. And the city's own analysis shows that inclusionary housing is not financially feasible in most cases if parking must be included with those units. I disagree with amendments 4 and 5, which would disincentivize additional housing that our city desperately needs. I recognize the need to encourage denser development closer to our key transit corridors. However our transit system also responds to where the housing is located. Density is a key aspect to increasing housing supply, reducing distances between people, jobs and services, and to increase the number of people that can be served by existing transit services. Therefore, it is clear that increasing density (as long as it is well connected with the surrounding areas, regardless of the existing transit service levels) has positive benefits throughout the community. I also oppose Amendment 6, although I recognize and appreciate the purpose and reasoning behind it. However, if we are trying to build sufficient housing for our community and for our future, and if we are trying to ensure the cost of this housing is within reach for people of all ages, income levels and life phases, we need to give developers the option to include this if it is feasible for them. I'm concerned that if this is a requirement, it could reduce the number of affordable units and/or make some affordable housing projects infeasible. However, if this amendment does get incorporated into the final code changes, I'd like to suggest the language be modified to allow for this community space to be designed for flexibility so that it can be retrofitted into housing units and/or commercial/retail space at some point in the future if the community's housing needs or the economics of retail change in the future. The buildings that are adaptive and flexible are the buildings that are most likely to be successful in the future. So I'd encourage Portland to be less proscriptive about how this "common area" is used, and allow the developer the flexibility to modify and adjust as needed. Lastly, I support allowing single-room occupancy buildings by right in the new RM1 zone. This will provide housing for people that need them the most.

Testimony is presented without formatting.

Eric Boardman

#62299 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm a Portland homeowner and car owner and I support #BetterBHD and the proposed amendment 2 eliminating minimum parking standards. Affordable housing and climate change are more important than drivers' convenience.

Testimony is presented without formatting.

Monique Gaskins

#62298 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please support Better Housing by Design and please support the Mayor's amendment to remove parking requirements when affordable housing is provided. Thanks!

Testimony is presented without formatting.

Angel York

#62297 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support proposed Amendment 2 for Better Housing by Design because it will waive parking requirements for any project that includes regulated affordable housing.

Testimony is presented without formatting.

Brad Baker

#62296 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please support BHD and please support the mayor's amendment removing all parking requirements for developments with regulated affordable housing. BHD is great and this amendment is great too.

Testimony is presented without formatting.

Doug Klotz

#62295 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see attached PDF with comments on BHD Amendments.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Place
Portland, OR 97214

Nov. 4, 2019

Re: Better Housing by Design

Mayor Wheeler and Commissioners:

I am writing to express my support for the Better Housing by Design Recommended Draft. I also have these comments on the amendments, as I understand them now:

I support #1a and 1b to help with affordability.

I strongly support #2, which would remove most parking requirements. The 500' maximum is outdated, as most people can and will walk further to the bus than 500'. Once you get that far away from the transit streets, there is not much on-street parking demand, so it makes sense to remove the requirements, especially when affordable units are in question.

I oppose #3. If an historic structure has been demolished, it was approved by Council, and there's no reason to second-guess Council and penalize not only the property owner, but also the tenants who would be able to live in that location, including those in regulated affordable units.

I oppose #4. There is no good reason to forbid use of development bonuses that could get more affordable housing built, even if it's further from transit. Most of the city is "well-served", even beyond 1500 feet. These locations should not be denied the bonus FAR.

I oppose #5. The 100' height is allowed now. Historic Review will determine compatibility. I would also support a reduction to 75' if the code is changed to allow 75' by right, and that it cannot be further reduced by Landmarks Commission. There was a LUBA case, 2018-072/073/086/087, that supported this path.

I oppose #6. The code currently requires common outdoor space on larger sites. This amendment would mandate that 25% of it to be covered, which removes flexibility that affordable and market rate housing developers often need to fit these spaces into a site.

Mapping Amendments:

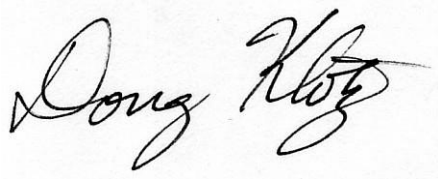
I support #M1, the historic Mann house. I support the change to RM1, but would prefer that it be changed to RM2, which would allow for more housing than RM1. This is an ideal building and location for the regulated low-income units the owner envisions for the building.

I support #M2, which makes a reasonable zoning line change to facilitate the preservation of the house at 5631 SE Belmont.

I oppose #M3. This downzones parts of 4 blocks in the high-density Kings Hill Historic District. The surrounding buildings, including one on the same block, are over 11 stories tall. This is a site well-served by Light Rail as well as bus service, and the Recommended Draft already reduces the base FAR here from 4:1 to 3:1. It is not necessary or appropriate to reduce it further to 2:1.

I support Technical Amendments A through F.

Thank you.

A handwritten signature in black ink, reading "Doug Klotz". The signature is written in a cursive, flowing style. The first name "Doug" is written with a large, looped 'D' and the last name "Klotz" is written with a large, looped 'K' and a trailing flourish.

Doug Klotz

Julia Hammond

#62294 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in support of the potential amendment 2 to waive parking requirements for all projects with inclusionary below-market housing, regardless of location. While frequent transit might not currently be close to some of the proposed housing, an increase in density and demand will make expanded transit service more possible and more likely. Parking requirements add significant expenses to construction and are counter-intuitive for improving affordability. Moreover, if Portland wants to make real progress on climate goals we need to do everything in our power to prioritize people over vehicles and move resources away from moving and storing cars to moving and housing people. To that end, I also would like to oppose potential amendments 4 & 5. While some neighbourhood advocates may want to lower height limits in historic districts, this seems to be yet another way to maintain the current limited housing stock of those neighbourhoods rather than opening them up to people from a wider range of economic backgrounds and statuses (renters vs. owners). Incorporating a range of housing stock into existing neighbourhoods can be done mindfully, but design consideration should be on a case by case basis and should not be a reason to limit dense development in historic districts. Moreover, development bonuses should be available to all projects, regardless of proximity to frequent service transit. Transit should be expanded, rather than housing options limited. Thank you for the work you have already done on the Better Housing by Design draft, and for your consideration of additional improvements.

Testimony is presented without formatting.

Allan Rudwick

#62292 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support Amendment 2 which reduces parking requirements

Testimony is presented without formatting.

Levi Curran

#62291 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in support of Better Housing by Design Amendment #2, affordable housing parking exemption. This amendment would help to reduce driving incentives and make affordable housing development more affordable. Thank you.

Testimony is presented without formatting.

Kelly O'Hara

#62290 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing to support Better Housing by Design, and specifically in support of Amendment 2, which would waive the parking requirements for many buildings. Ideally we would eliminate all parking requirements. Dedicating resources to parking reduces the number of units that can be built, and makes them more expensive. That is irresponsible in the face of our housing crisis. In addition, transportation currently accounts for 40% of greenhouse gas emissions in Portland, and we cannot expect maintain a livable climate while simultaneously building new car infrastructure, including parking. The city needs to be moving to radically change our transportation system, and requiring car parking is backwards and short-sighted. Thank you.

Testimony is presented without formatting.

Steven Szigethy

#62289 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Honorable Mayor and Commissioners: I support Potential Council Amendment 4 to Better Housing By Design, disallowing development bonuses and FAR transfers in areas further than 1,500 feet from frequent transit. I oppose Potential Council Amendment 2, expanding the parking exemption to all BHBD zones citywide, rather than limited to transit-efficient locations. Where I live in North Westmoreland, a proposed RM1 area, is one half mile from frequent transit (MAX Orange Line 17th/Holgate station). Recent high-density development of the former RH areas - of a scale that RM1 will allow - has resulted in a major influx of cars, creating safety, congestion, parking availability, and general livability issues. While we are relatively close to downtown and several non-frequent transit routes and bike routes, most of our new neighbors continue to own cars and drive. This development also has caused tree canopy loss, exacerbating heat island and flooding effects in this largely hardscape area near the Union Pacific Brooklyn Yard. I would further suggest that any parking exemptions trigger a streamlined process to create a neighborhood parking permit zone in the affected area. Thank you for your consideration. Sincerely, Steven Szigethy
Resident/Owner 1817 SE Insley St

Testimony is presented without formatting.

Gabriele Hayden

#62288 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hi, I am writing in support of making the Better Housing code better support affordable housing. I'm a strong supporter of the policy positions of Portland: Neighbors Welcome. In particular, as follows: I support an amendment to waive parking requirements (potential amendment 2) for all projects with inclusionary below-market housing. City projections show inclusionary housing will not be feasible if parking must be built in most cases. I oppose amendments (potential amendments 4 and 5) which would make housing less abundant and less affordable including: Restricting size bonuses for affordability, Lowering height limits in historic districts, and Restricting development bonuses more than 1500 feet from current frequent service transit. We need to expand frequent transit access citywide for people who need it most, not cut back on affordable housing. Remove the requirement (potential amendment 6) of both indoor and outdoor spaces. This amendment will make it harder to build affordable housing which would otherwise be allowed. Keep the proposed regulations, which allow more flexibility in meeting outdoor and shared space requirements, and allow buildings to better respond to unique site characteristics. I also request adding another amendment to allow single-room occupancy buildings (SROs) by right in the new RM1 zone. This would help to provide more affordable housing options for Portland's residents most in need.

Testimony is presented without formatting.

Alexandra Zimmermann

#62287 | November 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the BHD proposal, which will create more housing options for households of all ages, sizes, and income levels. I support the amendment to waive parking requirements for projects that include affordable housing. I request an amendment allowing single-room occupancy buildings (SROs) by right in the new RM1 zone. I oppose amendments which would make housing less abundant and affordable. These include restrictions on Floor Area Ratio (FAR) bonuses, height restrictions, restricting development bonuses more than 1500 feet from current frequent service transit, and requirements for covered as well as outdoor common areas.

Testimony is presented without formatting.

Doug Klotz

#62286 | November 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the Better Housing by Design project, and would ask that an amendment be brought, to allow Single-room Occupancy (SRO) uses in the RM-1 zone, to help solve one more piece of the housing puzzle. This is a lower density multifamily zone, and would be a good fit for smaller buildings with this use. Thank you.

Testimony is presented without formatting.

Jonathan Greenwood

#62285 | November 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hello, I support building single-room occupancy buildings in the new RM1 zone. Thank you,
Jonathan Greenwood

Testimony is presented without formatting.

Mariah Dula

#62300 | November 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Letter attached

Testimony is presented without formatting.

October 15, 2019

Mayor Wheeler, Commissioners
City Council

CC: Andrea Durbin and Bill Cunningham, Bureau of Planning and Sustainability

RE: Expand Affordable Housing Options - Better Housing by Design Recommended Draft

Mayor and Commissioners,

Thank you for the opportunity to comment on the Better Housing by Design Recommended Draft. We appreciate the efforts by the Bureau of Planning & Sustainability (BPS) to *increase housing options in our centers and corridors* in support of the 2035 Comprehensive Plan.

We continue to support the form-based approach to provide the flexibility needed to increase housing, while respecting our neighborhoods' unique charms. We commend BPS's responsiveness to our comments on the proposed draft in June 2018, enclosed. Specifically, we believe changes to increase the building coverage in RM1-4 and allow affordability bonus and floor area ratio (FAR) transfers in historic and conservation districts will provide needed housing opportunities.

NECN is concerned that parking requirements will prevent the recommended draft from providing housing needed to accommodate the growth of 100,000 households in Portland over the next 20 years.

Analysis provided by BPS projects parking requirements leading to the creation of luxury townhomes instead of mixed-income developments with affordable housing. For example, parking requirements would incentivize construction of 10 townhomes selling at \$700,000 on a 100'x100' lot. However, without parking requirements and with the affordable housing bonus developers would be incentivized to build 28 units selling at \$300,000 plus 4 affordable units.

As affordability is our top land use priority, we repeat our request to **remove parking minimums for all sites**. We believe this change is essential to provide short and long-term affordability in our neighborhoods.

Regards,



Mariah Dula, Chair
Northeast Coalition of Neighborhoods

Enclosure: Increase Housing Opportunities in Our Corridors - Better Housing by Design Proposed Draft



**NORTHEAST COALITION
OF NEIGHBORHOODS**

June 12, 2018

Katherine Schultz, Chair
Portland Planning and Sustainability Commission

CC: Mayor Wheeler, City Commissioners
Susan Anderson and Bill Cunningham, Bureau of Planning and Sustainability

Re: Increase Housing Opportunities in Our Corridors - Better Housing by Design Proposed Draft

Madam Chair and Commissioners,

The Northeast Coalition of Neighborhoods appreciates the opportunity to comment on the Better Housing by Design Proposed Draft. We commend the Bureau of Planning & Sustainability on its effort to increase the amount and diversity of housing in our centers and corridors, which supports the vision of the 2035 Comprehensive Plan.

As our top housing priority is affordability, we support the proposed zoning changes to provide short and long-term affordability in our neighborhoods. We believe the form-based approach provides the simplicity and flexibility needed to increase housing opportunities, while respecting our neighborhoods' unique charms.

With our lens of affordability, we identified the following changes essential to accommodate the growth of 100,000 households in Portland over the next 20 years:

- **Increase building coverage and FAR to match similar mixed-use zones especially on Neighborhood and Civic Corridors.**
 - Increasing coverage and FAR allows Portland to meet the Comprehensive Plan goals of increasing growth in our corridors.
 - We prioritize increasing housing on our corridors where future residents can access social services, local businesses, and active transportation connections.

Proposed changes:

	RM1	RM2	RM3
Base FAR	1.5	2.5	3
Bonus FAR	2.5	4	5
Max Building Coverage	85%	100%	100%
Base Height	35 feet	45 feet	65 feet
Bonus Height	35 feet	55 feet*	75 feet

* Only allowed in Urban Centers and Civic Corridors

- **Exempt the outdoor requirement for sites up to 15,000 square feet.**
 - Requiring outdoor space increases the cost of price of housing and can limit the number of units built on small lot sizes.
 - We prioritize the number and diversity of housing built over over outdoor amenities.
- **Remove parking minimums for all sites.**
 - Parking minimums can both increase the cost of building housing and decrease the amount of housing built.
 - Centers and corridors have been prioritized for active transportation and transit investments, which reduce residents' dependency on driving.
 - We prioritize building more housing at lower costs to meet the housing demands of our growing region.
- **Reduce the front and street setback to zero at least in Neighborhood and Civic Corridors.**
 - Reducing setbacks provides more flexibility and is consistent with the typology of development that is being encouraged in the mixed-use zones.
 - We prioritize the increased housing and active corridors that flexible setbacks provide.
- **Reduce the side setback to zero except for abutting single-family residential zones.**
 - Reducing setbacks provides more flexibility and is consistent with the typology of development that is being encouraged in the mixed-use zones.
- **Allow the deeper housing affordability bonus inside of conservation and historic districts.**
 - These districts make up a significant part of our neighborhoods where affordable housing remains a significant need.
 - We prioritize increasing affordable housing across all of our neighborhoods, including conversation and historic districts.

We believe incorporating these changes will allow Better Housing by Design to fully meets its important goals to accommodate housing growth, provide a diversity of housing types, and prioritize affordable housing.

Regards,



Paul Van Orden, Chair
Northeast Coalition of Neighborhoods

Louise Pender

#62283 | November 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Letter attached

Testimony is presented without formatting.

Louise Pender
1514 NE 76th Ave.
Portland, Oregon 97213
Email: magenta.portland@gmail.com

Sent Registered, Express Mail

REGISTERED MAIL 10/23/19 MAIL LOG

October 23, 2019

City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Re: City's new zoning plan: Predictably dangerous, potentially fatal circumstance created due to certain neighborhood's parking entrapment

Dear City Council,

Below please find the sections: Summary of situation, Critical question for the City to answer, Clarification of problem, and Conclusion. Your soonest possible response to the "critical question" is enthusiastically anticipated. If possible, please respond to magenta.portland@gmail.com.

Summary of situation:

My house is located on NE 76th Avenue north of Halsey Street in the neighborhood from NE 71st Avenue to NE 77th Avenue. With few exceptions, it is almost entirely single-family houses - roughly over one hundred houses. All of the neighbors I know are living in their own houses. The area is 100% entrapped on 3 sides by Highway 84 and to the south by NE Halsey Street. There is ZERO option for parking expansion due to that entrapment. NE Halsey Street is a 4-lane road with heavily speeding cars since there is only one traffic light from beyond NE 68th Avenue to beyond NE 84th Avenue - a distance of over 13 blocks.

Critical question for the City to answer:

We seriously question the City's analysis failure in rezoning the neighborhood RM1 which would predictably seriously increase parking demands resulting in a predictably dangerous, potentially fatal circumstance. Please answer this question: Considering the City's stated criteria for RM1 zoning and comparing the situation NORTH of Halsey Street between NE 71st Avenue to NE 77th Avenue and the area SOUTH of Halsey Street (which was not rezoned), what logical analysis was used to determine that the area north - with already ZERO parking expansion ability - should be rezoned RM1? - same question even if the area south of Halsey had been rezoned. I look forward to your answer. With all due respect, it is a clear analysis failure, and the residents living in the northern area call on the City to correct their oversight/analysis failure and to return our neighborhood to its original zoning.

Clarification of problem:

Some houses are nearly 100 years old (e.g. 1927) - built well in advance of modern cars. Many driveways are not practicable for cars. Some driveways are too narrow to open car doors if entered. Due to their narrowness, most of the driveways need to be entered at an almost 90 degree angle off mostly narrow streets which means that any cars parked close to the driveways block driveway access.

Since virtually all of the houses are occupied by families, or multiple individuals, almost all dwellings require 2 or more cars, thereby critically necessitating street parking. Additionally, due to discoveries (by me and neighbors) of kicked in shed doors and discarded drugs in our yards, etc., when the groups of periodic out-of-town vagrants stay along 84, we must sometimes logically avoid parking too close toward that area of the streets, especially at night.

The City is creating an extremely dangerous, potentially fatal situation. Occasionally, I have had to park south of Halsey Street because of no reasonable parking spaces north of Halsey. It is extremely

Page 2 of 2
October 23, 2019

dangerous dashing across 4 lanes of speeding traffic on Halsey Street. Please imagine mothers with children and/or carrying groceries or parcels being forced to park south of Halsey Street due to your zoning change. Or imagine anyone dangerously dashing across Halsey Street on a dark, rainy night - of which Portland has plenty.

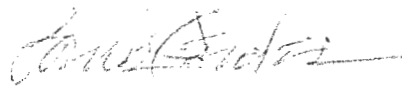
Conclusion:

Critically the neighborhood needs to continue as R2 housing or be grandfathered into any new zoning with the prior R2 zoning.

I asked a friend who is a lawyer about the situation. He said it's outside his field of law, but that he was aware that if an entity, either a business or the government, creates a situation the entity knew - or should have known - created a dangerous situation, and if the dangerous situation even indirectly results in harm to people (in this case very possibly fatal), then that entity could be held legally liable. As relevant: how would the City Council feel to know that they were responsible for serious injuries or deaths?

However we trust that the City Council wants to help rather than harm its long-term Portland citizens and that our neighborhood will not be rezoned as RM1, especially in the central neighborhood area.

Sincerely yours,

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

Louise Pender

LP/fw

Jonathan Greenwood

#62282 | November 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support the BHD proposal, which will create more housing options for households of all ages, sizes, and income levels. I support the amendment to waive parking requirements for projects that include affordable housing. I oppose amendments which would make housing less abundant and affordable. These include restrictions on Floor Area Ratio (FAR) bonuses, height restrictions, and requirements for covered as well as outdoor common areas. Support 1a and 1b for better housing affordability. Support #2, which would remove most parking requirements to facilitate affordable housing. Oppose #3. Historic structures that were demolished have gone through a Council review, and if Council has voted to allow the demolition there was probably a really good reason why. No reason to limit the density that's allowed on the site afterwards. Oppose #4. We should be allowing bonuses for affordable housing everywhere. Oppose #5. The 100' height is allowed now, but in Historic Districts must pass Historic Resource Review, which ensures that it is compatible. There are places where a taller design works. Leave decision to Landmarks Commission. Oppose #6. The requirement of indoor and outdoor spaces will make it harder to build affordable housing which would otherwise be allowed. Keep the proposed regulations. ***** Support M-1, and recommend that zoning on the Mann House be changed, and not just to RM-1, but to RM2, like the property west of it, to allow even more housing. Support M-2 to correct a split-zoned lot. Oppose M-3. This small area has 10-story buildings all around it. The zoning has already been reduced to limit FAR to 3:1. It's not the right location to further limit FAR. ***** Support technical amendments A through F

Testimony is presented without formatting.

Julie Garver

#52252 | October 23, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Innovative Housing Inc. would like to request the landmark Mann House at 1021 NE 33rd be rezoned to RM1/RM2 through the Better Housing by Design Project to support the rehabilitation of the historic structure and the production of affordable housing on the site. Despite its long history of institutional use, the site is currently zoned R5 and is directly adjacent to similarly sited parcels proposed for RM1 and RM2 zoning through the Better Housing project. We currently have an accepted purchase offer and PHB funding approval to develop 88 affordable apartments at the three acre Mann House property, located at 1021 NE 33rd Avenue. Because of its National Register status, the property can accommodate well over 100 units in its existing single family zoning through a zoning code incentive, but these additional units must be done within the current footprint of the existing buildings, or via attached addition that would be constrained by R5 size limits. With current constraints, creating more than 88 units isn't feasible due to the requirement that additional units must be attached to the original building. More units (beyond the 88 we have planned) cannot be added via attached addition without adversely compromising the historic nature of the property. Changing this property to RM1/RM2 zoning would allow us the flexibility to propose future additional units in attached and detached structures on the site, in a location that abuts mixed use zoning to the north, a parking lot to the south, and RM1 and RM2 zoning to the west. With a zone change to RM1/RM2, it would become possible for us to propose additional apartment units on the site in a compatible manner that would better preserve the integrity of the historic Mann House. Because the entire property is within the boundary of the historic landmark, all additions and new construction are subject to Historic Resource Review notice and approval to ensure site changes do not adversely impact the National Register-listed historic landmark. Ideally, changing to RM2 zoning would provide a future project the most flexibility. In addition, RM2 would also be very compatible with the existing historic Mann House, since its height is approximately 50 feet (3 ½ stories, with tall floor-to-floor heights). We feel this is a good location for increased density, because it abuts an area already identified by Better Housing, abuts a surface parking lot, and is very close to Sandy Boulevard transit, services and amenities. In addition, adding more affordable apartment homes to this location would be positive, increasing income diversity in the neighborhood, ensuring a thoughtful site design that adds units without unnecessarily harming the historic structures, and adding efficiency to our operating budget for project -- more units means more economy of scale, and an even more project financial self-sufficiency into the future. We would appreciate the opportunity to talk further with you about this proposal and plan to testify at the upcoming hearing

on November 6. Thank you for your consideration of this request and for the city's support of PHB funding for this project. Sarah J. Stevenson Executive Director Julie E. Garver Housing Development Director

Testimony is presented without formatting.

Anna Mann House Project Overview

The Anna Mann House Project is the adaptive reuse of a historic Portland property located in the amenity-rich Laurelhurst Historic District and Kerns neighborhood, which is a High Opportunity Zone (score: 5). This project presents a unique opportunity to provide eighty-eight low-income households, including people of color, with the opportunity to live in an unparalleled location that is

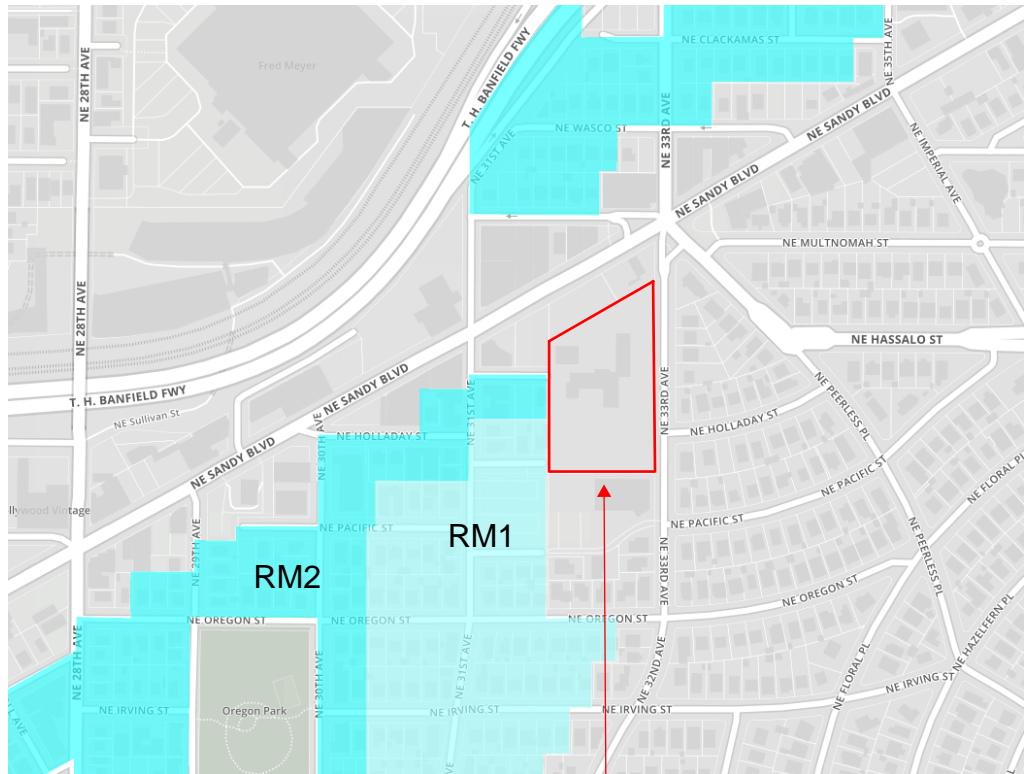


packed with supportive amenities such as transit options, stores, services, employment and excellent schools. The project is one of Portland's Affordable Housing Bond Projects, and the City of Portland, through the Portland Housing Bureau, is providing \$12.9 Million in Bond funding, Project Based Section 8 rental subsidy for 12 units, and up to \$10,000 per unit for Permanent Supportive Housing services. This award leverages other funding, including \$7.6 Million of 4% Low Income Housing Tax Credits, a \$3.6 Million mortgage, and \$3.2 Million in Historic Tax Credits. The project will create 8 three-bedroom units, 35 two-bedroom units, and 45 one-bedroom units. One third of the apartments will have rents at 30% of median income, and the remaining rents will be at 60% of median income. The building, which is listed on the National Historic Register, is brick and built in the Tudor style. Community space includes gracious parlors with polished Douglas Fir woodwork and a tiled fireplace, along with a spacious dining room and large community kitchen which provide welcoming, spacious, and attractive spaces for resident gatherings and programs. There is also space in the historic home for the manager's office and Resident Service offices. Accessibility, adaptability, and visitability are important features, and the Mann House will incorporate all three. All the units will be visitable, the majority will be adaptable, and we will have at least 5 fully accessible units. The property will include two elevators to accomplish



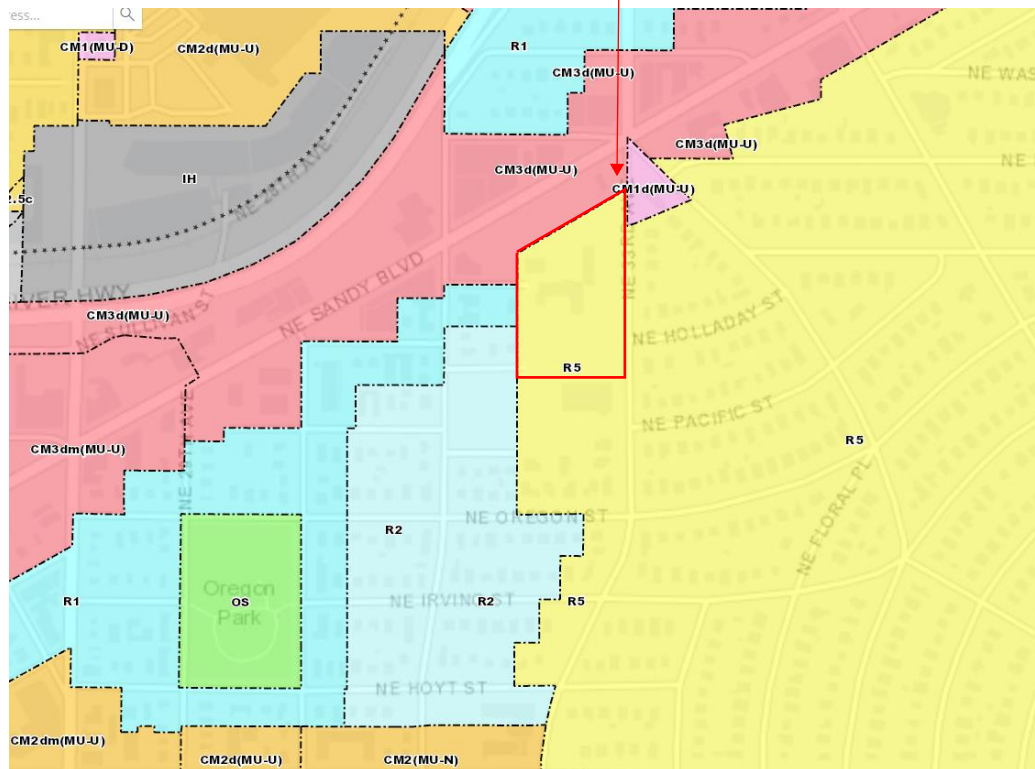
accessibility goals (one new, one refurbished). We will also include units that address hearing and vision issues. The grounds include over three acres of mature landscaping, with trees, lawns, and a gazebo. There will be plenty of space for children to safely play, including a new playground and other family play spaces. Space is plentiful for families to picnic, and for people to sit in quiet contemplation. Construction is planned to begin in September, 2020, and families will begin to move in around December, 2021.

Better Housing
By Design –
proposed map



Mann House Property

Current zoning
map



Reed Buterbaugh

#52249 | October 23, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please vote to eliminate any parking requirements in new developments. We have 11 years to fundamentally change how we live in this world so that it can exist for future generations. This is like finding out that you have a year to live if you don't lose 30 pounds. Requiring that new development has parking is equivalent to trying to lose weight while allocating a large portion of your grocery bill to ice cream and spending any bonus money on an ice cream maker. Simply put cars are a large driver in our climate crisis and carving out more space for them is bad for the environment. There are a myriad of reasons why we don't need dedicated parking, independent of their environmental degradation, but affordability is chief among them. Do the right thing and get rid of any parking requirements for new development.

Testimony is presented without formatting.

Robert Hemphill

#52246 | October 22, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hello, I'm submitting my testimony on the Better Housing by Design recommended draft. I support the letter submitted by the Portland For Everyone coalition (recommendations listed below).

Additionally, I want to advocate for increased areas where BHBD would apply. I am concerned about the connection of the zoning areas to car corridors. I would like to see our city center our neighborhoods around the neighborhood, not the busy street. I love what is happening on inner SE Ankeny, with it being a bike boulevard and has multi-family housing. I wish there were more streets like this. Here are the recommendations from Portland for Everyone. Increase maximum Floor Area Ratios (FARs) and bonuses in RM1, RM2, and RM3 so that there is a discernible difference between standards currently being proposed for Portland's neighborhood residential zones and denser multi-dwelling zones. Increase densities so that truly multi-dwelling developments will occur in the relatively little amount of space where these zones are mapped. Increase height allowances in many zones to give greater flexibility across projects, benefiting bonus utilization, layouts, tree preservation, and other factors. Reduce standard front and side setbacks to 0 feet across all multi-dwelling zones. Reduce minimum requirements for sites 7,500 square feet or less, including landscaping. Adjust open space requirements to yield more desirable building forms, site layouts, and more useable open spaces. Consider where maximum heights, FAR limits and/or step-down requirements may unintentionally render affordable housing bonuses unusable, counter to the proposal's intentions. Ensure that affordable housing development is feasible in East Portland: Don't layer on so many conditions in pursuit of perfect urban form that affordable housing development is stymied. Also, consider spending increased staff time, attention, and resources on how to encourage affordable housing development and form appropriate for East Portland over spending additional resources on Inner Ring neighborhoods. Map more higher-density multi-dwelling zones along key corridors. There are a few places in particular where up-zoning would help implement the Comprehensive Plan. Ensure that more rental housing will be provided, not just for-sale: The City-commissioned economic analysis found that for-sale homes might be more feasible than rental homes under regulations as currently proposed. Thank you, Robert

Testimony is presented without formatting.

Brad Baker

#52245 | October 22, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing to express support on behalf of the Eliot Neighborhood Association for Better Housing by Design and its goal of creating more housing options for households of all ages, incomes and size. BHD's plan of encouraging diverse housing typologies in our multi-dwelling zones is a great idea and is well aligned with the City's goals; better quality high-density residential development in these zones will provide much needed housing, support local businesses, allowing more people to access the city's services, and can support higher transit ridership. We are strongly supportive of measures that allow higher density while ensuring design compatibility with the foundational architecture of Portland's classic neighborhoods. We are also supportive of the proposals to encourage more affordable housing. Specifically, relaxing parking requirements. Parking requirements add to the cost of development. Requiring space to store cars will also enable more car travel, which is in conflict with the City's climate goals, Vision Zero goals, and mode split goals. We ask that any amendments that are suggested to BHD at this point be in the direction of higher density, more FAR incentives for affordable housing, or further relaxation of parking minimums/impositions of parking maximums. These incentives should also be applied to the provision of larger units, so that working class families are not excluded from the city. Finally, we ask that you consider expediting the anti-displacement measures that are moving forward with Better Housing by Design and the Residential Infill Project. We are glad to see anti-displacement measures, but the multi-year time scale seems inadequate to address a crisis that has existed for years already. Thank you for your consideration. Sincerely, -- Brad Baker Land Use Chair

Testimony is presented without formatting.



October 22nd, 2019

To: Mayor Wheeler
Commissioner Eudaly
Commissioner Fish
Commissioner Fritz
Commissioner Hardesty
Bill Cunningham, Project Manager
Nan Stark, BPS

CC: Eliot Land Use and Transportation Committee

Re: Better Housing by Design

I am writing to express support on behalf of the Eliot Neighborhood Association for Better Housing by Design and its goal of creating more housing options for households of all ages, incomes and size.

BHD's plan of encouraging diverse housing typologies in our multi-dwelling zones is a great idea and is well aligned with the City's goals; better quality high-density residential development in these zones will provide much needed housing, support local businesses, allowing more people to access the city's services, and can support higher transit ridership. We are strongly supportive of measures that allow higher density while ensuring design compatibility with the foundational architecture of Portland's classic neighborhoods.

We are also supportive of the proposals to encourage more affordable housing. Specifically, relaxing parking requirements. Parking requirements add to the cost of development. Requiring space to store cars will also enable more car travel, which is in conflict with the City's climate goals, Vision Zero goals, and mode split goals. We ask that any amendments that are suggested to BHD at this point be in the direction of higher density, more FAR incentives for affordable housing, or further relaxation of parking minimums/impositions of parking maximums. These incentives should also be applied to the provision of larger units, so that working class families are not excluded from the city.

Finally, we ask that you consider expediting the anti-displacement measures that are moving forward with Better Housing by Design and the Residential Infill Project. We are glad to see anti-displacement measures, but the multi-year time scale seems inadequate to address a crisis that has existed for years already.

Thank you for your consideration.

Sincerely,

Brad Baker
Land Use Chair, Eliot Neighborhood Association

Aaron Couch

#52225 | October 21, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Letter attached

Testimony is presented without formatting.



FIRST IMMANUEL LUTHERAN CHURCH

1816 N.W. Irving Street • Portland, Oregon 97209 • Office: (503) 226-3659 • Fax: (503) 226-9973

14 October 2019

Portland City Council
Better Housing by Design Testimony
1900 SW 4th Avenue, Room 130
Portland, Oregon 97204

To whom it may concern:

We are writing to address the proposed zoning code change that would reduce the maximum floor area ratio in properties in the north part of the Alphabet District from 4:1 to 2:1 and lower the maximum building height. On behalf of the Church Council of First Immanuel Lutheran Church (1816 NW Irving Street), we want to express our opposition to this change. We believe the proposed changes are a terrible idea.

First Immanuel has been located in the Alphabet District of Northwest Portland since 1906. Over the years, the congregation has worked with many partners to serve neighbors in need. We currently host a neighborhood food pantry with LIFT Urban Portland, and host a day shelter for women and children with Rose Haven. We care about those who live with the challenges of poverty and homelessness.

Several years ago, First Immanuel began to explore whether we might be able to develop our property in a way that would create more usable space for non-profit ministry partners, together with space for affordable housing. We have begun conversations with neighbors and neighborhood non-profits about how a development on First Immanuel's property can serve a wide variety of needs, and how it can contribute to improving our neighborhood. If the city adopts the proposed changes to the Zoning Code, it will make it more difficult, if not impossible, to develop our property in such a way as to include affordable housing. We will face additional challenges based on the lower height and FAR allowances, and our reduced property value.

The City Council has declared a housing emergency. As part of addressing that emergency, the Better Housing by Design plan purportedly aims to update the code to "better meet the needs of a growing Portland" through code changes around higher-density housing that encourage development of "more housing options for households of all ages, income and sizes" in ways that are "healthier, more livable and better connected to streets and neighborhood amenities." And indeed, most of the zoning changes proposed in the Better Housing by Design plan do appear to encourage additional multi-family housing at a variety of income levels. However, the proposed down-zoning of the north part of the Alphabet Blocks does just the opposite.

Portland City Council, 10/14/2019

page 1 of 2

The Alphabet District is a walkable, close-in neighborhood with easy access to transportation, amenities and employment. It should be embraced as an ideal area for additional housing to meet the needs of a growing Portland. Instead, these zoning changes make it harder to develop affordable housing in this neighborhood, even with the potential built-in bonuses for certain types of affordable housing. We understand that this relatively late and localized change to the proposed zoning for this area was prompted by concerns about the scale of development in comparison to the neighborhood's historic buildings. The neighborhood is made up of a rich variety of housing stocks of widely varying sizes and styles, and the neighborhood's historic feel is already well protected by its Historic District designation and the lengthy historic and design review process that applies to any new development. Down-zoning this highly desirable area of town in the face of a housing crisis doesn't make sense.

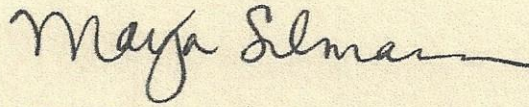
We would also like to comment on a proposed change pushed by the Historic Landmark Commission, among others, regarding a penalty for demolition of a historic contributing structure in a Historic District such as the Alphabet District. One of the possibilities for a potential affordable housing project on our property would be to include the adjacent property owned by Blanchet House. However, that site contains a house labeled a historic contributing structure to the Historic District. Whether or not that structure could be removed at some future date is a decision already subject to extensive city review and ultimately requiring city council approval on strict criteria. Should the city council ultimately agree that the best use on balance is to allow the demolition of that house, a project to build affordable housing including that site should not be threatened by not allowing the affordable housing bonus of additional FAR.

On behalf of First Immanuel Lutheran Church, we urge the council not to change the zoning code in ways that create barriers or impose additional costs on the development of the family housing that Portland so desperately needs.

Sincerely,



Pastor Aaron J. Couch



Marja Selmann

On behalf of First Immanuel Lutheran Church
as directed by the First Immanuel Lutheran Church Council

Brandon Narramore

#52206 | October 20, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Commissioners, I am testifying in support of Better Housing by Design, Recommended Draft. I applaud the work of BPS staff and I believe that the majority of their proposals will work to make Portland a more vibrant, livable and equitable city. I particularly believe the recommendation to regulate by Floor Area Ratio (FAR) rather than unit count is a fantastic one and will result in an increase in units where they are most needed. Although I largely support the proposals of Better Housing by Design there are a couple of points I do disagree with. 1. Requiring parking minimums is a policy that holds no value in our city's efforts to become greener and more livable. We should not be forcing developers to have supply parking if there is no demand. Please remove all parking minimums. Our city should be built for people, not cars. 2. I disagree with the minimum front set back number of 10 feet for R2 and R3 zones. 10 feet is excessive and makes it more difficult to build housing for families. Additionally, a shorter set back would not affect the quality of sidewalks. Our focus should be on making the building of family housing easier rather than more difficult. With that said, I want to again reiterate my appreciation to the BPS staff for undertaking this endeavor and I urge the council to support their proposals. Thank you for your time< Brandon Narramore 2003 NE 10th Ave Portland, OR

Testimony is presented without formatting.

DJ Heffernan

#52223 | October 18, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Commissioners - Attached is a letter of support for the subject city initiative. Please take in into consideration when you deliberate adopting the proposed code amendments at hearings in November.

Testimony is presented without formatting.



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

October 16, 2019

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

Subject: Better Housing By Design (BHD) Plan and Code Amendments

Dear Mayor and Commissioners:

The Sullivan's Gulch Neighborhood Association (SGNA) Board would like to express our support for the subject plan and code amendments. We have appreciated the hard work and professionalism exhibited by staff during this planning process and staff's willingness to listen to our suggestions, some of which were incorporated into the final proposal. We want to share a few concerns that relate more to the interactive effect of land use regulations with other policy initiatives.

Parking, Affordable Housing, and Transportation Options

We generally support the proposed BHD regulations for parking, which in the short run are likely to result in significant on-street parking demand shortages. Some have suggested the City eliminate parking requirements altogether to incentivize construction of affordable housing. We believe the proposed regulations should to be given time to work before offering up additional cost savings to developers without reciprocal performance requirements to actually build affordable housing.

We see the softened parking requirements in multi-dwelling zones being an important step toward meeting climate action goals. Our concern is that without concurrently providing transportation system enhancements that enable households to live car-free, the regulation will only frustrate existing and future residents. SGNA has adopted a goal to have the lowest car ownership rate of any neighborhood in the City. We cannot reach that goal without better transit, safer pedestrian and cycling routes, and more diverse transportation options, especially for seniors. Living car-free will become the norm when it becomes silly to own a car given the convenience and economy of not owning a car. That needs to be the policy focus rather than regulating cars off the road in a punitive manner or under the guise of making housing more affordable.

TDM Requirement

SGNA supports efforts to reduce auto trips but feels that the City should provide greater incentives for all residents to live car-free. Requiring multi-family developments with 10 or more units to develop a TDM program carries considerable cost. The financial burden that the TDM program imposes on MFR development may harm affordable housing efforts. We would rather see the City approach this issue systemically at the neighborhood level through TDM programs that establish designated taxi and car share pick up/drop-off locations, improve pedestrian-scale lighting and sidewalk enhancements, offer transit pass discounts, expand bike-share programs, and other strategies that reduce the need for cars. We recommend the TDM threshold in 33.266.410(B) be increased to 20 units and that the city explore neighborhood based TDM programs financed at the neighborhood level. SGNA is willing to participate in the design of a pilot program to test this approach.

Urban Design Compatibility

SGNA remains concerned that the form-based design standards in the RM1 and RM2 zones do not provide sufficient guidance to ensure that new development is compatible with development patterns in our neighborhood. Portland is a diverse city with diverse urban design character but that character has well defined neighborhood characteristics. We ask that the code include a reference to neighborhood design guidelines, which should be developed through a city-managed process. We also would like to see a Comprehensive Plan policy that supports neighborhood design guidelines for RM1 and RM2 zones.

Neighborhood design guidelines should not be proscriptive as to building styles, materials, color, etc. We do not want to see design guidelines used to exclude needed housing types. Guidelines should allow for diversity and experimentation with an eye toward design elements that are compatible with prevailing neighborhood characteristics. For example, our inner-northeast neighborhood could use the design guidelines that the City adopted as part of the Albina Community Plan. Those guidelines would be suitable in most inner NE and SE Portland neighborhoods but may not be as relevant in other parts of the City that were built up decades later, such as in southwest and the outer east side.

We ask that the following language be included in section 33.120.010.B.


... and contribute to the intended characteristics of each zone Development should consult approved neighborhood design guidelines to aid the design of housing that is compatible with the existing urban design patterns. At the same time, the standards and guidelines allow for flexibility for new development...

Metrics

As a follow-up measure, SGNA asks Council to instruct BPS to develop a set of metrics for monitoring the BHD amendments and assessing how well they perform in the delivery of affordable housing and more efficient use of land resources. Goals should be set for expanding housing choice and affordability in all neighborhoods. The metrics need to be

expressed in quantitative measurable terms so that over time the City is able to monitor the initiative's effectiveness.

Sincerely,

A handwritten signature in black ink that reads "Dave Brook". The signature is written in a cursive, slightly slanted style.

David Brook, Chair
Sullivan's Gulch Neighborhood Association

cc. Bill Cunningham, City of Portland
DJ Heffernan, SGNA-LUTC

Rex Burkholder

#52166 | October 18, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I urge the City to drop parking requirements from ALL residential building zones. Housing people is more important than housing cars and requiring parking considerably raises the cost of housing unnecessarily. In particular, parking requirements should be removed from RM2 zoning. Why allow higher densities if adding such requirements makes it impossible to build at those densities?

Testimony is presented without formatting.

Henry Kraemer

#52165 | October 17, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Mayor Wheeler and Council Members 1221 SW 4th Ave. Portland, OR 97204 Re: Better Housing by Design October 16, 2019 Mayor Wheeler and Commissioners: I am writing on behalf of Portland: Neighbors Welcome, in general support of the direction that Better Housing by Design is taking, as one part of the Housing Opportunity Initiative. Over the course of the last four years, Better Housing by Design has also improved in many critically important ways: - Minimum parking requirements on smaller sites have been reduced or eliminated, ensuring that more projects will be able to provide more homes without cost-burdening projects and reducing space available for housing. - Bonuses for regulated affordable housing have been expanded to fifty percent above the baseline allowances, and a bonus for deeply affordable housing now doubles most sites' development capacity. This helps to ensure that as many projects as possible are subject to Inclusionary Housing, and provides both nonprofit housing providers and those partnering with them a meaningful competitive advantage in places that are increasingly expensive to build. - There are also bonuses for physically accessible housing, especially critical in areas proximate to frequent transit. - A transfer of development rights will help preserve existing affordable housing without losing capacity for homes overall. - A new RM1 zone has been designed with development standards specifically to be compatible with adjacent residential neighborhoods, without losing much-needed housing capacity. We highly recommend the following changes to the proposal, to better help the project meet its own stated goals of providing diverse and affordable housing options to as many Portlanders as possible, and creating quality urban environments, promoting quality outdoor spaces and creating pedestrian friendly street environments: We support the proposal to limit large surface parking lots and asphalt paving (#9) eliminate minimum parking requirements on most small sites of 10,000 sf. We would further support eliminating all parking requirements with this plan. We disagree strongly with the proposal's recommendation (#13) to increase mandatory front setbacks on RM2 from 3' to 10', and from 0' to 10' in RM3. Closer setbacks are perfectly suited to a vibrant urban environment, and, citywide, hundreds if not thousands of homes might be lost over a 20+ year period if all buildings must give up this space. A more meaningful and useful way to provide open spaces would be to let site design be more flexible, to respond to local context, such as saving a rear yard tree. It is often also more expensive to build up another story, rather than build wider. This standard should be changed across all zones for all development types, but at a bare minimum, this standard should be changed for affordable housing projects, or projects utilizing deep affordability bonuses: The change from unit count to FAR as a measure of development will

enable construction of more units on the Multi-dwelling lots currently mapped. It will help increase our housing supply, with regulated affordable units as well as market rate units. The greater density will help drive mode shift from single occupancy autos to transit, biking or walking in these areas and will also enable more shops and services to be viable in these areas. To improve the lives of current and future residents of all income levels, we urge you to adopt this plan, with the changes we have described. Thank you. Henry Kraemer Steering Committee Member Portland: Neighbors Welcome

Testimony is presented without formatting.

Portland: Neighbors Welcome

Mayor Wheeler and Council Members
1221 SW 4th Ave.
Portland, OR 97204

Re: Better Housing by Design
October 16, 2019

Mayor Wheeler and Commissioners:

I am writing on behalf of Portland: Neighbors Welcome, in general support of the direction that Better Housing by Design is taking, as one part of the Housing Opportunity Initiative.

Over the course of the last four years, Better Housing by Design has also improved in many critically important ways:

- Minimum parking requirements on smaller sites have been reduced or eliminated, ensuring that more projects will be able to provide more homes without cost-burdening projects and reducing space available for housing.
- Bonuses for regulated affordable housing have been expanded to fifty percent above the baseline allowances, and a bonus for deeply affordable housing now doubles most sites' development capacity. This helps to ensure that as many projects as possible are subject to Inclusionary Housing, and provides both nonprofit housing providers and those partnering with them a meaningful competitive advantage in places that are increasingly expensive to build.
- There are also bonuses for physically accessible housing, especially critical in areas proximate to frequent transit.
- A transfer of development rights will help preserve existing affordable housing without losing capacity for homes overall.
- A new RM1 zone has been designed with development standards specifically to be compatible with adjacent residential neighborhoods, without losing much-needed housing capacity.

We highly recommend the following changes to the proposal, to better help the project meet its own stated goals of providing diverse and affordable housing options to as many Portlanders as possible, and creating quality urban environments, promoting quality outdoor spaces and creating pedestrian friendly street environments:

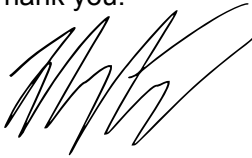
- We support the proposal to limit large surface parking lots and asphalt paving (#9) eliminate minimum parking requirements on most small sites of 10,000 sf. We would further support eliminating all parking requirements with this plan.
- We disagree strongly with the proposal's recommendation (#13) to increase mandatory front setbacks on RM2 from 3' to 10', and from 0' to 10' in RM3. Closer setbacks are perfectly suited to a vibrant urban environment, and, citywide, hundreds if not thousands of homes might be lost over a 20+ year period if all buildings must give up this space. A more

meaningful and useful way to provide open spaces would be to let site design be more flexible, to respond to local context, such as saving a rear yard tree. It is often also more expensive to build up another story, rather than build wider. This standard should be changed across all zones for all development types, but at a bare minimum, this standard should be changed for affordable housing projects, or projects utilizing deep affordability bonuses:

The change from unit count to FAR as a measure of development will enable construction of more units on the Multi-dwelling lots currently mapped. It will help increase our housing supply, with regulated affordable units as well as market rate units. The greater density will help drive mode shift from single occupancy autos to transit, biking or walking in these areas and will also enable more shops and services to be viable in these areas.

To improve the lives of current and future residents of all income levels, we urge you to adopt this plan, with the changes we have described.

Thank you.

A handwritten signature in black ink, appearing to read 'HK' or similar initials, with a stylized, flowing script.

Henry Kraemer
Steering Committee Member
Portland: Neighbors Welcome

Doug Klotz

#52164 | October 17, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please accept my personal comments on Better Housing by Design, in attached PDF.

Testimony is presented without formatting.

Doug Klotz
1908 SE 35th Pl.
Portland, OR 97214

Oct. 17, 2019

Comments on Better Housing by Design

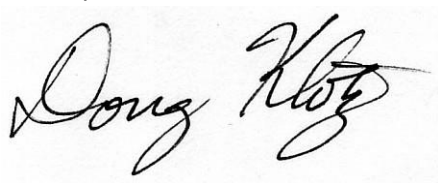
Mayor Wheeler and Commissioners:

I support the Better Housing by Design Recommend Draft that is before you, with changes. These are my own recommendations:

1. I support the change to regulate by Floor Area Ratio (FAR), not unit count. This allows builders flexibility to supply the different unit types we need in our city. The FAR Bonuses will incentivize providing Affordable Housing, especially the Deep Affordability Bonus.
 2. I urge you to eliminate all parking requirements in the Multifamily zones. While the draft reduces the minimums, there are still places, 2 blocks from good transit, where it would require parking. Save the dollar costs and opportunity costs of the parking by eliminating the requirements.
 3. I urge a removal of the new mandatory 10' front setbacks in RM2 and RM3. These requirements will push entire buildings back from the street, not just the first floor. The result will be smaller rear yards, affecting existing large trees and limiting new rear trees, and in some cases, causing a reduction in space for the building, and a loss of units. While a reduction to 5' is allowed with 2' high first floors, this forces long ramps for those with disabilities, which can isolate the building from the street.
- So, I urge you to remove any minimum front setbacks in RM2 and RM3, to let architects address the privacy issues in various ways, including recessed first floors with upper floors aligning with the sidewalk edge.
4. I support the carefully crafted compromise that staff arranged for the Alphabet District and Goose Hollow, to align allowed heights with existing buildings. It is much improved from the current zoning arrangement.

I understand that staff has developed a strategy to develop Anti-Displacement actions, that is supported by partners in the community, and I hope that the work plan can be adopted along with Better Housing by Design, and soon, the Residential Infill Project.

Thank you.

A handwritten signature in black ink, reading "Doug Klotz". The signature is stylized with a large, looped "D" and a cursive "Klotz".

Doug Klotz

Daniel Newberry

#52159 | October 7, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

As requested by City Council members at yesterday's hearing on Better Housing By Design, attached is the testimony I gave on behalf of the City's Urban Forestry Commission. Best, Daniel Newberry Policy Committee Chair, Urban Forestry Commission

Testimony is presented without formatting.

October 2, 2019

Testimony to the Portland City Council at the hearing on Better Housing By Design

Thank you, members of the Portland City Council. My name is Daniel Newberry, Policy Committee Chair of the City's Urban Forestry Commission. I live in East Portland, which will likely be the area most affected by this plan.

First, we would like to thank the Bureau of Planning and Sustainability, and planner Bill Cunningham in particular, for including many of our requests for changes into the current draft.

As affordable housing is a major goal of this plan, it is important that low income residents enjoy the health and heat island reduction benefits trees provide at home as do the Portland's wealthier residents, many of whom live in tree-rich neighborhoods.

Yes, we can have both affordable housing and large trees.

Please do not approve additional exemptions from tree planting and preservation requirements for affordable housing reasons. Title 11 exempts affordable housing projects from the tree preservation and planting standards that most other development projects must meet. These exemptions further exacerbate the inequities associated with tree deficient neighborhoods. This is an issue of equity.

Limiting impervious area in development situations is important for preserving future space for large form trees and for protecting existing trees. We like the provision of limiting asphalted parking area to 15% of the site. We urge the City Council to enact impervious surface limitations that would apply to future development in all zones and plans.

We are concerned about the proposed flexible landscaping provisions, with the requirement that at least 50 percent of the landscaping be "in ground". We fear that these provisions will further encourage the payment of fees in lieu of tree preservation and planting, as allowed by Title 11. However, we could support this proposal with an additional requirement that Title 11 Tree Density Standards are met by planting trees rather than a fee in lieu of tree planting.

We support the proposal to allow Transfers of Development Rights to protect trees. This mechanism has the potential to save existing large trees, so the UFC supports TDRs as long as they do not otherwise limit space for large form trees.

Thank you for this opportunity to comment on BHBD and for adding elements to the plan to promote greenspace.

Sincerely,



Daniel Newberry, Policy Committee Chair
Urban Forestry Commission

Terry Parker

#52160 | October 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Subject: Housing by Design follow up testimony to my testimony of October 2, 2019 related to requiring adequate parking. Dear City Council Members, Remember the fuel shortage in the 1980's? That was a manipulation by the big oil companies. How about Enron and how they manipulated the power grid to increase electricity rates? Now we have PBOT and the City of Portland artificially creating congestion with road diets along with instigating a parking shortage by not requiring adequate off-street parking with new development. Converting on-street parking to bike lanes expands the shortage. The ploy is the same with all these instances: artificially create a shortage to increase the price the public pays! Part of PBOT's proposed agenda is to charge residents for on-street parking permits on the same streets drivers already pay for curb to curb with motorist paid taxes and fees. At the same time, bicyclists and transit passengers use those same streets and the specialized infrastructure on those streets free from any road use charges. This is dictatorially inspired social engineering and a double standard. In that approximately 89 percent of households in the Portland-Metro area have one or more cars, requiring a parking permit at any ongoing dollar amount increases the costs of housing for the majority of Portland households. Likewise, with transit fares that only cover approximately 25% of the operational costs and do not include paying for the damage the buses do to the roads (one bus does as much damage as 1200 cars), adding more heavily subsidized transit by way of additional taxes and/or a bond measure significantly increases both the costs of housing and the costs of living in Portland. Residential streets were never intended to be car storage lots. The city has a 24 hour rule that a vehicle can not be parked in the same place on the street for more than 24 hours. Cars stored on narrow residential streets to the degree that two vehicles can't pass each other give rise to a safety issue for everything from emergency vehicles to Lift services to garbage trucks to bicyclists. Additionally, some of the negative impacts to residential neighborhoods by not providing adequate off-street parking with new development includes but are not limited to: the streets full of parked cars 24/7, residents circling to find a parking place, residents having to park blocks away from their home, no place for visitors to park, no place to set out trash and recycle containers on pick up days, limited charging availability for electric cars, vehicles parked on the street are more susceptible to break ins and vandalism, etc.. The absence of adequate off-street parking is one of the primary reasons existing residents and homeowners oppose new development in their neighborhoods. Finally, Portland must not become another Chicago. It is unjustifiable and inequitable to allow the camels nose under the tent which could then possibly end up as a full blown Chicago style parking fee and permit policy. Planning for additional housing and

density needs to avert the same parking mess and chaos the city has created around lower SE Division and in parts of Northwest Portland near NW 23rd. Adequate off-street parking needs to be required with ALL new residential development, be it is close to transit or not. Respectfully submitted, Terry Parker Northeast Portland

Testimony is presented without formatting.

Grace Coffey

#52156 | October 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I support Portland for Everyone's recommendations for the Better Housing by Design policies, especially those of increasing FAR and density, height limitations, and less setbacks. We need more housing in Portland, and limitations on location, size and form, density also limit housing stock and affordable housing. Let's make it less difficult and less expensive to build more housing for everyone!

Testimony is presented without formatting.

Steve Bozzone

#52158 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear City Council-- I am writing in full support of the Better Housing by Design project. I especially support the aspect of removing parking minimums. The removal of parking minimums is aligned with our city's housing affordability and carbon reduction goals. I support the proposed BHD project as a whole and find the changes to zoning and allowed density to be laudable. I encourage you to support BHD and vote in the affirmative to make BHD city policy. Sincerely,
Steve Bozzone NE Portland

Testimony is presented without formatting.

Brad Baker

#52155 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm writing to let you know my overall support of BHD. I think the more we can do to encourage density in our city, the better our city will become. We'll be able to support higher frequency transit, our neighborhoods will become more walkable, and we'll have more neighbors to meet. I'm asking that you please remove all parking requirements from zones that BHD impacts. Requiring off-street parking will result in higher housing costs and more cars, both of which go against making our city better. Thanks again for all your work and thanks for listening. Brad Baker

Testimony is presented without formatting.

Tracy Prince

#52154 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm the president of Goose Hollow Foothills League (neighborhood association) where King's Hill Historic District is located. Goose Hollow is one of the densest neighborhoods in all of Oregon. Goose Hollow residents are 80% renters and half of those are low income. 21% of our neighbors are on food stamps. 15% of Goose Hollow rentals are subsidized housing. The median household income for the King's Hill Historic District is more than 9% lower than in the rest of Portland. When we ask to lower the zoning to RM3 on a very small section of King's Hill and to restrict upzoning on historic districts within 1000' feet of a MAX station, we are asking to protect some of our most affordable apartments and office spaces. King's Hill Historic District is predominantly mid-rise apartments that contain our most affordable housing in Goose Hollow. We've studied rental rates to see how rents compare in different parts of Goose Hollow. We've found that King's Hill's oldest mid-rise (3-8 story) apartment buildings have rents that are ½ the cost per square foot than in other parts of the neighborhood (especially when compared to newer apartments). All of our low-income board members live on King's Hill. We know of many families who are raising children in one-bedroom apartments in this area, because of the cheaper rents and good access to public transportation. Goose Hollow supports sub-dividing King's Hill's big historic homes and putting 2 historically appropriate ADU's in the back yard. So, we support, and already have, incredibly high density. We just don't want the big old houses and apartment buildings demolished. The proposed RM4 zone within the King's Hill District and the proposed 100' allowance within 1000' of a MAX station incentivizes the demolition of approximately 8 King's Hill buildings. If these buildings were demolished it would cause the delisting of the entire district from the National Register. When King's Hill Historic District was created in 1991, the zoning was never changed to match the district. So, we are asking to right size the zoning. We want to set achievable expectations for developers. It is very confusing for developers when the RM4 zone indicates that they can build to 100', but the fact that the building is in an historic district means that they won't be able to achieve that. We'd like to set clear expectations so that everyone understands, up front, what is achievable. This will save developers time and money. With a zone that isn't "right-sized," developers come to the Goose Hollow Planning Committee and we have to explain that it isn't achievable in an historic district. Developers go to the Historic Landmarks Commission and they have to explain that it isn't achievable in an historic district. Then City Council must explain the same thing. We are asking to right size a very small 3 block section of King's Hill to RM3, so that achievable expectations are set for everyone involved. Goose Hollow is booming with development. We have 1,600 units of

recently built or soon to be built apartments, within and near the King's Hill Historic District. These new developments more than off-set the very small reduction in zoning that we are asking for. Thanks you for listening, Dr. Tracy Prince, President, Goose Hollow Foothills League

Testimony is presented without formatting.

Daniel Salomon

#52153 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

My name is Daniel Salomon, and I am a disabled Section 8 renter in Goose Hollow. I'm very lucky to live in a neighborhood where the neighborhood association fights so hard to protect its low-income renters. People seem to have the wrong idea about the King's Hill Historic District which is in the Goose Hollow neighborhood. In fact, King's Hill is not a high-income area. The median household income for King's Hill is more than 9% lower than in the rest of Portland. The Alphet Historic District also has a lower median household income than the rest of the city. So, it's incorrect to assume that historic districts are about high income people. In King's Hill, the Alphet District, and Oldtown/Chinatown, historic districts are about preserving the naturally occurring affordable housing where most of our low-income people live in 3 of the densest neighborhoods in all of Oregon. Many people also seem to have the wrong idea about Goose Hollow. In fact, Goose Hollow residents are 80% renters and half of those are low income. 21% of our neighbors are on food stamps. 15% of Goose Hollow rentals are subsidized housing. Our neighborhood association has worked diligently to make sure that our board members represent our diverse demographics. More than half of our neighborhood association board members are low-income. All of our low-income board members live in King's Hill, in the naturally occurring affordable housing of mid-rise apartment buildings and big old houses that have been converted into apartments. We join the Architectural Heritage Center and the Northwest District Association in asking you to right size the zoning to RM3 for King's Hill and to lower heights within 1,000 feet of the Goose Hollow MAX station, which touches part of King's Hill and would cause demolitions. When we ask for these things, we are asking you to protect the most affordable housing in our neighborhood.

Testimony is presented without formatting.

Scott O'Neill

#52152 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

Scotia Western States Housing, LLC
5716 Highway 290 W., Suite 211
Austin, TX 78735

AUDITOR 10/03/19 AM 10:11

Portland City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Dear Council Members:

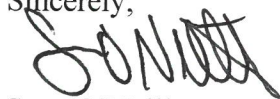
Our Company focuses on infill, residential development within the City of Portland. We have numerous developments under construction as well as in the planning phases. We would like to advocate for the Better Housing by Design proposal and the changes it will bring.

In order for a project to maximize its financial potential, with the goal being to maximize revenues generated from that project (as long as the marginal cost to maximize the “next dollar” of revenues is not excessive relative to the previous dollars generated), one must efficiently maximize the developable square footage of a project. Under the current zoning regulations, which is based on allowance of the number of units per property area, this can only be via larger units since there is a unit count maximum, or cap. As such, under the current regulations, many developments are incentivized to provide larger units which translates to higher prices and rental cost (e.g. rents in excess of \$2,000 and sales prices in excess of \$500,000 are not uncommon).

Better Housing by Design will allow developers to take the same piece of land and rather than maximize square footage of improvements by constructing larger units with higher rents per unit, it will allow developers to provide of building of similar size and square footage and divide that square footage into a greater number of units. The decision of the size and design of the units being developed would then be made more purely on the market demand than before. The results of the change being that more units would come to market, though smaller in size, also at a lower per unit cost and more affordable housing would be created than the current regulations incentivize. In addition to providing more affordable, market rate housing, Better Housing by Design will also likely provide a higher number of Inclusionary Housing units (currently, larger townhome-style developments can avoid Inclusionary Housing due to being less than 20 units per building) while also providing more revenue to the City of Portland (via a larger number of System Development Charges which are calculated on a per unit basis) for public improvements.

Thank you for your time and consideration.

Sincerely,



Sean O'Neill

Tamara DeRidder

#52150 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Karla, Please forward the attached document to the Mayor and City Commissioners as testimony on Better Housing By Design as testimony taken today Oct. 2, 2019. I am in hope that I can still make it in time to present the material at the hearing. Thank you for your consideration.
Tamara DeRidder, AICP

Testimony is presented without formatting.

Better Housing by Design

Testimony by Tamara DeRidder, AICP

**Enhanced Air quality Filtering and other Pollution Mitigation needed
for Multi-family units in the Multi-dwelling zones.**

Fails to consider Chapter 4 – Design Development of 2035 Comp. Plan, including:

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Policy 4.35 Noise impacts. Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.

Chapter 4 of Comp. Plan continued

- Policy 4.36** **Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37** **Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.

Chapter 4 of Comp. Plan continued

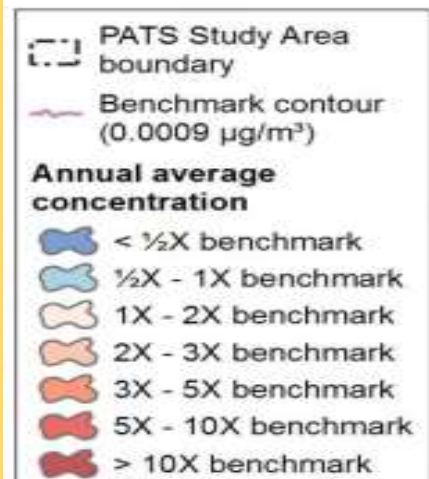
Policy 4.83 **Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.



PATS 2017 MODELING RESULTS

15 PAH

ALL SOURCES



Comparison of Current and Proposed Development Standards

Standard	R3	R2	RM1	R1	RM2	RH	RM3	RM4	RX
Maximum Building Coverage	45%	50%	50%	60%	60% 70% ⁴	85%	85%	85%	100%
Minimum Landscaped Area	35%	30%	30%	20%	20%	15%	15%	15%	none

⁴70% building coverage applies to properties that abut Civic or Neighborhood corridors.

Recommend Remand back to the Planning and Sustainability Commission

- Why?

Failure to:

- To include & consider Key Health Policies from Chapter 4 of Comp. Plan
- Failure to consider DEQ's PATS 2017 (Air Quality) Pollutant Modeling Summary
- Maintain or increase Minimum landscaping to mitigate Health Impacts
- Maintain or decrease Maximum Coverage to mitigate Health Impacts
- To Limit and Mitigate Public Health Impacts
- To consider all of the above as a requirement of Housing Equity for diverse populations in Portland.



October 2, 2019

City of Portland
Attn: Mayor Wheeler and City Commissioners
1221 SW Fourth Ave, Room 110
Portland, OR 97204

Subject: Enhanced Air Quality Filtering and Other Pollution Mitigation needed for Multi-family Units developed in Multi-dwelling zones – Better Housing by Design Testimony

Honorable Mayor and City Commissioners,

Thank you for the opportunity to testify on Better Housing by Design. I am thankful to Planner Bill Cunningham who has done an outstanding job conducting this process with the neighborhoods other public meeting events. I believe that the new multi-dwelling zoning classifications allow more flexibility in the size and design of these units as they will be based on Floor Area Ratio rather than a prescribed number of units.

But I am concerned that the proposal fails to address the air quality and other health related impacts for these units as required in the 2035 Comprehensive Plan. Chapter 4- Design Development states the following policies:

- Policy 4.33 Off-site impacts.** Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.
- Policy 4.35 Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.
- Policy 4.36 Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37 Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.
- Policy 4.83 Urban heat islands.** Encourage development, building, landscaping, and infrastructure design that reduce urban heat island effects.

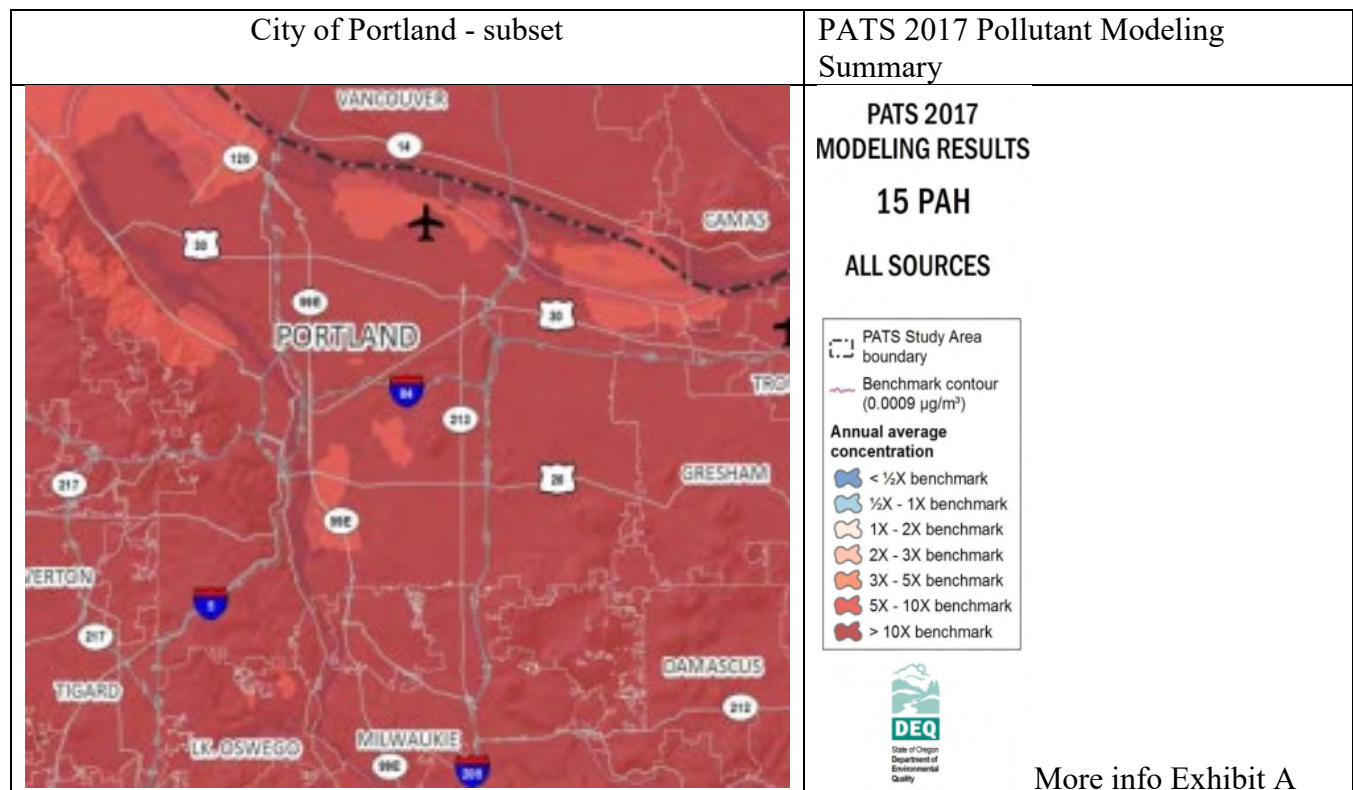
The vast majority of renters in Portland’s multi-family developments tend to be poorer, of greater ethnic diversity, and those with weak or fragile immune systems, such as the elderly and children. Policy 4.33 states “Limit and mitigate public health impacts”. This is a directive to staff to take the needed precautions that make sure the proposed design meets or exceeds healthy levels for humans.

Oregon Public Broadcasting updated a 2012 article on July 10, 2018 titled “Mapping Everyday Air Toxics” that takes a look whether DEQ’s proposed air quality improvements by 2017 had occurred. It states: “Working with the Air Toxics Solutions Advisory Committee, the agency put out a report last month illustrating which toxics are expected to exceed a set of agreed-upon health benchmarks. The DEQ report concluded that 15 air pollutants will exceed healthy levels – throughout the metropolitan area, in most cases – by 2017. (Air toxics can raise the risk of cancer and other [diseases](#) at higher concentrations, though they’re not regulated like other air pollutants under the Clean Air Act) It found higher levels of air toxics near low-income and minority communities.

It concluded the eight riskiest pollutants are 1,3-Butadiene, benzene, diesel particulate, 15 polycyclic aromatic hydrocarbons (PAHs), naphthalene, cadmium, acrolein and formaldehyde.

And the culprits? Mostly cars, trucks, and wood stoves.

“So much of the pollution is from everyday activities,” said Marcia Danab, communications and outreach coordinator for the Oregon Department of Environmental Quality. “When you look at the maps, you see areas that have higher concentrations are along the major roadways: It’s cars and trucks, diesel trucks, construction equipment powered by diesel or gas, and it’s wood smoke.””



Further the article states: “The advisory committee recommended five areas where these toxic pollutants can be reduced: residential wood stoves, light-duty and heavy-duty vehicles, construction and non-road equipment and industrial metals facilities.”¹

The one area that this committee failed to consider is in the City of Portland Municipal and State-wide Building Codes. Through conditions of approval on new construction property owners can be required to install enhanced air-quality air systems/filters in their multi-family structures. Building Code or Fire Codes can then require regular inspections to assure that this air quality mitigation is implemented into the future.

At the end of August last year, Portland was identified as having the second worst air quality in the major cities worldwide.² You may recall that at that time the Eagle Creek fire in the Columbia River Gorge was causing smoke-filled skies throughout the Portland Metro area. With Climate Change wildfire smoke events will only increase. This only intensifies the need to call to action for enhanced air quality filters to be in place in people’s homes as well as public facilities throughout the city.

In addition, on July 3, 2019, EPA issued documentation titled, “Air Quality and Climate Change Research”³. It states, “Air quality can impact climate change and, conversely, climate change can impact air quality. For example black carbon emissions will continue to warm the earth”. “Atmospheric warming associated with climate change has the potential to increase ground-level ozone in many regions, which may present challenges for compliance with the ozone standards in the future. The impact of climate change on other air pollutants, such as particulate matter, is less certain, but research is underway to address these uncertainties.”

How does this information impact the current Better Housing By Design Recommended Draft dated Aug. 2019?

Finding 1: “Section 1: Introduction” of this Draft identifies the project’s objective to revise City regulations to better implement the Comprehensive Plan policies that call for:

- ☐ “Housing opportunities in and around centers and corridors.
- ☐ Housing diversity, including affordable and accessible housing.
- ☐ Design that supports residents’ health and active living.”

But fails to include relevant Comprehensive Plan policies from Chapter 4- Design Development, including, but not limited to:

¹ OPB Ecotrope “Mapping Portland’s Everyday Air Toxics”, May 25 2012 Updated July 10, 2018, by Cassandra Profita. See: <https://www.opb.org/news/blog/ecotrope/mapping-portlands-everyday-air-toxics/>

² KGW8 news, “Portland’s Air Quality Ranks 2nd worst in Major Cities Worldwide”, published Aug. 21, 2018. See: <https://www.kgw.com/article/weather/air-quality/portlands-air-quality-ranks-second-worst-in-major-cities-worldwide/283-586223379>

³ EPA, “Air Quality and Climate Change Research”, July 3, 2019. See: <https://www.epa.gov/air-research/air-quality-and-climate-change-research>

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Further, this chapter states Key Comprehensive Plan Objectives stated on page 3 fails to include measures to limit and mitigate public health impacts for the inhabitants of these developments. The only Objective relating to health states:

□ Outdoor spaces and green elements to support human and environmental health.

Therefore, the Better Housing By Design Recommended Draft dated Aug. 2019 Section 1 fails to include Policies 4.33, 4.35, 4.36, 4.37, 4.83 of the 2035 Comprehensive Plan and and considering them in the Key Comprehensive Plan Objectives resulting in a failure to satisfy the 2035 Comprehensive Plan.

Finding 2. “Section 2: Direction from the Comprehensive Plan” is to provide direction regarding development in the multi-dwelling zones. Guiding Principles identifies:

“2. Human Health

Avoid or minimize negative health impacts and improve opportunities for Portlanders to lead healthy, active lives.

This project furthers this principle by increasing opportunities for the housing people need to live secure and healthy lives. The proposals also contribute to human health by ensuring new housing includes residential outdoor spaces that support healthy living and social interaction, through limiting large paved areas that contribute to urban heat island impacts, by facilitating active mobility by allowing more people to live close to services, and by supporting the development of a wide range of housing that can meet the diverse needs, abilities, and economic conditions of Portlanders.”

This Guiding Principle fails to include the Comprehensive Plan policy 4.33 language that states “Limit ***and mitigate public health impacts***, ...”, as identified in Finding 1.

Therefore, Section 2 Direction from the Comprehensive Plan Guiding Principles Subsection 2. Human Health fails to include Plan policy 4.33 that includes actionable language “limit and mitigate public health impacts” and fails to satisfy Chapter 4 of the 2025 Comprehensive Plan.

Finding 3. “Section 2: Direction from the Comprehensive Plan” identifies Guiding Principles:

“4. Equity

Promote equity and environmental justice by reducing disparities, minimizing burdens, extending community benefits, increasing the amount of affordable housing, affirmatively furthering fair housing, proactively fighting displacement, and improving socio-economic opportunities for under-served and under-represented populations. Intentionally engage under-served and under-represented populations in decisions that affect them. Specifically recognize, address, and prevent repetition of the injustices suffered by communities of color throughout Portland’s history.

This project advances this principle by providing incentives for the creation of new affordable housing

and for preserving existing affordable housing. The proposals also contribute to equity through development bonuses for “visitable” housing that is physically-accessible to people with a range of abilities, through provisions that address the need for street connections and outdoor spaces in East Portland, by increasing opportunities for home-based businesses and services along East Portland’s corridors, and through focused engagement with low-income renters and other historically under-represented populations to help shape the project’s proposals”

This language fails to consider the Oregon Department of Environmental Quality’s PATS 2017 Pollutant Modeling Summary⁴ on Portland’s air quality where it states it promotes equity and environmental justice. It fails to include policy direction provided by Chapter 4-Design Development in the 2035 Comprehensive Plan including:

Policy 4.33 Off-site impacts. Limit and mitigate public health impacts, such as odor, noise, glare, light pollution, air pollutants, and vibration that public facilities, land uses, or development may have on adjacent residential or institutional uses, and on significant fish and wildlife habitat areas. Pay particular attention to limiting and mitigating impacts to under-served and under-represented communities.

Therefore, Section 2: Direction from the Comprehensive Plan, Guiding Principles, Subsection 4. Equity fails to satisfy the 2035 Comprehensive Plan.

Finding 4. Page 55 of the Recommended Draft provides a comparison of Current and Proposed Development Standards. The environmental mitigation has been **reduced** in the Draft for the current R3 zone and R1 zone where it abuts Civic Corridors. This is in conflict with the Guiding Principals for Human Health and fails to consider the Comprehensive Plan policies:

⁴ DEQ PATS 2017 Pollutant Modeling Summary, Portland Air Toxics Solutions Advisory Committee, January 25, 2011. See: <https://www.oregon.gov/deq/FilterDocs/15pollutantsAboveSummary.pdf>

- Policy 4.35** **Noise impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative noise impacts to building users and residents, particularly in areas near freeways, regional truckways, major city traffic streets, and other sources of noise.
- Policy 4.36** **Air quality impacts.** Encourage building and landscape design and land use patterns that limit and/or mitigate negative air quality impacts to building users and residents, particularly in areas near freeways, regional truckways, high traffic streets, and other sources of air pollution.
- Policy 4.37** **Diesel emissions.** Encourage best practices to reduce diesel emissions and related impacts when considering land use and public facilities that will increase truck or train traffic. Advocate for state legislation to accelerate replacement of older diesel engines.

Comparison of Current and Proposed Development Standards

This table provides a comparison of development standards that apply in the current zones (shaded) and those proposed for the new zones. This table is a summary and does not include all development standards and details (see Volume 2 for details on existing and proposed development standards). The table includes only one column for the RX zone and does not include the RMP zone, as these zones are retaining their current names and are not proposed for significant changes.

Standard	R3	R2	RM1	R1	RM2	RH	RM3	RM4	RX
Maximum Density/FAR	1 unit per 3,000 sq. ft. of site area	1 unit per 2,000 sq. ft. of site area	FAR of 1 to 1	1 unit per 1,000 sq. ft. of site area	FAR of 1.5 to 1	FAR of 2 to 1 or 4 to 1	FAR of 2 to 1	FAR of 4 to 1 (3 to 1 in historic districts)	FAR of 4 to 1
Minimum Density	1 unit per 3,750 sq. ft. of site area	1 unit per 2,500 sq. ft. of site area	1 unit per 2,500 sq. ft. of site area	1 unit per 1,450 sq. ft. of site area	1 unit per 1,450 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 1,000 sq. ft. of site area	1 unit per 500 sq. ft. of site area
Maximum Height	35 ft.	40 ft.	35 ft.	45 ft.	45 ft.	65 ft. or 75/100 ft.	65 ft.	75/100 ft. ⁶	100 ft.
Step-Down Height (25' from SFR zone)	--	--	35 ft.	--	35 ft.	--	35 ft.	35 ft.	35 ft.
Minimum Front Setback	10 ft.	10 ft.	10 ft.	3 ft.	5/10 ft. ¹	0 ft.	5/10 ft. ¹	0/5 ft. ¹	0 ft.
Minimum Side/Rear Setback ³	5-14 ft.	5-14 ft.	5 ft.	5-14 ft.	5 ft.	5-14 ft.	5/10 ft. ²	5/10 ft. ²	0 ft.
Maximum Building Coverage	45%	50%	50%	60%	60% 70% ⁴	85%	85%	85%	100%
Minimum Landscaped Area	35%	30%	30%	20%	20%	15%	15%	15%	none
Required outdoor area per unit	48 sq. ft.	48 sq. ft.	48 sq. ft.	48 sq. ft.	48 sq. ft.	none	36/48 sq. ft. ⁵	36/48 sq. ft. ⁵	none

¹The larger setback is the general standard. The smaller setback applies when ground floors are raised 2 feet above sidewalk level (to limit privacy impacts). Exemptions to required front setbacks apply for ground floor commercial uses, courtyard arrangements, and allow setbacks to match those of buildings on adjacent properties.

²Side and rear setbacks are 5 feet for buildings up to 55-feet high, and 10 feet for buildings taller than this.

³In the Eastern Pattern area, required rear setbacks are equal to 25 percent of the depth of the site.

⁴70% building coverage applies to properties that abut Civic or Neighborhood corridors.

Therefore, the proposed Minimum Landscaped Area of 30% for the current R3 zone and the Maximum Building Coverage of 70% in the current R1 zone does not satisfy Policies 4.33, 4.35, 4.36, 4.37, 4.83 of 2035 Comprehensive Plan and its own Guiding Principles.

In conclusion, as an AICP Land Use Planner I call on our Code of Ethics that requires me in overall responsibility to the public to speak up for those that are disadvantaged under article 1.f:

“f) We shall seek social justice by working to expand choice and opportunity for all persons, recognizing a special responsibility to plan for the needs of the disadvantaged and to promote racial and economic integration. We shall urge the alteration of policies, institutions, and decisions that oppose such needs.”

I find that the failure of the planning and appointed officials to consider relevant published DEQ the air quality reports and include vital policies of the Comprehensive Plan cannot go unchallenged.

Please join me in my recommendation to remand this Draft back to the Planning Commission in order for them to consider all the requirements of the 2035 Comprehensive Plan including Chapter 4-Design Development as it fails to address equity and health for all residents of Portland. In this consideration please include enhanced air quality systems and filtration for all Multi-Dwelling zoned developments.

Respectfully,



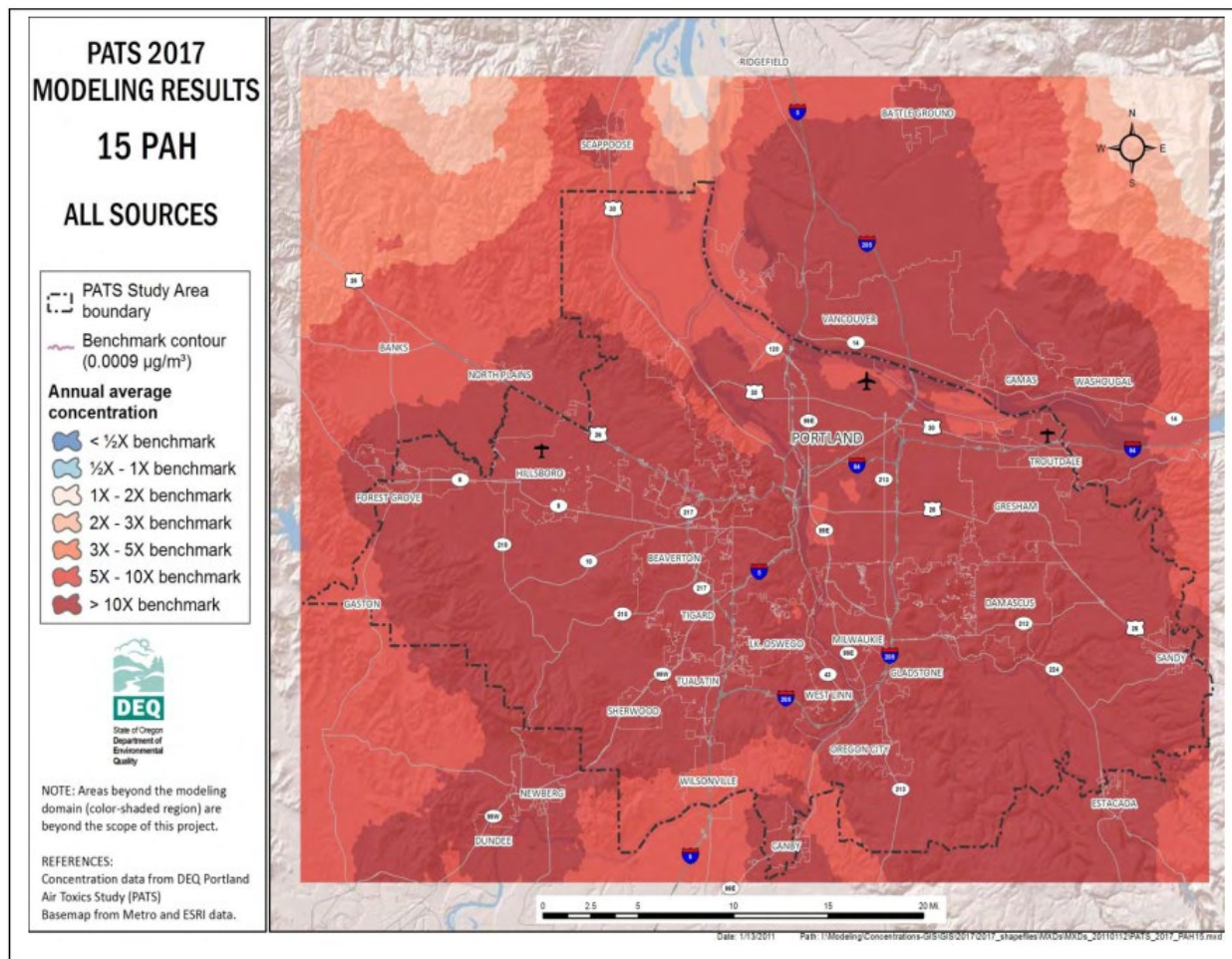
Tamara DeRidder, AICP
Principal, TDR & Associates
Land Use/ Public Engagement/Design
1707 NE 52nd Ave.
Portland, OR 97213
503-706-5804

Attachment: Exhibit A. PATS 2017 Pollutant Modeling Summary 1/25/11 Draft Page 15

Exhibit A

PATs 2017 Pollutant Modeling Summary

1/25/11 Draft Page 15



Ovid Boyd

#52149 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear city council, Please completely eliminate parking requirements in the new Better Housing by Design. The priority for our city should be affordable housing for people. We should not be making construction (and therefore rents) more expensive to encourage single occupancy driving. In fact, our city has a goal to reduce such driving. So, don't subsidize it by making housing more expensive?
Cheers, Ovid Boyd

Testimony is presented without formatting.

Tom Karwaki

#52148 | October 3, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The UPNA Land Use Committee supports most of the BPS recommended report. In order to review other comments, the University Park Neighborhood Association Land Use Committee requests that the record remain open until Friday October 4, 5 pm for additional comments that the public might have. We have had residents tell us that they had trouble with the Map App. Tom Karwaki UPNA Land Use Committee Chair

Testimony is presented without formatting.

Brooke Best

#52224 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Letter attached

Testimony is presented without formatting.

My name is Brooke Best and I'm also a member of the Architectural Heritage Center's Advocacy Committee. I'm here today as a resident of Ladd's Addition (by way of a 20+ year layover in Seattle). I'd like to present comments on the Better Housing proposal as it relates to historic districts.

First off, I support the City's need to address increasing affordability and housing needs – and developing appropriate land-use policies towards that end. My main concern is the **unnuanced** treatment of historic districts in the current draft.

This policy, along with RIP, has been turned into a polarizing issue. Seattleites have gone through a similar scenario with their Mandatory Affordable Housing (MHA) legislation, creating a divisive split between pro-density and preservation advocates – YIMBYs vs NIMBYs.

What can we learn from our neighbors to the north? I believe Portland can do better.

My comments are directed to the joint position handout – signed on by the AHC, along with Goose Hollow Foothills League, Irvington Community Association, Northwest District Association, and Portland Coalition of Historic Resources – that outlines specific recommendations for three of Portland's historic districts (Alphabet, King's Hill, and Irvington).

Ladd's Addition is not included; however, it's my understanding that the Hosford-Abernethy Neighborhood Association (HAND) will be weighing in with written comments.

Of the handout's 6 bullets, there are two that pertain to Ladd's:

1. **The first is in support of the provision in the draft re: additional FAR transfer allowance for seismic upgrades to historic buildings.** This includes any landmark or contributing building in a historic district; seismic retrofits on these buildings could "transfer" additional floor area (beyond any underutilized amount) to help costs.
2. **The second is a request to modify the draft to include a *disallowance of development incentives if a historic building is demolished*.** We can look to Seattle for an example with their Demolition Disincentive (codified in SMC 23.49) which states: "*Development on a site that results in the destruction of a designated landmark is not allowed to acquire additional development rights through a floor area bonus.*"

It is critical to address the loss of existing, naturally-occurring affordable housing! This disincentive is one tool. For context from Seattle, statistics showed that from 2016-2018 demolitions alone led to a *net loss of over 400 low-income units* (renters earning less than 50% median income). ***See Herbold article for additional stats***

We can strike a better balance in *how we grow* within these multi-dwelling zones. Thank you.

Tracy Prince

#52188 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Daniel Saloman

#52187 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

John Gibbon

#52186 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Bruce Nelson

#52185 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

BETTER HOUSING BY DESIGN DRAFT TESTIMONY

Bruce Nelson, 4922 NE Going Street, Portland, Oregon 97218

October 2, 2019

Our Mission: Is to ensure that large-form long-lived trees in every part of the city reach their full maturity, enabling them to provide the greatest benefits to Portlanders. We do this by inspiring action to protect trees.

What We Believe

All Portlanders have the right to enjoy the significant health, social, and environmental benefits that come from living near trees that, if properly cared for, grow large and live long. These trees are under serious threat from development pressures. To steward such trees, we believe in collaborating with residents across the city and partnering with a variety of public, nonprofit and corporate entities.

My name is Bruce Nelson. I live at 4922 NE Going Street in Portland. I am testifying today on behalf of Trees for Life, a local tree advocacy group. We support:

- a. Transfer of FAR (Floor to Area ratio) for preserving trees at least 12" dbh;
- b. 33.120.240 requiring outdoor areas for RH development, previously not required so that is a plus as children may actually have a safe outdoor area to play;
- c. 25% set-back area for East Portland standards that may allow some large Douglas fir tree groves to be preserved;

IN WRITTEN TESTIMONY EARLIER

Floor Area Ratio Standard- confusing language subject to litigation

33.120.210.B 4 b. 2 need to have same words "dead, dying or dangerous" first sentence. Second sentence use "dead, diseased or dangerous" and should change "diseased" to "dying". The word "diseased" does not mean the same as "dying". A tree with powdery mildew on the foliage has a disease but it is not dying! (Volume 2, p. 61)

33.120.213 b. 2 Again inappropriate use of the word "diseased" (Volume 2, p. 73)

Our Concern

Many of the main streets in the East Portland Standard (like Sandy, Halsey, Glisan, Stark, and others) will see more high density housing. Yet there is insufficient guidance in this document regarding provision of adequate space for trees to grow in a healthy manner.

These main streets occur in neighborhoods that have a tree canopy average of 23%, well below the city goal of 30%. For reference sake canopy cover in Eastmoreland is 42% and in Laurelhurst 38%. Nothing in **Better Housing by Design** offers a means to improve the canopy cover in this large East Portland area.

The result will be

- a. more housing units,
- b. more people,
- c. more cars, and
- d. fewer trees to mitigate the increased air pollution and increased heat island effects in these underserved East Portland neighborhoods.

CONCLUSION.

Better Housing by Design inadequately addresses two guiding principles of the 2035 Comprehensive Plan - Environmental Health and Equity, particularly in regards to East Portland.

We must develop a coordinated and comprehensive long term plan to improve the canopy cover in east Portland to reverse these shortcomings in our planning.

Thank you

<u>*Neighborhood</u>	<u>*Canopy cover cited by Urban Forestry</u>
Argay	12.8%
Centennial	22.5%
Cully	19.2%
Glenfair	25.7%
Hazelwood	20.2%
Lents	22.2%
Mill Park	21.4%
Parkrose	16.7%
Parkrose Heights	21.9%
Pleasant Valley	53.9%
Powellhurst-Gilbert	25.4%
Russell	20.2%
Sumner	18.5%
Wilkes	23.3%

Average canopy cover = 23.1%

Average canopy cover if exclude Pleasant Valley& Argay = 21.4%

**GOAL FOR CITY IS 30%, EXISTING CANOPY COVER IN
LAURELHURST = 38.2%, IN EASTMORELAND = 41.9%**

*Tree Canopy and Potential in Portland, Oregon; February 2018 Portland
Parks and Recreation

Ron Chandler

#52184 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

- **Geographically easier to manage school districts.** Sprawling school districts are costlier to manage because of the difficulties in managing transportation and infrastructure across wide areas. Compact developments are more efficient and cost-effective.
- **Lower cost to maintain infrastructure for governments.** Public roads, services, and utilities are much more expensive to maintain when homes and business are spread apart. Greater distances require more material to build and more crews to maintain than more compact footprints. Similarly, public services like effective police and fire departments are less costly when service areas are smaller.
- **Sprawl doesn't pay the bills.** Low density developments often do not provide a large enough tax base to cover the costs of public services. Mixed use developments with retail and apartments tend to pay a higher commercial tax rate and provide more services privately than communities made up of single family homes.
- **Higher density development helps attract new employers.** Employers want to be where their workforce is, rather than try to attract workers to come to them. Communities that are convenient to work and lifestyle are thus more attractive for both employers and their workforce.
- **Higher-density development can increase property values.** Although location and school district are the two most obvious determining factors of value, the lifestyle benefits of high density communities can drive up their market value when done well. When there is a strong sense of community, or lots of amenities within a neighborhood, density and diversity can add a value of their own. Indeed, some experts believe that having multifamily housing nearby may increase the pool of potential future homebuyers, creating more possible buyers for existing owners when they decide to sell their houses.
- **Believe it or not, higher-density development generates less traffic than low-density development per unit.** While residents of low-density single-family communities often have two or more cars per household, residents of high-density apartments and condominiums tend to have only one car per household. When public transportation is readily available, people in walkable communities will often opt to use it.
- **Gets rid of urban blight.** Infill development repurposes unused or abandoned lots and buildings into vibrant, tax-paying and revenue-generating parts of the community.

Lyrin Murphy

#52183 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

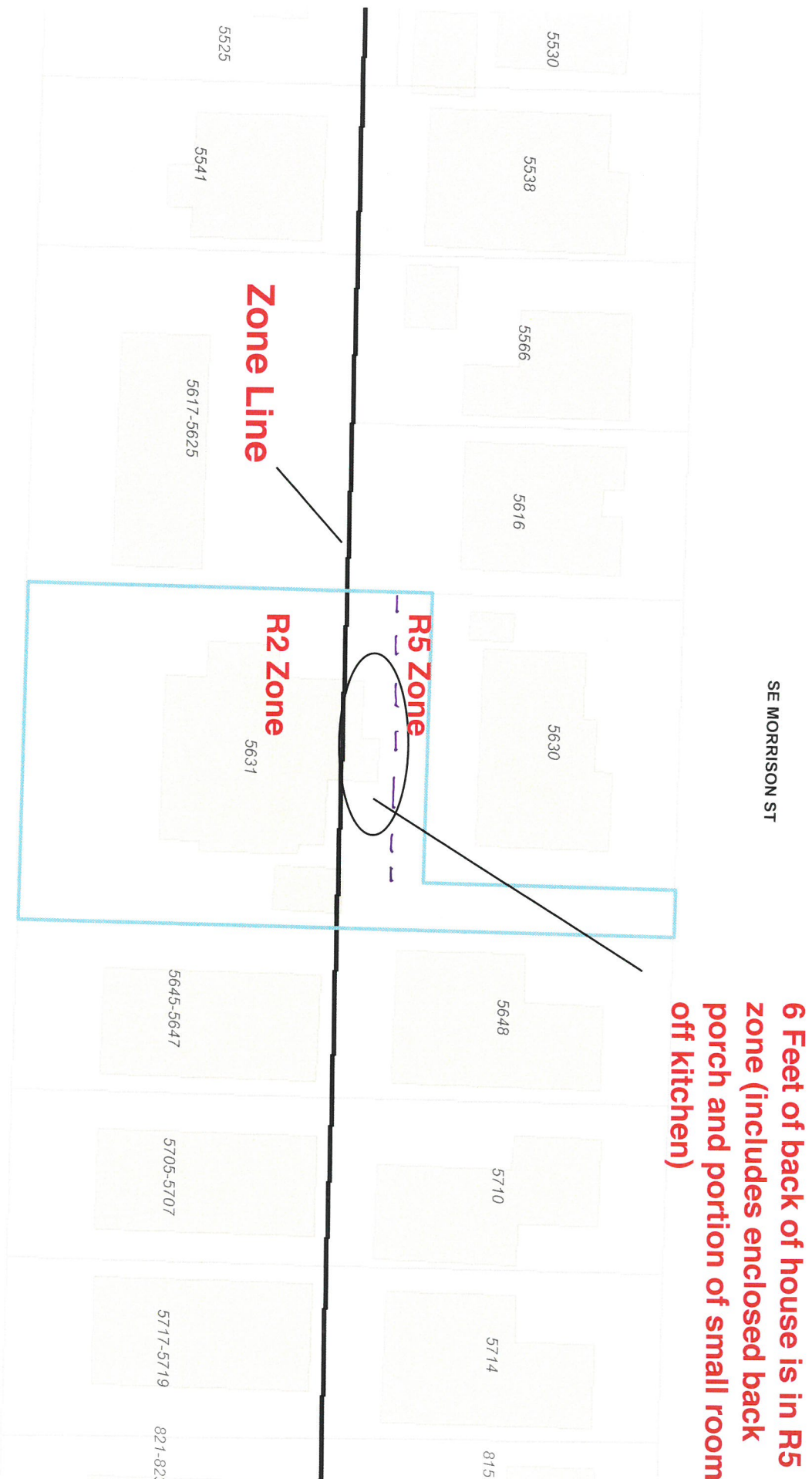
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Submitted by
Lyrin Murphy
10-2-2019



5631 SE Belmont St
Portland, Or 97215

5529 5537 5603 5625 5625 5633 5645 5709 721

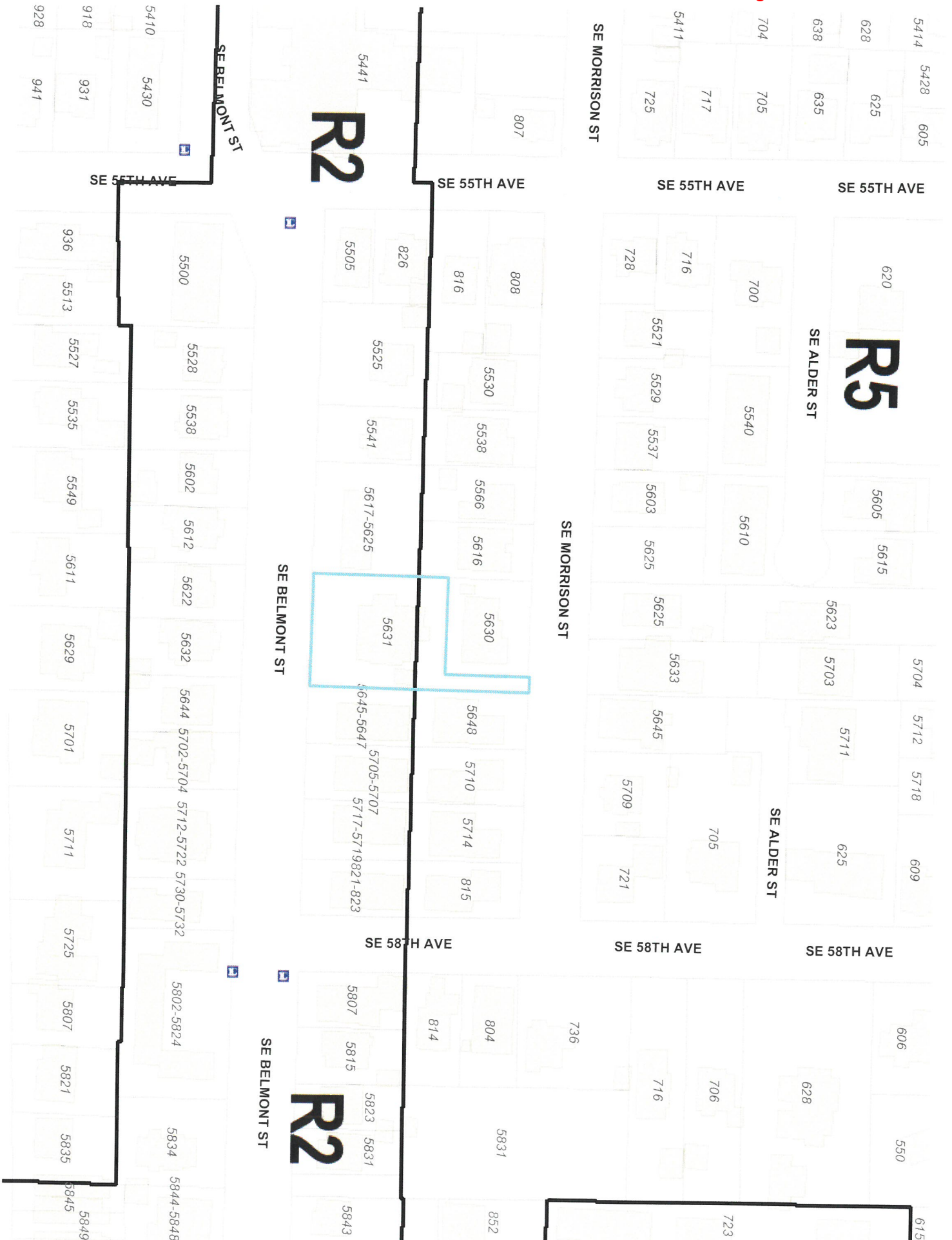


Site Address:
5631 SE Belmont St
Portland, OR 97215

SE BELMONT ST

Contact: Lyrin Murphy
email: bearcat214@gmail.com
Cell: 503-333-0412

5528 5538 5602 5612 5622 5632 5644 5702-5704 5712-5722



Tony Jordon

#52182 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Michael Anderson

#52181 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

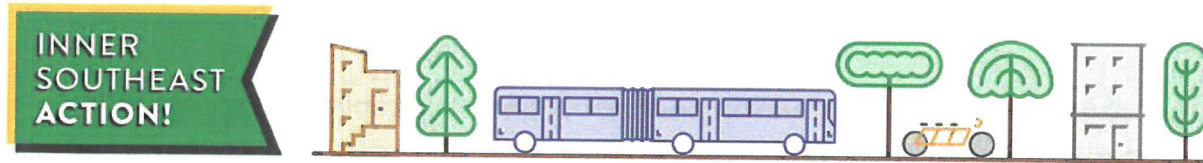
Doug Klotz

#52180 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.



September 10, 2019
 Inner Southeast Action!
InnerSouthEastAction.org

Mayor Wheeler and Commissioners:

Inner Southeast Action is a community group embracing change to promote livability, inclusivity, sustainability and climate protection. We strongly support housing affordability and availability.

The Better Housing by Design Recommended Draft promotes many of Portland's goals. It will increase the number of units that can be built in places near jobs, transit and shopping, that will result in less driving and less GHG emissions. It will promote more livable multifamily development, especially on the larger lots of East Portland, and will help reduce urban heat islands and preserve tree cover.

We support all of the 20 points in the "Recommended Draft Summary" brochure, with a few suggested friendly modifications:

- 1) The key change is in #1, to regulate by Floor Area Ratio (FAR) rather than unit count, so builders can choose to do different size units without penalty, and will we hope result in an increase in units on these transit-served sites. We support this, as well as the base/bonus scenario (#2), which will incentivize Affordable Housing inclusion. We also welcome the Deep Affordability bonus in CM2.
- 2) We support Visitability for some units (#3), and the FAR transfers to preserve affordable housing and big trees (#4). We support density transfers from these sites, even into Historic Districts, with limitations, as the plan proposes. We support the provision of small commercial on corridors in these RM zones (#5), as well as required outdoor areas, shared

common areas, and counting eco roofs and raised planted courtyards toward landscape requirements. (#6,7,8).

- 3) We support limits on surface parking and limits on the use of asphalt (#9), as well as reducing parking requirements (#10): none on sites less than 10,000 s.f. or less than 500' from frequent transit. We suggest that parking requirements be eliminated on buildings further away as well, letting builders provide it if they choose.
- 4) We support better facades by limiting garage frontage and orienting entry doors to the street (#11, 12).
- 5) Instead of adding front setbacks, we would eliminate all required front setbacks in the RM2 and RM3 zones. We note that the proposed 10' setback can be reduced in some cases (#13).
- 6) We also support the simplification of side setbacks to 5' everywhere (#14). We support the "Intensely urban" options in #17, to allow continuous buildings on major corridors (as well as the related changes to the CM zones on these same corridors), to increase flexibility in site layout of new buildings. We support increased height in RM4 close to transit.
- 7) We support #18, 19, and 20, to address specific site and street grid issues in East Portland, and are supportive of the PBOT Connected Centers project that is also addressing those issues.

We note the Displacement Risk work staff has done, and believe many elements of the proposal, such as the encouragement of Inclusionary Housing with substantial FAR bonuses will help provide mitigation for this risk.

We do have concerns that the intensity of these zones, as currently applied along inner corridors like Belmont, Hawthorne, and Division, is too low to take full advantage of those "high-opportunity" locations. We hear that BPS plans to look at zone mapping in the future. We envision that the RM1 along corridors could be rezoned to RM2; and the RM2, especially when occurring adjacent to commercial

areas, could be rezoned to RM3, to allow more residents to enjoy amenity-rich areas including good transit and biking access.

We urge you to adopt this Recommended Draft as soon as possible, and we hope the mapping project can be undertaken soon after.

Thank you,

A handwritten signature in black ink, reading "Doug Klotz". The signature is fluid and cursive, with the first name "Doug" and last name "Klotz" clearly distinguishable.

Doug Klotz, Land Use & Transportation Chair
Inner Southeast Action!

Lawrence Kojaku

#52179 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Fred Leeson

#52178 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

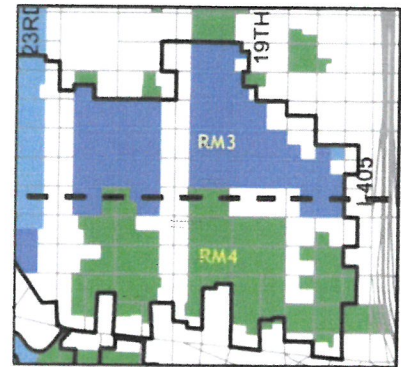
Architectural HERITAGE CENTER

TESTIMONY ON BETTER HOUSING BY DESIGN

Support 3 Recommended Draft Provisions

- **Revised zoning map of the *Alphabet* Historic District**

The rearrangement of larger- and smaller-scale zones is more closely aligned with the pattern of scale of historic buildings. This “right”-zoning is consistent with 2035 Comprehensive Plan Policy 4.48 “Continuity with established patterns.”



- **Special definition of the RM4 zone in historic districts**

Within historic districts the largest scale zone allows a base FAR of 3:1 (instead of 4:1 outside historic districts), which will allow new development similar to the scale of the largest historic apartment buildings. This “right”-zoning is consistent with 2035 Comprehensive Plan Policy 4.49 “...Refine base zoning in historic districts to take into account the character of the historic resources in the district.”



- **Additional FAR transfer allowance for seismic upgrades to historic buildings**

A Central City provision is extended to all multi-dwelling zones allowing sites with designated historic buildings to transfer an additional amount of FAR in conjunction with verified seismic upgrades. This additional transfer allowance will help defray the high cost of seismic retrofits, and encourage preservation rather than demolition of historic buildings.



TESTIMONY ON BETTER HOUSING BY DESIGN

Request 3 Changes to the Recommended Draft

- **Further change the revised zoning map of the *King's Hill* Historic District**

Apply to the King's Hill Historic District the same pattern of scale of historic buildings rationale as was applied to the Alphabet Historic District, which should change the equivalent of 3 blocks from the larger-scale RM4 to the RM3 zone. "Right"-zoning these few blocks containing mostly historic houses is consistent with 2035 Comprehensive Plan Policy 4.48 "Continuity with established patterns." *See attached map.*



- **Exclude historic districts from the 100-foot height allowance within 1,000 feet of a MAX station**

Historic districts should be excluded from the 10-story height allowance within 1,000 feet of a MAX station. This exclusion was in the original proposal draft and would be consistent with the Recommended Draft's exclusion of historic districts from 100-foot heights near streets with frequent bus service. While this allowance by right requires no affordable housing units beyond the citywide minimum, the default RM4 zone requires increasing proportions of affordable units to gain additional size and height.



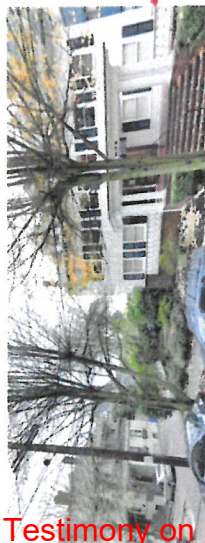
- **Add a *disallowance* of development incentives if a historic building is demolished**

Since historic districts are mostly built out, the Recommended Draft's increased development incentives will inevitably increase pressure to demolish historic buildings. A provision should be added that denies bonuses and transfers for additional building size and height to sites where a designated historic building is demolished, which would be consistent with 2035 Comprehensive Plan Policy 4.50 "Protect historic resources from demolition."

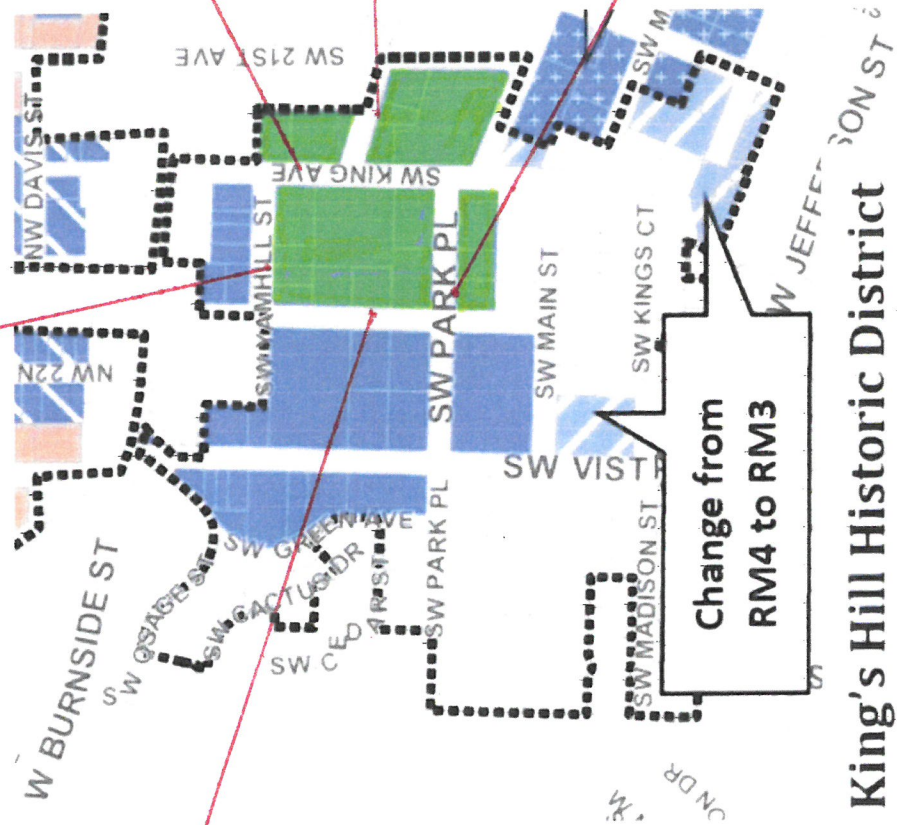


ATTACHMENT

FURTHER CHANGE REVISED
ZONING MAP OF KING'S HILL
HISTORIC DISTRICT



ATTACHMENT



King's Hill Historic District

Terry Parker

#52177 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

From the desk of Terry Parker

Subject: Testimony to the Portland City Council related to Better Housing by Design, October 2, 2019

Close to 89 percent of households in the Portland-Metro area have one or more cars. 72 percent of households living in apartment complexes with no off-street parking have one or more cars. Between 2010 and 2035, Portland's growth rate is projected include 260,000 more people which equates to 123,000 more households.

Included with the majority of these new households is approximately 100,000 more cars. Car trips are expected to increase by 49 percent regardless of how much mass transit is added. **Adequate off-street parking needs to be required with ALL new residential development, be it is close to transit or not.**

For people with electric cars, adequate means onsite overnight charging access with no need to run long extension cords across sidewalks or down the block. While 59 percent of low income people drive to their place of employment; for people who use alternative modes to commute, adequate off-street parking means a safe place to store their cars possibly for days at a time. Moreover, adequate parking requires no less than three spaces for every four units with one space per unit preferred.

Per both TriMet and Metro surveys, congestion, road maintenance and the need to increase motor vehicle capacity and infrastructure were among the top transportation related priorities.

Instead of engaging in failed social engineering car hater policies that include a lack of parking and creating more congestion with road diets, the will of the survey respondents needs to be applied. No democratic city or government should be denying residents the freedom of mobility a car provides, either by dictatorial deterrent taxation or a lack of infrastructure.

A reality check is needed. Requiring off-street parking is both an equity and livability issue that needs to be one of the design components of better housing. The streets should not be utilized for 24/7 car storage which in turn generates negative impacts for residential neighborhoods. Such impacts include drivers circling to find a parking place. A PBOT employee recently told me the expectation is that people moving to Portland will not have cars. That is a sheer fantasy!

Respectfully submitted,

Terry Parker
Northeast Portland

Kem Marks

#52176 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Jenny Glass

#52175 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Dani Ledezma

#52174 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Vivek Shandas

#52173 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Alan DeLaTorre

#52172 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Doug Armstrong

#52171 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.



East Portland Action Plan

Testimony to City Council on Better Housing By Design
October 2, 2019

Good afternoon. I'm Doug Armstrong and I am testifying on behalf of the East Portland Action Plan.

As you know, the East Portland Action Plan represents a comprehensive, community-driven effort to promote livability, improve the built environment and stabilize low-income communities in East Portland.

Staff from the BPS have met with EPAP and its committees at every stage of development of Better Housing By Design to ensure that the proposal you're now considering supports your goals and ours for East Portland.

Better Housing By Design requires new affordable homes for low-income and incentives for very low-income families, incentivizes the preservation of existing affordable homes, and encourages the creation of more intentionally affordable for-sale housing than is typically available in our City.

The proposal measures new buildings by FAR, which is something EPAP supports because it encourages development of housing units appropriate to larger families, which is an area of significant unmet need in East Portland.

The proposal also supports East Portland families by retaining the current outdoor space requirements. We would like to see a requirement for common areas in all zones in new multi-unit developments. Under BHBD, new apartment projects will include rear setbacks. We would ask that 25% of the rear-setback not be allowed to be paved and that 50% of the rear-setback should not be allowed to be used as a vehicle area. The proposal would also support our struggling families by allowing daycares in all multi-dwelling zones.

The proposal incentivizes accessibility for residents and visitors, helping seniors and people with disabilities to live independently within the community they call home.

BHBD includes a number of new design standards that recognize the unique built environment in East Portland, another key piece of the mandate that underlies the East Portland Action Plan.

Every element I've just mentioned is specifically called out in the East Portland Action Plan, approved by this Council more than a decade ago. I've provided you with a matrix that shows the relevant sections of the EPAP Plan, and it's great to see that goals identified by our community a decade ago will be given life in the form of new code language.

Better Housing By Design is not a panacea, and we all know that zoning and design standards can't do everything we want for our community. They won't solve our affordability crisis. Still, these code changes move the needle substantially for East Portland, and we urge your support.

Better Housing By Design	East Portland Action Plan
BHBD requires new affordable homes for low-income and incentives housing for very low-income families.	Supports EPAP Goal HD.5.6, "Provide community amenities and improve design to encourage housing that is attractive to households with a range of incomes."
BHBD uses FAR transfers to incentivize the preservation of existing affordable homes	Supports EPAP Goal SN.1, "Assist in stabilizing low income residents/families," and EPAP Goal HD.2, "Improve the appearance, quality and safety of existing housing stock."
BHBD encourages the creation of more intentionally affordable for-sale housing and measures building size by FAR .	Supports EPAP Goal SN.2.1, "Increase sustainable homeownership for moderate income households" and EPAP Goal SN.2.2, "Increase opportunities for minority homeownership."
BHBD updates density standards to limit the size of new multi-family structures and recalibrates FAR bonuses.	Supports EPAP Goal HD.5.4, "Review relationship of zoning density and lot size to address East Portland infill context," and EPAP Goal HD.6.2, "Evaluate location and intensity of current residential zoning including density bonuses."
BHBD creates new driveway standards and setbacks in East Portland's multi-dwelling zones.	Supports EPAP Goal HD.5.2, "Amend zoning code to improve flag lot development and privacy issues."
BHBD requires that new apartment projects include current outdoor space and limits on the area that can be paved over for parking.	Supports EPAP Goal HD.5.1, "Explore mechanisms to provide on-site play areas and open space in multifamily housing developments."
BHBD would permit daycares in all multi-dwelling zone locations.	Supports EPAP Goal SN.1.6, "Support safe, convenient, and cost-effective childcare throughout East Portland."
BHBD incentivizes accessibility for residents and their visitors with disabilities.	Supports EPAP Goal SN.3, "Increase support for independent elderly and disabled people."
BHBD includes new design standards that recognize the unique built environment in East Portland.	Supports EPAP Goal HD.1.1, "Explore design tools and update Community Design standards tailored to East Portland development styles and neighborhoods."
BHBD gives a transferable FAR bonus for tree preservation.	Supports EPAP Goal HD.5.3, "Improve/institute a tree preservation and replacement code."
For sites more than 160' deep, BHBD requires a minimum street frontage of 90' for new development. (Specific to four East Portland areas: 122nd/Hazelwood, Rosewood/Glenfair, the Jade District and Division/Midway)	Supports EPAP Goal HD.5.5, "Develop better guidelines and regulations for transitions between relatively high and moderate intensity zones to mitigate decreased sunlight access and privacy impacts."

Mike Beamer

#52170 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Julie Livingston

#52169 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.



10/02/2019

Portland City Council
1221 SW 4th Ave
Portland OR 97204

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

Thank you for the opportunity to share thoughts on the Recommended Draft of Better Housing by Design.

The proposed revisions to the development standards of Portland's multi-dwelling zones will foster compact urban development and increase housing density in locations where increased density is appropriate, exactly as envisioned in Chapters 3, 4, and 5 of the 2035 Comprehensive Plan. The multi-dwelling zones are well connected to schools, parks, job centers, commercial centers, and multi-modal transit, and are great locations for households of all sizes, incomes, and phases of life.

Better Housing by Design is a game changer for affordable housing developers. To illustrate the significance of the impacts, I analyzed the "before and after" capacity of a five acre parcel Home Forward owns in Northeast Portland. The site is currently zoned R2 but will transition to RM1 when BHD is adopted. If the site were to be redeveloped:

- The base zone density calculation would change. The existing R2 allows a maximum of 115 housing units, the proposed RM1 raises that number to 220. And because the new calculation methodology is flexible, this number can be finessed by changing assumptions about unit sizes.
- A density bonus for Inclusionary Housing would be available, and Home Forward would certainly provide housing units for households at or below 80% of median family income. The existing R2 bonus allows a boost to 144 housing units (a 25% increase), the proposed RM1 bonus takes that number to approximately 330 units (a 50% increase).
- RM1 offers an additional bonus for "deep affordability" that isn't available in the R2. "Deeply affordable" units serve households at or below 60% of Median Family Income and are the bread and butter of Portland's affordable housing development community. Home Forward would be able to increase density by a further 50%, to approximately 440 units.

I've represented Home Forward on the Technical Advisory Committee for the past three years and am excited that BHD is about to go live. Bill Cunningham and other planners in the Bureau of Planning & Sustainability working on this project have done an excellent job of soliciting and responding to feedback from a great variety of stakeholders. Cultivating affordability and livability have been front and center in their work, and they've been thoughtful and thorough in their evaluation of the galaxy of standards that impact housing development. In addition to density, standards for parking, building height, setbacks, and outdoor and community spaces have been simplified and right-sized.

Better Housing by Design is a milestone in the development of the prosperous, healthy, equitable, and resilient Portland we all want—a city truly designed for people—and I thank you for supporting it.

Sincerely,

Julie Livingston, AIA

A new name for the Housing Authority of Portland

Kristin Minor

#52168 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

Testimony is presented without formatting.

Daniel Newberry

#52167 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

see video

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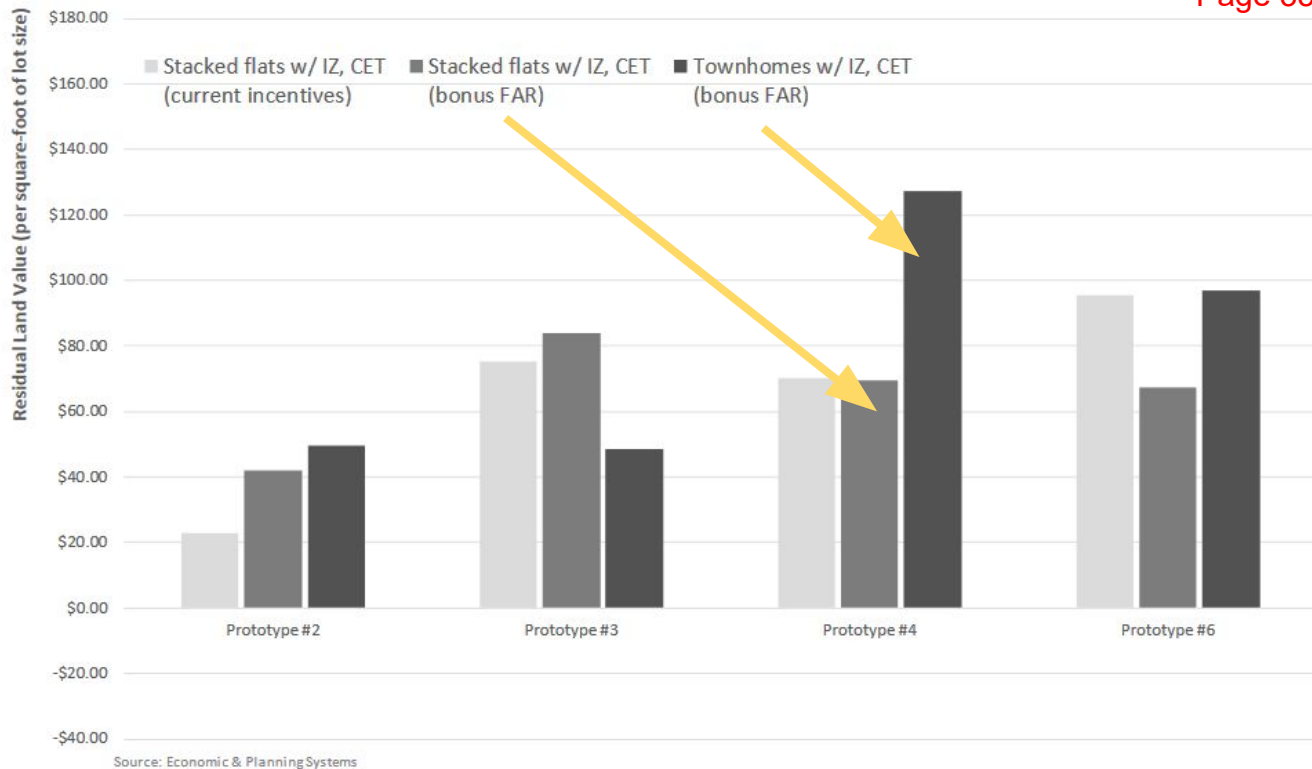
Michael Andersen

#52157 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Testimony from Michael Andersen. Attached slides were shared with City Council at the October 2, 2019 Council meeting.

Testimony is presented without formatting.



With parking: townhomes more likely

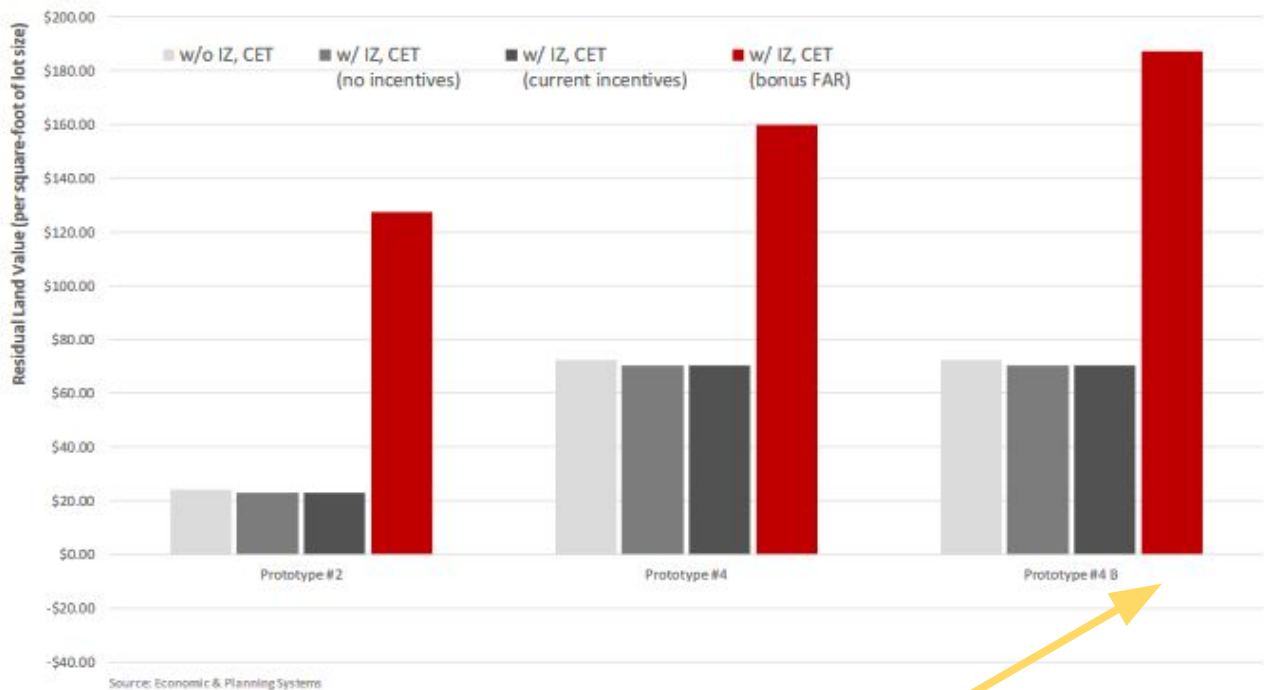
Better Housing by Design

(10 market-rate homes at \$730,000)

Testimony on Recommended Draft

Ordinance # 189805

Figure 1
Residual Land Value Summary by Scenario (as for-sale projects)



Without parking: mixed-income stacked flats more likely
 (market-rate homes: \$280,000; four homes at 60% MFI)

Better Housing by Design

Testimony on Recommended Draft

Ordinance # 189805

Alan Rudwick

#52151 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To Whom it may concern:

<https://www.sightline.org/2019/10/02/in-mid-density-zones-portland-has-a-choice-garages-or-low-prices/> I saw this article this morning and I want to make it clear that requiring parking anywhere in our fair city is a garbage rule that should be thrown out. If people want to spend money storing cars off-street that is fine, but we shouldn't require it ANYWHERE in the city Housing affordability is what i care about for my current and future neighbors. Cars make our city worse, people make it better. Don't scare them off with high prices
Allan Rudwick

Testimony is presented without formatting.

Soren Impey

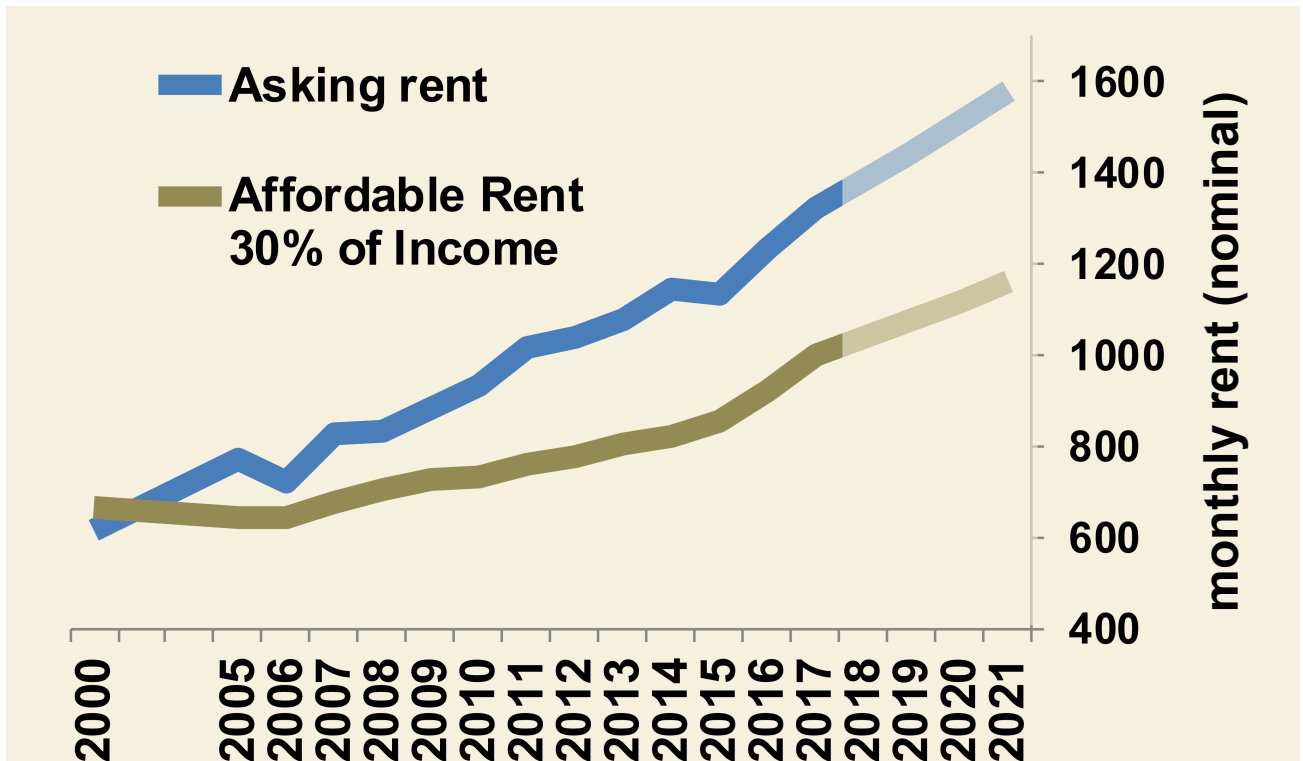
#52147 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Commissioners and Mayor, ~50% of tenants are housing insecure and fear of being priced out or evicted continues to be the lived experience of many Portlanders. Please see the attached pdf for census data that highlights this crisis and its continuing impact on different groups of renters. Portland does not have a middle class housing shortage (See Metro housing Fig pdf) so I urge you to focus on the lack of housing for lower income Portlanders when you consider this recommended draft. I participated in the Better Housing by Design process as a stakeholder committee participant and as a tenant organizer. I was very glad to see the creation of a deeply affordable housing bonus because affordability was the main concern of stakeholder participants (See BPS Recommended draft). I was also glad to see that stakeholders advocated that most other development bonuses be removed so that affordability would be the primary development bonuses. This was also the position of most participants in the stakeholder committee. So I was dismayed to see the insertion of new provisions that would allow transfer of bonuses for trees, historic buildings, and seismic upgrades. This was contradictory to the position of most stakeholder participants and dilutes the impact of the affordability bonuses. Please remove these “special interest” bonuses and show renters and other housing insecure folk that you prioritize affordability over "trees". Sincerely, Soren Impey A renter who votes and organizes.

Testimony is presented without formatting.

Portland rent has increased far faster than renter income

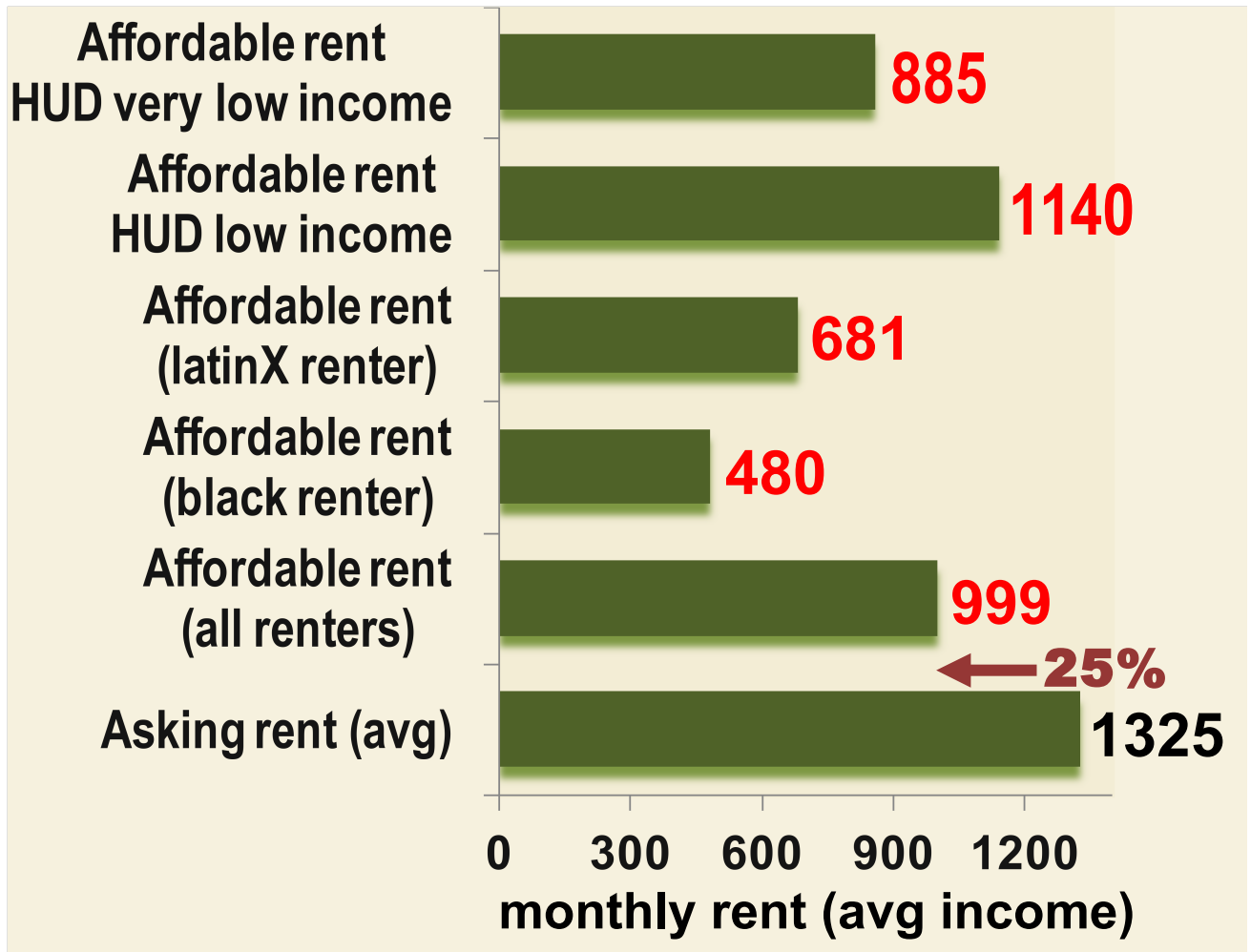


Census Tabulations of Portland City Region (ACS)

Affordability defined as 30% of "Average Renter Income"

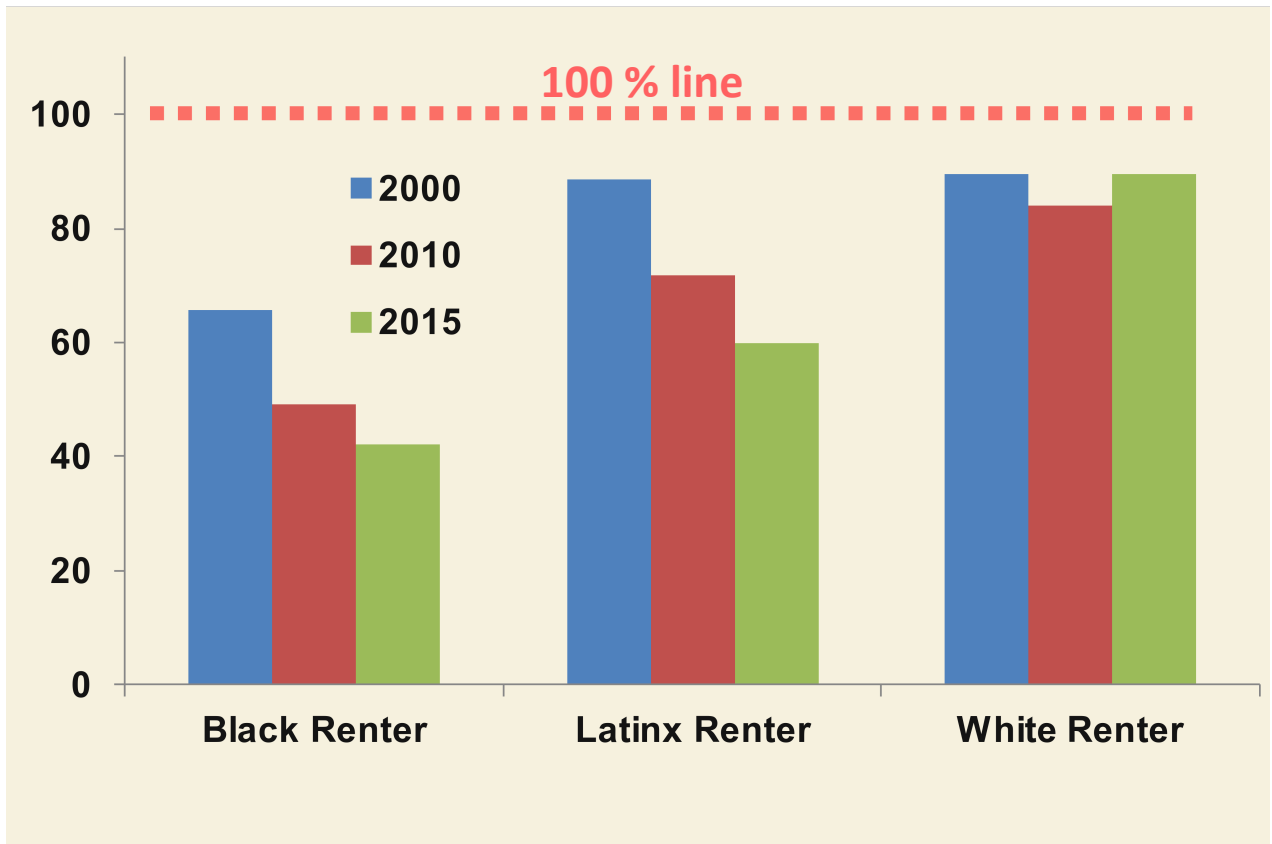
Better Housing by Design on Recommended Draft Ordinance # 189805
 Projection based on 10 year average rate of change

Rent that different groups can afford according to HUD

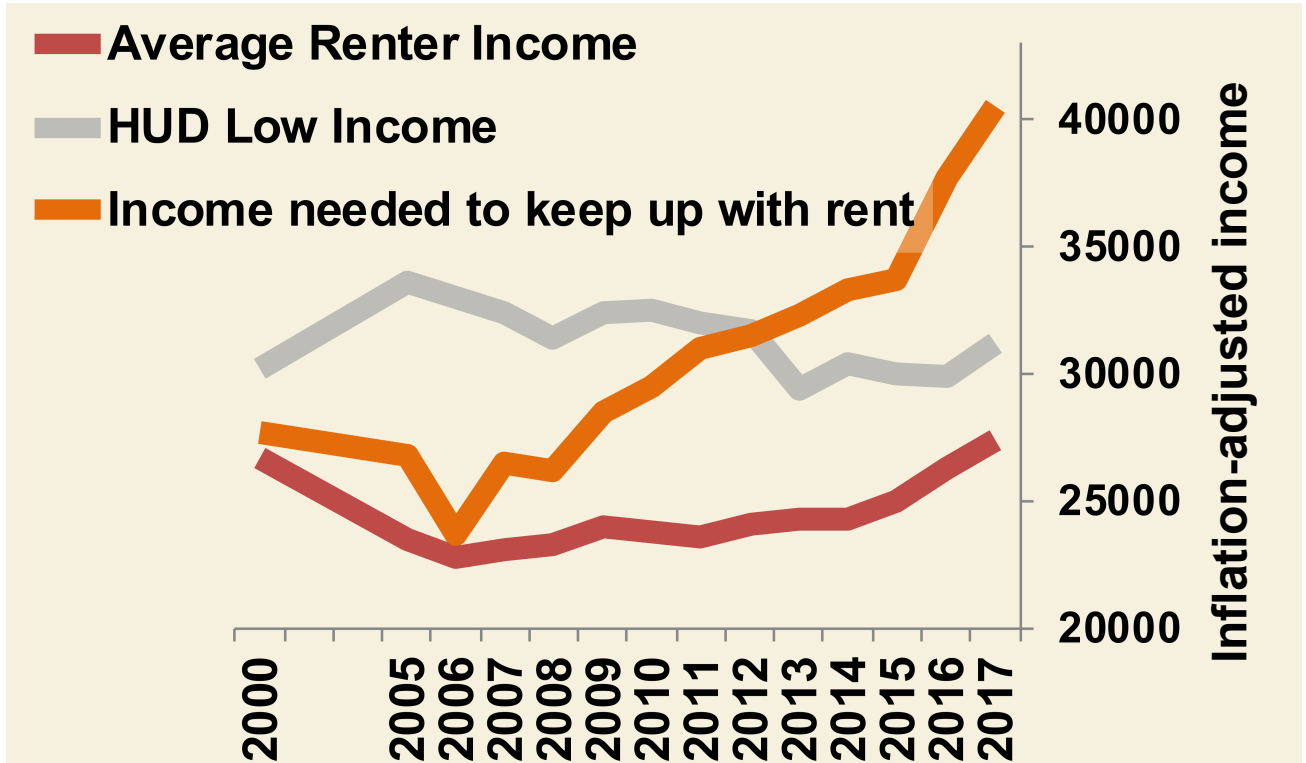


Census Tabulations of Portland City Region (ACS 2017 or 2015)
 Affordability defined as 30% of "Average Income".
 HUD data is for 1 person household.

Percent of Portland MFI rent that different populations can afford



Income needed to keep rent affordable has increased sharply in Portland



CPI-U-adjusted Census Tabulations of Portland City Region (ACS)

HUD Low Income threshold (80% MFI 1 person household)

Better Housing by Testimony on Recommended Draft Ordinance # 189805
Affordability defined as 30% of "Average Income".

supply and shortage



A healthy supply of homes at different levels of affordability provides opportunities for people to take care of their family and contribute to our community.

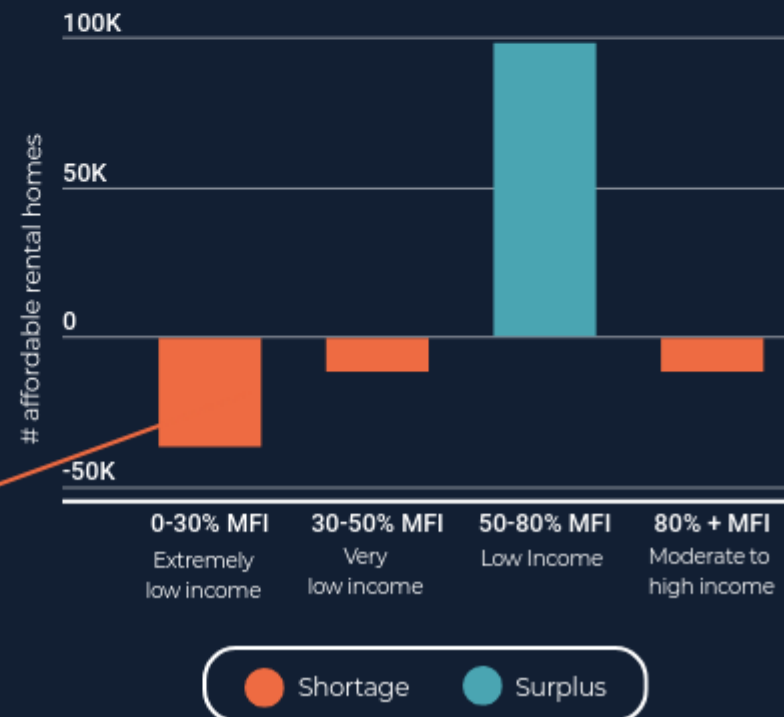
But greater Portland does **not have enough homes** that are both **affordable** and **available** for the families who need them.

affordable...

Families in poverty face the **greatest shortage** of homes that are affordable to them.

deficit of
36,000
homes

Surplus or shortage of affordable homes* per income bracket (Portland metro area)



MFI = Median Family Income

edgar waehrer

#52146 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

We oppose the proposed zone change on our property at 2050 NW Johnson Street. We do not want the FAR and height limits reduced. If the architectural mass is wrong for the historic nature of the Alphabet District, it is still wrong when increased with bonuses. The design review for the historic district can address the issues of architectural mass per individual projects and their contexts. Thank you, Susan Sturgis and Edgar Waehrer

Testimony is presented without formatting.

Paul Runge

#52145 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To whom it may concern-- Please eliminate any requirements to build off-street parking from the Better Housing by Design Recommended Draft. My understanding is that such requirements affect lots larger than 10,000 square feet, more than 500 feet from a frequent-service bus stop, and more than 1,500 feet from a rail stop. Three points: 1. ESP, Inc., in a study for the city, demonstrated that eliminating the parking requirement made 28 sub-\$300,000 condos + 4 IZ affordable condos the most profitable development option for certain lots. With the parking requirement, 10 townhomes costing over \$700,000 each were the most profitable for those same lots. Let's align private market profit goals with our housing supply and affordability goals by eliminating the parking requirement. 2. Portland released its annual carbon emissions report recently, which stated: "Transportation sector emissions are increasing dramatically, currently 8 percent over 1990 levels, and 14 percent over their lowest levels in 2012." That flies in the face of the city's stated mission to rapidly reduce absolute carbon emissions. Mandating car infrastructure enables this troubling trend to continue. Let's step back from the car habit by not requiring, but still allowing, garages. 3. Portland's Comprehensive Plan lays out an ambitious goal of quadrupling (I think) biking mode-share by 2035, bringing it to ~25% of trips. Continuing to mandate car infrastructure in highly bikeable areas isn't going to help achieve that goal. Let's stick to our Comprehensive Plan and nix requirements to build costly, polluting, and anti-bike infrastructure. Thanks very much for taking my view into account. I appreciate your time. Paul Runge

Testimony is presented without formatting.

Paul Leitman

#52144 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Members of the Portland City Council, I'd like to voice my general support for the Better Housing by Design recommendations. In particular, I support the elimination of parking requirements on lots less than 10,000 sq ft and the reduction to parking requirements for other lots from 1 space/home to 0.5 spaces/home. I also support the requirement for transportation and parking demand management for buildings with 10 or more units. However, I'd like the BPS and the Council to also consider additional recommendations: (1) eliminating parking requirements altogether and allow the private market (i.e. developers) to determine how much parking they'd like to build into their buildings. Developers will naturally build as much parking as they need to still be marketable and profitable; (2) reducing or eliminating parking requirements for affordable housing units within the development (i.e. requiring 0.25 spaces / affordable home); (3) implementing parking maximums (especially for areas within 1,500 ft of MAX stations or 500 ft of frequent transit - i.e. locations where parking minimums are currently set to 0) to ensure new multi-family dwellings near transit are designed to support and enhance the transit investments our community has made; (4) consider granting PBOT greater authority to implement parking permit zones in areas of the city with existing parking constraints that are also in multi-dwelling zones (R3, R2, R1 and RH); (5) require developers who include parking in their building to unbundle the cost of parking from the units so that people who use the parking are the ones who pay for it. This requirement would be most effective in zones with on-street parking permit zones already in place. (6) consider requiring developers who provide more parking than is requiring by the code (and when a building's parking supply exceeds the demand from building tenants) to allow spaces to be leased to residents or employees in nearby buildings; (7) require developers of adjacent or nearby properties (not just residential, but commercial as well) whose buildings are going through the development review or approval process at the same time to consider bundling/sharing parking to reduce overall parking spaces provided and/or reduce the number of parking curb cuts and/or driveways. BPS could incentivize bundling/sharing parking by reducing parking requirements for these buildings. Thank you, Paul Leitman

Testimony is presented without formatting.

Gwenn Baldwin

#52143 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

On behalf of Oregon Smart Growth (OSG) and Executive Director Gwenn Baldwin, please find written testimony for today's Better Housing by Design hearing. OSG believes the primary—and priority—goal of the Better Housing by Design Project must be maximizing the amount of quality multifamily housing developed at a range of affordability levels for multiple household sizes in the mapped multi-dwelling zones. Much of Portland's anticipated—and much-needed—housing growth will be multi-dwelling units in mixed-use corridors. The proposal in front of you is an opportunity for the Council to go even further toward providing additional flexibility and density in these key zones, to encourage the development of housing that meet the needs of our growing population. I'm available for any questions, and plan to attend today's hearing. Best, Amy Ruiz

Testimony is presented without formatting.



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

October 2, 2019

Page 369 of 565

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

Dear Mayor Wheeler and Commissioners,

Oregon Smart Growth (OSG) appreciates the opportunity to provide testimony on the Better Housing by Design Recommended Draft. OSG supports policies that encourage walkable, compact development that is economically, environmentally and socially sustainable. Adapting Portland's multi-dwelling zones to expand the feasibility and diversity of Portland's housing options and provide new incentives for affordable housing are goals that we share.

In earlier comments on the Better Housing by Design project, OSG has urged the City to encourage new housing production and balance overall regulation to ensure needed housing can be delivered at lower price-points. It's also essential that code revisions focus on the core purpose at hand and not try to meet too many disparate goals through these code revisions, lest they become unworkable.

OSG believes the primary—and priority—goal of the Better Housing by Design Project must be *maximizing* the amount of quality multifamily housing developed at a range of affordability levels for multiple household sizes in the mapped multi-dwelling zones.

Much of Portland's anticipated—and much-needed—housing growth will be multi-dwelling units in mixed-use corridors. The proposal in front of you is an opportunity for the Council to go even further toward providing additional flexibility and density in these key zones, to encourage the development of housing that meet the needs of our growing population.

Therefore, we provide the following comments on the Recommended Draft and strongly urge the Portland City Council to consider the revisions outlined below:

- Increase Density and Multifamily Development Options:
 - **Significantly increase the entitled density in the new RM 1 and 2 zones.** Switching the regulation of building scale to an FAR approach is a good idea. However, the density proposed for these zones is a huge missed opportunity to increase housing options in highly walkable, transit-rich areas. The RM2 is almost always mapped alongside CM2, where the base is 2.5:1 and bonus is approximately 4:1. Given the overlap between the new RM2 and CM2, the FAR should be increased **to 2.5:1 FAR in order to track with the CM2 zone mapping**. In addition, the site coverage should be determined by the setbacks and landscaping achieved, not by the 60% maximum. **The new RM1 Zone should not reduce height to 35'. We encourage increasing the height to 55 feet for RM 1 and 2.**
 - The proposed setback standards still wouldn't re-legalize many of the best existing small apartment buildings in near-in Portland neighborhoods that have zero-front lot line setbacks. These are efficient buildings that both maximize density and are attractive. The code should **allow zero front setbacks** to legalize multifamily forms not currently allowed and to provide greater ease for achieving outdoor space and rear parking. Side setbacks should be reduced to the five feet required for single family homes, across all multifamily zones, and storage sheds and other small structures should be able to encroach in the setback.
 - **We generally support the changes to the bonus and transfer regulations**, especially increasing the affordable housing bonus to 50%. However, if new requirements for outdoor recreation facilities are not revised along the lines of our feedback below, the lack of bonus for outdoor areas is potentially problematic. We agree that development rights and/or FAR bonuses should be transferrable for preserving significant trees, but emphasize that transference mechanisms must be legally simple, durable and permanent for such a transfer of "assets" concept to work.

- Simplify and Flex Outdoor and Green Space Requirements:
 - **Exempt properties from outdoor space requirements if they are within a half a mile of an existing or proposed park.** This achieves the intended goal and leverages existing investments, while allowing the flexibility to provide additional units on sites near existing amenities.
 - The market already incentivizes larger multifamily developments to include outdoor spaces, yet **codifying outdoor spaces as standards will have a significant negative impact on non-profit development** trying to deliver much-needed family-sized housing. **We support development of flexible options for how shared outdoor space is achieved for larger sites.** **At the same time, it is not correct to assume larger sites can always more easily accommodate requirements contemplated,** so this needs to sit in context with other large-site requirements/costs.

Oregon Smart Growth believes the above revisions to the Recommended Draft are essential to meeting the goals of the multifamily dwelling zones to provide needed housing as Portland's population continues to grow.

Sincerely,

A handwritten signature in blue ink that reads "Gwenn A. Baldwin". The signature is fluid and cursive, with the first name "Gwenn" being more prominent.

Gwenn A. Baldwin
Executive Director

Lucy Kennedy-Wong

#52142 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear City Commissioners, I'm writing to ask you to eliminate arbitrary parking requirements in Better Housing by Design. I live in the King neighborhood, where affordable housing is becoming more and more scarce, forcing even more people who have lived here for years, decades even, to leave. What we need is more affordable and mixed-income housing, not more concessions for cars. Affordable and mixed-income housing is only possible if we get rid of on-site parking requirements. And less space given to parking means that more people will be motivated to take public transit and people who can't afford cars will be able to stay closer to the city center, where public transit is more prevalent. Bold public transit plans will be undermined by the sprawl caused by larger, but fewer housing options with required parking and traffic caused by those living there. Thank you for your time and for eliminating these parking requirements, Lucy Kennedy-Wong

Testimony is presented without formatting.

Angel York

#52141 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hi, Let's increase the odds of more affordable housing by eliminating arbitrary parking requirements in Better Housing by Design. Thanks, Angel York

Testimony is presented without formatting.

Matthew Meskill

#52140 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hello, Let's increase the odds of more affordable housing by eliminating arbitrary parking requirements in Better Housing by Design. If the city requires parking, more cars will be invited into our communities at a critical time when our climate goals necessitate reductions in driving and vehicle ownership. PBOT is pursuing bold plans to improve public transit, but those plans will be undermined by the sprawl and traffic that these additional cars will cause. Eliminate minimum requirements in new housing, manage the on street parking we have, and use parking revenues to subsidize and improve the safety of transit and other modes. Matthew Meskill

Testimony is presented without formatting.

Ron Chandler

#52139 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Reasons why high-density housing is a good idea. Taken from Pros and cons of High density housing — MetroTex Blog

<http://mymetrotexblog.com/almanac/2017/4/24/pros-and-cons-of-high-density-housing> Pros and cons of High density housing — MetroTex Blog Imagine plunking a city the size of Paris or Los Angeles onto the map of North Texas. With our current infrastru...

Testimony is presented without formatting.

Bradley Bondy

#52138 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hi! I'm generally supportive of BHD, if it's passed as is it'll be a big improvement over the status quo. With that said, I'm concerned about the inclusion of parking minimums. BHD does loosen these, and if properties are super close to transit they are often eliminated. However that isn't going far enough, BHD should be eliminating parking requirements entirely, or at least within inner neighborhoods and within walking distance of frequent transit (say a 15 minute walk). I also am a bit disappointed that building heights and FARs are set fairly low. Again this is an improvement over the status quo, but I'd like it to go further. This is especially important as new building techniques like mass timber start to make buildings taller than 6 floors competitive on a per square foot basis. So please pass BHD, but please do it with reduced or eliminated parking minimums. And start thinking about increasing building heights and FARs as mass timber starts to gain traction. Thanks, Bradley Bondy

Testimony is presented without formatting.

Evan Ramsey

#52137 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear City Council, I have been a resident for 10 years in Portland and am concerned about any required parking as a part of this proposal. Required parking exacerbates the housing affordability crisis and hurts our most vulnerable citizens. Required parking locks in fossil fuel use for those vehicles, clogs our streets, and will increase bike and pedestrian collisions. Required parking is our government subsidizing private vehicle ownership at the expense of those who can't afford a vehicle or a home to park it at. Discouraging parking and traffic in our residential neighborhoods is a good thing for public health and safety. There are solutions to manage street parking impacts through resident assigned permits. At this critical juncture in our world's history and the immensely looming climate crisis, all decisions need to be made in a way to maximize sustainable, liveable cities and reduce transportation emissions. To achieve those goals the choice here is clear: Eliminate minimum requirements in new housing, manage the on street parking we have, and use parking revenues to subsidize and improve the safety of transit and other modes. Thank you for your consideration. Evan Ramsey

Testimony is presented without formatting.

Robert Bernstein

#52136 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

...received notice of today's presentation on September 30th..that shows a disgusting disregard for Public input. Smacks of manipulation. From what I see, I don't like the crowding, the loss of green space, habitat, privacy and probably increased congestion, displacement, loss of trees under 36 inch diameter. Will not help with affordable housing: They rely on the largesse of Developers to turn over their savings from more units on the same area of land, to buyers. And in the case of properties that become rentals farther down the line, those savings would then be gifted to renters. Even in a State with legalized marijuana this sounds like a pipedream. Market forces won't give us affordability. Citizens tried to insert a very modest measure of affordability into HB2001 and it was voted down. Unlike apples, this is not 'supply and demand'. You can source apples from anywhere, there is only one Portland, OR.. Secondly, unlike having a roof over their heads, people can chose to do without apples. Thirdly, large Global investment firms have, as reported by a local professor emerita of Economics, spent \$6.3 Billion, acquiring over 28,000 units in the Portland area in the past four years. I'm sure these absentee investors will forgo their profits to assist Portlanders. This is anything but a 'free market'. This is Big Money and manipulation. Buy up affordable housing, demolish, gentrify, turn Portland into a rental market and take your profits. Quality of life? Collateral damage. And ourr population growth has slowed..strange how this went unnoticed..<https://www.oregonlive.com/pacific-northwest-news/2019/04/portland-areas-population-growth-is-losing-steam-census-numbers-show.ht>
Robert B. Bernstein, Laura Webb

Testimony is presented without formatting.

Dean Gisvold

#52135 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

Memorandum

To: City Council
 From: Dean Gisvold, Chair, Irvington Land Use Committee
 Date: October 2, 2019 - Testimony
 Re: **Better Housing By Design (BHD) - Comments on Proposed Draft**

BHD represents the efforts of Bureau of Planning and Sustainability (BPS) to address issues, including the so-called "missing middle housing", in multifamily dwelling (MFD) zones. BHD focuses on the MFD zones of which the Irvington Historic District (IHD) has three, currently R-1, R-2, and RH. BHD will change the nomenclature to RM1, RM2, RM3, and RM4.

First, the ICA board unanimously approved a resolution at its Sept monthly meeting to support Council action to prohibit the use of bonus FAR in historic districts if a landmark or contributing resource is demolished or deconstructed to make room for new development.

Second, Transfer of FAR and FAR Bonus Options

Please note that Bonus FAR for affordable housing is treated differently than transferred FAR.

FAR Bonus options for affordable housing

We support the use of FAR bonus options for inclusionary zoning developments (ones that do not rely on paying your way out of true inclusionary housing), low income and the so called deep housing affordability, and 3-bedroom developments. With regard to family housing, please note our comments below regarding the major BHD change of regulating by building scale and overall size rather than number of units. The IHD has two large public housing projects, Dalke Manor and Gracie Peck, both of which the ICA supports with annual contributions from the Irvington Home tour. Recently, the ICA board and land use committee partnered with the residents of Dalke Manor to cause major improvements to the security measures used by the residents. Home Forward was a key participant and is to be congratulated.

FAR Transfers in and out of historic districts

We support the transfer of FAR **out of the historic district** by the owners of landmark resources and contributing resources. Such owners can sell and transfer extra FAR arising from their resources out of historic districts to help the owners with extra funds for maintenance and upkeep of their resources.

In the 2018 staff proposal no FAR was allowed to be sold and transferred **into** an historic district, but PSC **guttet** that provision, arguing that this would create more historic districts. No evidence

was given for such position, and PSC failed to note that new historic districts do not receive the same protections enjoyed by older districts. PSC also failed to account for the additional density pressures on historic resources where compatibility with existing resources is a major factor. This was also noted by the Landmarks Commission.

Please reverse the PSC in this area and return to the original staff report -- no FAR can be transferred into an historic district unless used for real affordable housing for folks with incomes under 80% median family income.

For historic districts, we support the following: the use of FAR bonus for low income housing and 3-bedroom developments, but the use of bonus FAR for the RM1 zone should be capped at 1.5 to 1, and for the RM2 the cap should be 2 to 1 for compatibility reasons. No bonus FAR should be allowed in the RM3 and RM 4 zones, which are already 2 to 1 and 4 to 1, respectively, for the same reason.

Context for evaluating the change of regulating by FAR and scale, not the number of units
BHD is the most significant rewriting of the zoning code for multifamily zones for many years. Ten percent of the City's land area is in MFD zones.

The IHD has approximately 7 blocks of RM1, 20 blocks of RM2, 8 blocks of RM3, and 5 half blocks of RM4. All of the MFD zones are located within, and covered by the IHD regulations and historic review.

IHD has 193 buildings in the R1 zone, RM2 under BHD (118 contributing), 60 in the R2 zone, RM1 under BHD (48 contributing), and 59 in the RH zone, RM3 and RM4 under BHD (44 contributing). This means IHD has 102 multifamily zoned sites where demolition is allowed for potential replacement with larger, denser construction.

BHD may provide economic incentives for replacing some of the low-density parking-centric housing units built in the 1960s and 1970s in the RM2 zone. However, by providing such incentives, BHD may increase demolition of presently "affordable" housing, labeled noncontributing, and increased renter displacement, especially for those folks below 80% medium family income (MFI). BHD may also increase similar pressures on the contributing single family houses and some older apartment buildings in the RM2 zone. **The City Council needs to look carefully at the details of BHD to determine if it will lead to "better housing," as promised, and actually provide more missing middle housing, or increase displacement.**

Besides the many BHD details that will affect the outcome of better housing or increased displacement is the large scale investment in single family and multi family housing by Walt Street speculators. See the recent Street Roots article by Mary King which is attached below as Attachment B. The link is <https://news.streetroots.org/2019/09/13/wall-street-speculators-and-loss-affordable-housing>.

Displacement is a very real by product of BHD and RIP. The PSC members who voted against RIP did so in part on the fact there were no displacement measures in place. I note that the

displacement issue is dealt with in part by the appointment of a new displacement committee to work on displacement plans. If so, **I urge you to withhold a vote on BHD and RIP until the displacements plans are in place.** Such plans may require changes to the proposed BHD and RIP drafts from the PSC. Let's do this right-let's develop the needed affordable housing without displacement. The Street Roots article ends with recommendations, one of which hits the mark for study by this new displacement committee:

" Strengthen demolition restrictions, allowing demolitions of sound, affordable housing only if the replacement meets strict criteria tied to a federal standard of affordability, local affordable housing goals, strong anti-displacement regulations, and environmental protections."

Regulate development (density) by building scale and size, not the number of units.

The major change wrought by BHD is eliminating the unit-based limits in favor of floor area ratio (FAR) based limits for R2 and R1 zones (RH zone is already regulated by FAR, not by units). In practice, this means that in the R1 zone, RM2 under BHD (193 buildings covering 266 5000 sq.ft. lots), instead of allowing no more than 5 units on a 5000 sq.ft. lot (one unit per 1000 sq.ft.), the limit will be a maximum floor area (regardless of the number of units) of 7500 sq.ft. of building (using the base 1.5 to 1 FAR) + plus bonuses, if applicable. Assuming 750 sq.ft. units, that would allow 10 units instead of just 5 on a 5000 sq.ft. lot. If unit size was 500 sq.ft., 15 units would be possible. **Neither example would be a duplex, triplex, fourplex, or courtyard apartment.** The number of units will also be affected by the zone details, such as lot coverage, height, front, side, and rear setbacks, and landscape and outdoor area requirements, and by HR criteria relevant to the IHD.

If you walk the Irvington streets between Tillamook and Broadway, you will see many examples of the missing middle, because the IHD historically allowed such duplexes, triplexes, fourplexes, 3 story apartment buildings, and courtyard apartments. **BHD wants more of what the IHD already has, but BHD as proposed will not cause such housing to occur.**

A good example of what we do **not** want, if the goal is the missing middle, is another 4-story apartment building like the one located at 15th and Hancock, built before historic review, which has forty-three 450 sq.ft. apartments with no elevator, no air, and no parking. Such building does not provide missing middle housing. **BHD, like RIP, has aspirational hopes that the proposed changes will cause developers to build MM housing, but the market will dictate what happens. If small high density units are selling or renting, that is what will be built.**

BHD staff tells us that "modeling" shows that small units will not occur under BHD. If that is the case, there is no reason not to put in a limit on the number of units, especially if bonuses are being use for low income housing or three bedroom units. For example, for 7,500 sq.ft., seven units would be appropriate. This would allow space for several two- and three-bedroom units, hopefully affordable if bonuses are used.

Other reasons to zero in on unit size and number of units is that extremely dense development, as allowed by BHD, will increase parking congestion in MF zones. Along the Broadway and NE 15th corridors, each with frequent bus service, no parking is currently required within 500' of the bus routes. That extends into the neighborhood to roughly half-way between Hancock and Tillamook. Unfortunately, historic review says nothing about parking availability for multifamily housing. In fact, the multifamily structures built between 1910 and 1948 (of which there are quite a few in the IHD) generally did not have parking provided.

Finally, a personal suggestion for discussion by Council, is that any incentive or subsidy or bonus, such as additional bonus FAR, additional units, waiver of parking requirements, or waiver of system development charges should require the property owners to agree, among other things, that the benefited property (a) will not be used for short term rentals and (b) will participate in a city approved parking management plan that covers the property area.

Submitted by Dean Gisvold, Irvington land use chair, Portland, 97212.

dpg/private/ica/BHD/better housing by design memo to CityCouncil 10-2-19

Attachment A



Attachment B



Wall Street speculators and the loss of affordable housing

COMMENTARY | Investment giants are inflating Portland housing prices, a local expert argues

by [Mary King](#) | 13 Sep 2019
Street Roots News

Local systems analyst M.K. Hanson is speaking out about massive financial firms speculating in Portland housing. She persuasively makes the case that Portland housing prices are being pushed up – and held up – by Wall Street giants with billions at their disposal and multiple strategies for profiting on their housing investments.

“Large global private equity investors including Blackstone, Goldman Sachs, GlobalLand and others have spent more than \$6.3 billion acquiring nearly 29,000 units in the Portland area in just the past four years,” said Hanson. The housing they’re buying is mostly “naturally occurring affordable housing,” for which they pay less than two-thirds per unit what’s being spent in local efforts to expand our stock of affordable housing.

Developers are demolishing sound, habitable, affordable housing and replacing it with housing priced at the very top of the market. The result is to push low- and moderate-income families and communities of color out to the edges of the metro area, away from jobs, schools, public events, parks, mass transit and walkable neighborhoods.

To defend our housing, our neighbors and our city, we need very different legislation and regulation than we have or are actively considering. Hanson's calling for the creation of affordability, anti-displacement and environmental protections, to halt the loss of affordable housing and to prevent new "residential infill" zoning policies from encouraging more demolitions and price increases.

Hanson is an independent consultant, specializing in re-engineering and integrating convoluted, global manufacturing systems. She's also co-director of the Coalition to Prioritize, Protect and Preserve Affordable Housing, digging out and synthesizing the data and technical reports that explain Portland's situation. Hanson's working to get a hearing for a far more complex and comprehensive explanation of Portland's skyrocketing rents than the simple stories we generally hear, of housing supply failing to keep up with growing demand.

Portland rents rose 66% from January 2011 to April 2019, according to Rent Jungle. A big part of the story, Hanson says, is that Wall Street investment funds are buying up apartment buildings and houses to replace with luxury-priced units or to "flip," with a quickie renovation for a fast re-sale or rental.

Hanson's account is supported by a recent investigation by Seyoung Sung and PSU housing expert Lisa Bates, which found that: "Sales prices for multifamily rental properties have increased substantially, making preservation of affordable rents more challenging. Regionally, the average sale price increased by 78% between 2010 and 2017; during this period there was a 43% increase in the average asking rent. Multifamily housing properties in racially diverse and low-income neighborhoods have been a target for sales activities. Nearly half of the rental units sold were in low-income tracts; and nearly 60% were in racially diverse tracts."

Institutional investors now own half or more of multi-family housing, largely apartments, in the U.S. and are now buying single-family homes for rentals. It's hard to compete with big investors, which have access to cheap financing, as well as economies of scale in property acquisition, renovation, marketing and repairs.

In many cities, investment firms now own enough property to wield the monopoly power to jack up rents, and – with deep pockets and tax breaks – can weather high vacancy rates in order to keep rents high. Wall Street is using those rent payments to create highly profitable new financial assets called rent-backed securities, much like the shaky mortgage-backed securities behind the financial crisis of 2008.

What we're up against is 'the financialization of housing'

The financialization of housing is happening worldwide, driven by Wall Street's discovery that residential real estate could be the source of tremendous profits. It's been described by powerful United Nations reporting, led by Leilani Farha, saying, "Housing is at the centre of an historic structural transformation in global investment and the economies of the industrialized world, with profound consequences for those in need of adequate housing ... Housing and real estate markets have been transformed by corporate finance, including banks, insurance and pension funds, hedge funds, private equity firms and other kinds of financial intermediaries with massive amounts of capital."

The U.S. government bailed out the big financiers who caused the 2008 financial crisis responsible for the Great Recession, positioning them to scoop up apartment buildings and foreclosed homes at bargain prices. The U.N. notes:

"Housing and commercial real estate have become the 'commodity of choice' for corporate finance and the pace at which financial corporations and funds are taking over housing and real estate in many cities is staggering."

Blackstone bought 1,400 houses in Atlanta in just one day. Later, journalists described neglected maintenance, high eviction rates and threatening demands when a landlord error resulted in underpayment of the rent. The Federal Reserve Bank of Atlanta found that some of the largest private equity firms were evicting one-quarter to one-third of their tenants a year.

High rents, profitable resale, long-term appreciation and rent-backed securities

Big institutional investors are also hawking a new financial instrument, rent-backed securities. Blackstone pioneered the rent-backed bond, which is a lot like the mortgage-backed “assets” behind the 2008 financial crisis. In 2012, investors paid Blackstone \$479 million for the first bonds, effectively a loan to be paid back over time with rent payments. Other investment houses jumped into the game. All of them can use the money they raise to continue real estate buying sprees.

Hanson says that Blackstone sold the bonds asserting that building rents would remain high and vacancy rates low. If rent payments falter, in the coming recession or later, defaults could trigger the collapse of a house of cards of debt, as in 2008. Huge numbers of renters could be evicted in the mess that follows.

What it means for Portland

It means that too many Portlanders are being forced to spend too much on their housing, cutting budgets for other basic necessities. It's high rents – not high food prices – that make hunger a big problem in Oregon. Low- and middle-income Portlanders are losing their right to the city, by being pushed to the periphery. We face increasing economic and ethnic segregation in a city that has benefited from an unusual level of economic diversity in its neighborhoods.

Hanson fears the new residential infill project will make things worse, noting that Portland's Planning and Sustainability Commission approved it by the thinnest of majorities, with dissenting members concerned particularly about the displacement of communities of color and low-income residents.

Policy recommendations

We aren't the only city besieged by big money. Hanson says we can:

- Strengthen demolition restrictions, allowing demolitions of sound, affordable housing only if the replacement meets strict criteria tied to a federal standard of affordability, local affordable housing goals, strong anti-displacement regulations, and environmental protections.
- Pursue anti-speculative regulations such as a Community First Right of Purchase, municipally-funded community land trusts, tenant's right to remain, historic preservation incentives combining the Low-Income Housing and Historic Tax Credits, lifting the state's ban on a real estate transfer tax, and enacting both a vacancy and a land-value tax.
- Expropriate units controlled by large investors for conversion to social housing or placement in a Community Land Trust, as in efforts underway in Germany.

Steve Dotterer

#52134 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

Architectural HERITAGE CENTER

DATE: 10/14/19

TO: Commissioner Chloe Eudaly
Commissioner Nick Fish
Commissioner Amanda Fritz
Commissioner Jo Ann Hardesty
Mayor Ted Wheeler

FROM: Bosco-Milligan Foundation/Architectural Heritage Center

SUBJECT: Testimony on Better Housing by Design
(City Council Hearing on October 2, 2019)

The Bosco-Milligan Foundation/Architectural Heritage Center supports some provisions of the Better Housing by Design Recommended Draft, and requests some changes to it. The Recommended Draft signals a change in the City's regulatory approach towards historic districts. Until now, the City's obligation to protect historic districts (under National Park Service guidelines, Oregon Statewide Planning Goal 5, and Portland's 2035 Comprehensive Plan) has been reflected in the exclusion of historic districts from most development incentives that would affect the scale of new construction in those districts. The Recommended Draft no longer excludes historic districts from any bonus or transfer allowances, which also have been greatly increased (primarily to encourage affordable housing) as a central feature of Better Housing by Design.

The Planning and Sustainability Commission recognized that applying increased development incentives citywide without excluding historic districts would result in greater difficulties with the required design review of new construction projects by the Historic Landmarks Commission, which is based on guidelines adopted by City Council. The Recommended Draft seeks to reduce such conflicts by rearranging the zones within the Alphabet Historic District to be more compatible with the patterns of scale of historic buildings and defining the largest-scale zone (RM4) differently in historic districts than elsewhere. We strongly support those measures, but request a few important extensions of and improvements to the Recommended Draft's general approach.

Recommended Draft Provisions We Support

- **Revised zoning map of the Alphabet Historic District.** By shifting the smaller-scale RM3 zone to the northern section of the Alphabet Historic District and the larger-scale RM4 zone to the southern section, the revised zoning map is more closely aligned with the scale of predominantly historic houses in the northern section and historic apartment buildings in the southern section (nearer to W. Burnside St.). This rearrangement involves approximately the same zoned capacity being downzoned as upzoned, and is consistent with 2035 Comprehensive Plan Policy 4.48: "Continuity with established patterns."
- **Special definition of the RM4 zone in historic districts.** The largest-scale multi-dwelling zone citywide has a base FAR of 4:1, but in historic districts is 3:1, which is more compatible with the scale of the largest historic apartment buildings. This is consistent with 2035 Comprehensive Plan Policy 4.49 "Resolution of

AHC - 1

conflicts in historic districts...Refine base zoning in historic districts to take into account the character of historic resources in the district.”

- **Additional FAR transfer allowance for seismic upgrades to historic buildings.** This provision extends to multi-dwelling zones citywide an allowance adopted as part of the Central City 2035 zoning code updates for designated historic buildings to transfer an additional increment of FAR to other sites in conjunction with verified seismic upgrades. Although this additional transfer allowance will help defray the high cost of seismic retrofits, additional financial assistance should also be made available to discourage the demolition of historic buildings in need of seismic upgrades, which are a major component of Portland’s naturally occurring affordable housing.

Requests for Changes to the Recommended Draft

- **Further change the revised zoning map of the King’s Hill Historic District.** We request that the smaller-scale RM3 zone be assigned to the equivalent of three blocks containing mostly historic houses in the King’s Hill Historic District, as shown on the attached annotated map. While the Recommended Draft assigns the RM3 zone (base FAR 2:1) to a few sites at the edges of the King’s Hill Historic District, other similar full/partial blocks containing mostly historic houses (having FARs lower than 1:1) were assigned the larger-scale RM4 zone (base FAR 3:1). Assigning the RM3 zone to these few blocks in King’s Hill would be consistent with the Recommended Draft’s correct approach to revising the Alphabet Historic District’s zoning map, which sought compatibility with the pattern of scale only of historic buildings (designated as contributing to the historic district). In fact, the adjacent Alphabet and King’s Hill Historic Districts should be mirror images of one another: the larger-scale RM4 zone containing historic apartment buildings nearest to W. Burnside St., and the smaller-scale RM3 zone containing mostly historic houses farther away from W. Burnside.

This requested zoning change would have little effect on housing capacity, since immediately outside the border of the King’s Hill Historic District, the Recommended Draft upzones from RM3 to RM4 the equivalent of over 3 blocks. (Moreover, these 3+ blocks would allow 100-foot tall buildings, since they are within 1,000 feet of the Goose Hollow MAX station.) The Metro requirement “to maintain or increase...housing capacity,” also stipulates that a city “may reduce its minimum zoned capacity...if it increases minimum zoned capacity by an equal or greater amount in other places” (Metro Code Section 3.07.120).

• **Remove the allowance in historic districts of 100-foot tall buildings within 1,000 feet of a MAX station.** We request that historic districts be excluded from the 100-foot height allowance within 1,000 feet of a transit station. The original Proposed Draft (May 2018) stated:

The 100-foot building height in the RM4 (RH) zone that generally applies within 1,000 feet of a transit station *will not be available* for properties within Historic or Conservation districts (such as the Alphabet Historic District in Northwest Portland) to *prevent heights that are not compatible with historic context*. This appropriate exclusion should be restored to be consistent with the Recommended Draft's exclusion of historic districts from the 100-foot height allowance within 500 feet of streets with frequent bus service. In the few blocks of the Alphabet Historic District near the Providence Park MAX station—the only historic district area affected defacto by this 100-foot height allowance, there are no historic buildings even half as tall, so the approval of such building projects by the Historic Landmarks Commission would be very unlikely. Indeed, it was precisely to avoid such problems with approval and transparency that other provisions concerning historic districts were included in the Recommended Draft.

The 100-foot height allowance by right would not require affordable units beyond the citywide minimum, if applicable. However, the default RM4 zone requires increasing proportions of affordable units to gain additional size and height. Thus, excluding historic districts from the special height allowance would better serve both the City's affordable housing priorities and its historic preservation obligation.

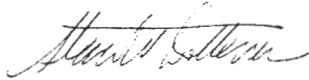
• **Add a *disallowance* of development incentives if a historic building is demolished.** We request that a provision be added that denies bonuses and transfers of development rights to sites in historic districts where a historic building is demolished. Demolitions of historic buildings in recent years have been rare partly because historic districts have been excluded from most development incentives. However, the Recommended Draft not only applies all bonuses and transfers to historic districts, but greatly increases those incentives, which will inevitably result in increased pressure for demolition. Since historic districts are largely built out, lot consolidation for larger apartment projects would usually involve some demolition. Demolition of non-contributing buildings (designated as not contributing to the historic district) is unconstrained, but demolition of designated historic buildings should not be rewarded with additional allowances.

Discouraging the demolition of historic buildings is consistent with the 2035 Comprehensive Plan Policy 4.50 protecting historic resources from demolition, and supports sustainability, maintains naturally occurring affordable housing, and prevents displacement of lower-income households.

The testimony above reflects the Bosco-Milligan Foundation/Architectural Heritage Center's mission to "advocate for the preservation of the...context of historic buildings and places to promote our cultural heritage as a vital element of livable, sustainable, communities." We have collaborated with the three most affected neighborhood associations (Goose Hollow Foothills League, Irvington Community Association, and Northwest District Association) and the Portland Coalition for Historic Resources to arrive at these positions. Our three requests for changes to the Recommended Draft may come before City Council as amendments sponsored by Commissioner Fritz. In any case, we respectfully request your serious consideration, keeping in mind that citywide zoning changes usually remain in place for decades.

Sincerely,

AHC - 3

A handwritten signature in black ink, appearing to read "Steve Dotterer".

Steve Dotterer, President
Bosco-Milligan Foundation/Architectural Heritage Center

Attachment
(Requested King's Hill Zoning Map Changes)

ATTACHMENT

FURTHER CHANGE REVISED ZONING MAP OF KING'S HILL HISTORIC DISTRICT



Legend



Historic Districts

Zone



Proposed RM3 zoning



Change from RM4 to RM3 zoning



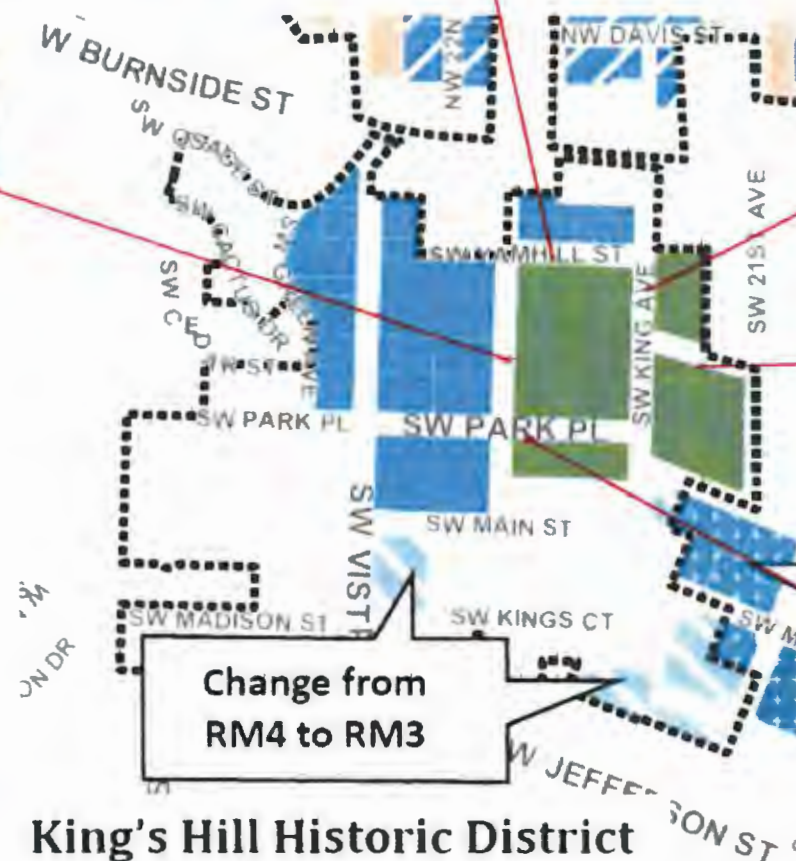
RM4 with 3:1 FAR



Change from RM3 to RM4 with 3:1 FAR



Further change from RM4 to RM3 zoning



King's Hill Historic District

Linda Engels

#52133 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

It is highly unfortunate that we cannot attend this meeting. We work at the Moda Center and tonight is a mandatory training meeting from 5.PM until 9 PM. I understand the need for more housing, but what I have observed is that the type of housing that is being built is not in visual integrity with the neighborhoods. It appears to be: how many gigantic houses will fit on one lot rather than how can we best integrate more housing into the neighborhood. Many of the infill projects do not provide parking for their residences, which means further congestion and the quality of life would become more fragile. We live on a very small stretch of N E 61st Avenue: 7 houses on each side. Our street is very narrow and people park on the street to use the MAX station on 60th. Some weeks we don't get our recycling etc picked up because the trucks cannot get through. Many times, it is difficult for us to get our of our driveway because people who think that it is more important for them to park their cars than for people to that live here to be able to access their street. Some leave for vacation, and leave their cars sitting for weeks. We do not park on the street, nor do some of our neighbors. If the City decides to increase the density here, it would be a mess of monstrous proportion. Thank you for your attention to this matter. Linda Engels and David Beck

Testimony is presented without formatting.

Tim McCormick

#52132 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Mayor Wheeler and Commissioners: I fully support the “Recommended Draft Summary” in all points, for many reasons. In particular, the crucial point #1, to regulate by Floor Area Ratio (FAR) rather than unit count. As a single person who has long lived comfortably in comparatively small apartments in various cities, I want, prefer, and can likely only afford small efficiency apartments; why prevent developers from offering me and many others what I need. Likewise, I support reducing or eliminating parking requirements in new buildings. Why force tenants to pay for included parking if they don't need or choose it? For neighborhood impacts, if needed implement a local parking plan / permit system, this is far more sensible than the huge development-inhibiting impact of requiring costly parking for new buildings.

Testimony is presented without formatting.

Trell Anderson

#52131 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

October 2, 2019 From Trell Anderson, Executive Director of NHA To: Bureau of Planning and Sustainability, City of Portland Subject: Comments on the proposed Better Housing by Design Project – Historic District Amendments We were alerted to significant proposed change to a property located at 1727 NW Hoyt Street, where we have a funding commitment from the Portland Housing Bureau of \$18.5M to develop a high profile affordable housing project. Please accept the following comments into the record and for consideration regarding the proposed changes to zoning and development codes.

1. The proposed zoning is half of the FAR of the existing zoning, reducing by more than half the potential for high quality non street level housing in the heart of the City
 - a. Reducing the available potential housing in the neighborhood, as the City grows, will drive up neighborhood housing costs and make living in the neighborhood less affordable.
 - b. During a housing crisis, and in a neighborhood that is already renowned for being difficult to develop in, this is not the time to make developing housing less cost effective and more difficult.
 - c. This is a resource-rich neighborhood, an opportunity neighborhood, a neighborhood that offers some much to lower income people and seniors that is walkable, close to jobs, transit and entertainment. Developing in this neighborhood dramatically reduces costs to the City for infrastructure, including transit and services while allowing people to live in a beautiful vibrant city neighborhood – the proposed changes would impede future development opportunities for affordable housing.
 - d. In this neighborhood, buildings typically fill the entire property - a 2:1 FAR will result in only a two story building.
2. The stated reason for the downgrade is to “match development allowances to the scale of the historic district”
 - a. The existing historic overlay is more than sufficient to protect the historic character of the neighborhood. The historic character of the neighborhood is rich in development styles and sizes as one might expect from a vibrant city neighborhood.
 - b. The addition of a design overlay as well as the historic overlay will make development harder and more capricious in the zone that is already incredibly difficult to develop in. It is not clear what the benefit is with having multiple overlapping design review processes.
 - c. The document mailed by the City clearly demarcates a RM4 zone that is better in in alignment with the current zones density, although still a downgrade.
3. NHA hopes to support the development of more affordable and attainable housing in the NW Portland districts – we are aware of 2 to 3 future opportunities
 - a. If this zoning had been in place when we started, our current project would not be feasible, and it would be a lost opportunity to add units and services to the transition people from homelessness to permeant supportive housing. We believe the new zoning will make future affordable housing development infeasible.
 - b. If our

current project would be destroyed by fire or other means, and certain circumstances prevailed, we would not be able to build back in the manner that the Historic Review process has and would approve again. Lastly, we want to be sure that the timing as to when these new rules and regs go into effect do not impede our current project. A cross reference between the Planning Bureau and the Portland Housing Bureau of project could occur quickly to make sure that no affordable housing project currently under development and receiving City funds, is hampered by the proposed changes. Thanks you for your consideration.

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October 2, 2019

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To: Bureau of Planning and Sustainability, City of Portland

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Thanks you for your consideration.

Trell Anderson

#52130 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

October 2, 2019 From Trell Anderson, Executive Director of Northwest Housing Alternatives To: Bureau of Planning and Sustainability, City of Portland Subject: Comments on the proposed Better Housing by Design Project – Historic District Amendments We were alerted to significant proposed change to a property located at 1727 NW Hoyt Street, where we have a funding commitment from the Portland Housing Bureau of \$18.5M to develop a high profile affordable housing project. Please accept the following comments into the record and for consideration regarding the proposed changes to zoning and development codes.

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Thanks you for your consideration.

Alan DeLaTorre

#52129 | October 2, 2019

Testimony to Portland City Council on the Better Housing by Design, Recommended Draft

Testimony below is the same as the attached file titled "DeLaTorre_Better Housing by Design_written testimony_10.2.19"

October 2, 2019 Re: Better Housing by Design testimony Dear City Council: I am writing to provide written testimony on Portland's Better Housing by Design project. It is important to note that I served on the project workgroup and have provided past written and oral testimony to staff and the City's Planning and Sustainability Commission. Overall, I support the Better Housing by Design project, and recommend that City Council accept the report and proposed actions. Additionally, I would like to offer specific areas of support and suggestions: 1. Overall, the Better Housing by Design project has positioned the City to make its housing more equitable and age friendly. The project advances the City's 2035 Comprehensive Plan (www.portlandoregon.gov/bps/57352) policy goal around equitable housing (Goal 5.B), with specific benefits related to accessible centers (Policy 3.19), physically-accessible housing (Policy 5.8), accessible design for all (Policy 5.9), aging in place (Policy 5.19), and responding to social isolation (Policy 5.53). Although this project does not accomplish that goal or policies in and of itself, it represents a step toward a more equitable, inclusive, and age-friendly Portland. 2. The Better Housing by Design project furthers the Action Plan for an Age-Friendly Portland (https://www.pdx.edu/iaa/sites/www.pdx.edu/iaa/files/Age-Friendly%20Portland%20Action%20Plan%2010-8-13_0.pdf) -- note: the Action Plan was adopted unanimously by Portland City Council in 2013 (<https://extranet.who.int/agefriendlyworld/wp-content/uploads/2015/03/Resolution-37039-Accept-the-Action-Plan-for-an-Age-Friendly-Portland.pdf>) -- by advancing the following action items: a. 1.2 – Improve [Housing] Accessibility b. 1.3 – Encourage Innovative Approaches to Housing Older Adults c. 1.4 – Advance Opportunities for Aging in Community d. 3.3 – Create Accessible Social Spaces e. 4.1 – Reduce Social Isolation among Older Adults f. 9.2 – Improve the Age Friendliness of Neighborhood Centers 3. I support the Better Housing by Design provision for development bonuses for “visitable” housing. However, this incentive-based policy approach is not the most ideal way to advance accessible design for all, physically-accessible housing, aging in place, or responding to social isolation. Ideally, Portland would stop building housing with unnecessary steps, completely and indefinitely. Based on conversations with numerous stakeholders, this may require regulatory approaches that are currently not at Portland's disposal. The City of Portland's ability to change its building code is limited by state level rules set by the Building Codes Division (BCD), which is within the Department of Consumer and Business Services (DCBS). To that end, the City of Portland must make an immediate concerted effort in 2020 to engage BCD and DCBS, as well as other communities interested in advancing accessible/visitable/barrier-free housing (e.g., Oregon's age-friendly communities, stakeholder groups). Portland, like every community in Oregon, needs housing that will meet the needs of its aging population, the disability community, and other groups such as families. Our City should lead the push to request an exemption and/or pilot project that would allow new developments to go outside of the current code set by the state. 4. The provisions for required residential outdoor areas in high density zones and required shared common areas are an important part of this proposed draft. It is clear based on research about and by the City that outdoor spaces and natural features are some of the more important livability elements of our community. New housing needs to have access to green spaces and natural features. It is important to note that outdoor spaces are not always the best places for people to convene if they do not have safe and inclusive infrastructure (e.g., sidewalks, benches) and/or protection from the elements. In addition to access to outdoor spaces, access to indoor and/or protected social spaces (e.g., covered courtyards) can be critically important to reducing social isolation and contributing to well-being during parts of the year when outdoor activity is limited. These considerations are needed in in Portland's multi-dwelling zones. If the Better Housing by Design report is accepted, it is an important step for improving Portland's housing stock for people of all ages and abilities, however critical next steps remain. The project and the report offer important steps in improving Portland's multi-dwelling zones, but more is needed to ensure the City can advance City policies – i.e., 2035 Comprehensive Plan policies, Age-Friendly Action Plan – and to ensure equitable outcomes, inclusive design, and age-friendly communities. Sincerely, Alan DeLaTorre

Testimony is presented without formatting.

October 2, 2019

Re: Better Housing by Design testimony

Dear City Council:

I am writing to provide written testimony on Portland's Better Housing by Design project. It is important to note that I served on the project workgroup and have provided past written and oral testimony to staff and the City's Planning and Sustainability Commission. Overall, I support the Better Housing by Design project, and recommend that City Council accept the report and proposed actions. Additionally, I would like to offer specific areas of support and suggestions:

1. Overall, the Better Housing by Design project has positioned the City to make its housing more equitable and age friendly. The project advances the City's 2035 Comprehensive Plan¹ policy goal around equitable housing (Goal 5.B), with specific benefits related to accessible centers (Policy 3.19), physically-accessible housing (Policy 5.8), accessible design for all (Policy 5.9), aging in place (Policy 5.19), and responding to social isolation (Policy 5.53). Although this project does not accomplish that goal or policies in and of itself, it represents a step toward a more equitable, inclusive, and age-friendly Portland.
2. The Better Housing by Design project furthers the Action Plan for an Age-Friendly Portland² -- note: the Action Plan was adopted unanimously by Portland City Council in 2013³ -- by advancing the following action items:
 - a. 1.2 – Improve [Housing] Accessibility
 - b. 1.3 – Encourage Innovative Approaches to Housing Older Adults
 - c. 1.4 – Advance Opportunities for Aging in Community
 - d. 3.3 – Create Accessible Social Spaces
 - e. 4.1 – Reduce Social Isolation among Older Adults
 - f. 9.2 – Improve the Age Friendliness of Neighborhood Centers
3. I support the Better Housing by Design provision for development bonuses for “visitable” housing. However, this incentive-based policy approach is not the most ideal way to advance accessible design for all, physically-accessible housing, aging in place, or responding to social isolation. Ideally, Portland would stop building housing with unnecessary steps, completely and indefinitely. Based on conversations with numerous stakeholders, this may require regulatory approaches that are currently not at Portland's disposal.

¹ City of Portland, 2035 Comprehensive Plan: www.portlandoregon.gov/bps/57352

² Advisory Council for an Age-Friendly Portland and Multnomah County, Action Plan for an Age-Friendly Portland: https://www.pdx.edu/ioa/sites/www.pdx.edu/files/Age-Friendly%20Portland%20Action%20Plan%202010-8-13_0.pdf

³ City of Portland, Resolution No. 37039: <https://extranet.who.int/agefriendlyworld/wp-content/uploads/2015/03/Resolution-37039-Accept-the-Action-Plan-for-an-Age-Friendly-Portland.pdf>

The City of Portland's ability to change its building code is limited by state level rules set by the Building Codes Division (BCD), which is within the Department of Consumer and Business Services (DCBS). To that end, the City of Portland must make an immediate concerted effort in 2020 to engage BCD and DCBS, as well as other communities interested in advancing accessible/visitable/barrier-free housing (e.g., Oregon's age-friendly communities, stakeholder groups). Portland, like every community in Oregon, needs housing that will meet the needs of its aging population, the disability community, and other groups such as families. Our City should lead the push to request an exemption and/or pilot project that would allow new developments to go outside of the current code set by the state.

4. The provisions for required residential outdoor areas in high density zones and required shared common areas are an important part of this proposed draft. It is clear based on research about and by the City that outdoor spaces and natural features are some of the more important livability elements of our community. New housing needs to have access to green spaces and natural features.

It is important to note that outdoor spaces are not always the best places for people to convene if they do not have safe and inclusive infrastructure (e.g., sidewalks, benches) and/or protection from the elements. In addition to access to outdoor spaces, access to indoor and/or protected social spaces (e.g., covered courtyards) can be critically important to reducing social isolation and contributing to well-being during parts of the year when outdoor activity is limited. These considerations are needed in in Portland's multi-dwelling zones.

If the Better Housing by Design report is accepted, it is an important step for improving Portland's housing stock for people of all ages and abilities, however critical next steps remain. The project and the report offer important steps in improving Portland's multi-dwelling zones, but more is needed to ensure the City can advance City policies – i.e., 2035 Comprehensive Plan policies, Age-Friendly Action Plan – and to ensure equitable outcomes, inclusive design, and age-friendly communities.

Sincerely,

A handwritten signature in black ink, appearing to read "Alan DeLaTorre". The signature is fluid and cursive, with the first name "Alan" and last name "DeLaTorre" clearly distinguishable.

Alan DeLaTorre

Jonathan Greenwood

#52128 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

We must allow new construction without parking. New zoning should require big new residential structures without parking. Parking drives up the cost of new housing by wasting space and encouraging car use. Please do not allow our city to become a car storage wasteland. Encourage new green building. No new parking!

Testimony is presented without formatting.

Marianne Terrell-Lavine

#52127 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I live in SW Multnomah Village. A hilly, stream marked, clay soiled (water runs off, doesn't soak in) local. I understand PDX wants to make more housing. I'm not against close living (I lived in NYC 15 yrs) But Not Every local is a good fit for jamming people in. If my neighbor to my south and up hill builds for a 2 or 3 story complex it will block out my sun and my solar panels, (which the City encouraged me to buy 5 years ago) and make my home and property a cave which I would not be able to rent or sell except as a loss. We don't have adequate stormwater conveyance, we don't have paved roads or sidewalks. We can't walk to grocery. We have inadequate mass trans. We will be very much in trouble when the earthquake happens. Please, make the this truly "By Design" and allow exceptions when causing financial devastation. One size does not fit all. SW topography is not like other parts of Portland. We just can't handle the building density. Thanks Marianne Terrell Lavine

Testimony is presented without formatting.

Brett Morgan

#52126 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see attached.

Testimony is presented without formatting.



October 2, 2019

Portland For Everyone | 1000 Friends of Oregon
133 SW 2nd Ave, Portland, OR 97204

Dear Mayor Wheeler and Members of the Portland City Council,

Thank you for considering proposed zoning changes in multi-dwelling zones known as Better Housing By Design (BHD). As you may know, Portland for Everyone is a program managed by 1000 Friends and driven by a coalition of community organizations, individuals, and local businesses that support land use policies that will help provide abundant, diverse and affordable housing options in all of Portland's neighborhoods. It is for these reasons and more that the coalition is supportive of BHD's revisions and additions to the City's multi-dwelling zoning codes.

We are particularly supportive of the reform's changes that provide developers incentives to protect and build affordable housing through changes that uses floor to area ratios as an incentives for developers. Likewise, this policy would directly increase density close to public transit and economic corridors, something that improves livability and reduces a person's climate impact. Furthermore, these changes would provide more incentives to build housing options for those with differing accessibility and mobility needs, something that has not traditionally been a part of the housing conversation.

In addition, we echo feedback from Commissioners Eudaly and Hardesty that City-wide anti-displacement policies are a critical component in ensuring that BHD as well as the Residential Infill Project (RIP) are successful. We also agree with BHD's goals of creating more affordable and diverse housing options near transit, but without anti-displacement policies and investments, the proposed changes could harm Portland's most vulnerable communities, particularly low-income individuals and communities of color.

Portland for Everyone continues to support the Anti-Displacement PDX (ADPDX) Coalition, and we applaud the city's work to fund the coalition so they can make policy recommendations to the Council to prevent displacement in their neighborhoods. It is our opinion that any zoning changes must be accompanied by strong anti-displacement policies and investments for it to be truly effective.

Sincerely,
The Portland For Everyone Coalition
1000 Friends of Oregon

Mary Vogel

#52125 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see my attached testimony on the Better Housing by Design draft. In it, I'm afraid that I have failed to thank BPS staff for their extraordinary effort and meticulous work--and the Planning and Sustainability Commission for all of their improvements as well. So, I will do so here!

Testimony is presented without formatting.



1220 SW 12th Ave, #709 * Portland, OR 97205 * 503-245-7858 * mary@plangreen.net
 Website Link: <http://plangreen.net> WBE Registration Number: 5001

BHBD Testimony to Portland City Council - Oct 2, 2019

I'm Mary Vogel, principal of PlanGreen and active in PDX YIMBY and Portland for Everyone. I'm also an accredited member of the Congress for the New Urbanism. For easy reading, I'll put my recommendations under topics.

Parking

I am supportive of even greater housing density and elimination of parking requirements. I feel that the allowance for front parking on 50% of the street is utterly unwarranted and could perpetuate the kind of poor urban design seen in portions of NW Portland and elsewhere. (I wrote a blog—with lots of photos—a few years back suggesting that such curb cuts should be heavily taxed for usurping public space rather than required by the city. **Now, I'm for eliminating them altogether.** Sightline journalist, Michael Andersen

But if off-street parking *isn't* required, then the most profitable thing to build is a 32-unit mixed-income building, including 28 market-rate condos selling for an average of \$280,000 and four below-market condos—potentially created in **partnership with a community land trust** like Portland's Proud Ground—sold to households making no more than **60 percent of the area's median income**

This is compared to 10 townhomes, each valued at \$733,000, with an on-site garage that would be built on a site that required parking.

Historic Districts

I also want to speak to the importance of providing higher density housing in historic districts given the central locations of King's Hill, Alphabet and Irvington. Unfortunately, many of those area's historic buildings—although somewhat affordable right now—are also URM's and will need to do seismic upgrades if they are to stay standing. I do NOT support my good friend and fellow CNU member Michael Mehaffy's request to take building height even lower than 100' in his Goose Hollow neighborhood.

Healthy Living/Balconies

Another good friend, Leon Porter's testimony speaks to how unnecessary balconies are. However, I'm in full support of requiring balconies for buildings and would love to see them required throughout the BHBD area! I've been able to grow **most of my own greens year round** with an individual balcony and a 5x5 plot on the common balcony--DOWNTOWN. Most of my neighbors in this 100 unit building also use their balconies for plants and/or birdfeeders.

As part of climate resilience, I believe that more people—especially, apartment dwellers—should be learning to grow at least some of their own food. We are likely to see food disruptions and continuing price increases in the future.

As the staff report says:

"This project has been informed by extensive outreach to people of color, low-income and immigrant households. It continues the work of past projects that focused on healthy housing in multi-dwelling areas. These projects identified the

need for residential open spaces, housing design supportive of healthy living, and better and safer connections to neighborhood destinations.

Displacement Prevention

I share the PSC's concern that zoning code tools cannot fully address prevention of displacement. Here's one idea: The Tenant Right of Purchase Act (TOPA) is a DC Law which allows tenants the opportunity to purchase their buildings when they are offered for sale. The DC Department of Housing and Community Development tenant purchase program supports tenants in the TOPA process, and by Sept 2013 there were 3,000 residents living in 86 limited equity cooperative buildings in every ward of the city according to <https://ggwash.org/view/32376/cooperative-housing-thrives-in-dc>

Gabriele hayden

#52124 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please do not require parking anywhere in the zoning code, and in particular, please leave all parking requirements out of Better Housing by Design. Reason 1: Climate change. At a time when our iconic Doug Firs are at risk due to climate change and wildfires are burning, this is a terrible time to essentially require that the private market subsidize cars, and make it so that those who choose to go without cars--making it more likely that my children will live to be old not in a post-apocalyptic hellscape--have to subsidize those that do by paying higher prices to buy or rent homes with parking included. Reason 2: housing affordability. Portlanders are dying on the street. Children are homeless. It is immoral under these circumstances to require houses for cars that will mean the cost of new construction will likely be essentially double what it otherwise could be. Requiring parking would go against every stated moral obligation of our city, and would bow to the convenience of the older, whiter, richer community members who say "we've got ours, the rest of Portland can go eat cake." We should make it easy to request disabled parking spots for those who need them, if it isn't already. But the interests of existing homeowners are not the interests of the city at large.

Testimony is presented without formatting.

Neil Heller

#52123 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Mayor Wheeler and Commissioners: I am an urban planner working with communities around the country to update their local zoning codes to enable more housing affordability and availability. The Better Housing by Design Recommended Draft promotes many of Portland's goals. It will increase the number of units that can be built in places near jobs, transit and shopping, that will result in less driving and less emissions. It will also promote more livable multifamily development and will help reduce urban heat islands by preserving tree cover. I also suggest removing any minimum parking requirements. Not that parking won't be provided but that doing so allows developers to include parking as a line item cost and make decisions accordingly. Please adopt the Proposed Better Housing by Design, but also encourage a remapping project to include more blue zones in our citywide zoning map. Thank you,

Testimony is presented without formatting.

Iain MacKenzie

#52122 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in strong support of the recommended draft of Better Housing by Design. In particular, I support the change to regulating by FAR rather than by number of units; the introduction of a new bonus for deeper affordability; and numerous changes intended to create better urban design. I agree with the testimony received from groups such as the Portland Historic Landmarks Commission and the Oregon Environmental Council that we should be prioritizing people over parking, and to that end encourage you to go further and remove parking minimums from the code entirely.

Testimony is presented without formatting.

Travis Phillips

#52121 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Mayor Wheeler and City Commissioners: Caritas Housing, the housing arm of Catholic Charities of Oregon, began working in 1998 to acquire, develop, rehabilitate, and manage permanent affordable housing across the state for those in need of a home. We now have over 800 units in our portfolio, providing homes for nearly 2000 people, with the majority of these located within the City of Portland. We also have several projects in our pipeline, including a multi-family project that was recently awarded funding through the Portland Housing Bond in partnership with Related Northwest that will provide over 100 affordable homes in the St. Johns neighborhood. The changes proposed in Better Housing by Design support our ability to provide affordable homes throughout Portland in several ways. We support many of the points outlined in the Recommended Draft Summary – especially those detailed in the attached PDF. As such, we strongly support City Council adopting this proposal. Please refer to the attached PDF for our full testimony in support of this proposal. Respectfully, Travis Phillips Director of Community Development and Housing

Testimony is presented without formatting.



October 2, 2019

City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

Dear Mayor Wheeler and City Commissioners:

Caritas Housing, the housing arm of Catholic Charities of Oregon, began working in 1998 to acquire, develop, rehabilitate, and manage permanent affordable housing across the state for those in need of a home. We now have over 800 units in our portfolio, providing homes for nearly 2000 people, with the majority of these located within the City of Portland. We also have several projects in our pipeline, including a multi-family project that was recently awarded funding through the Portland Housing Bond in partnership with Related Northwest that will provide over 100 affordable homes in the St. Johns neighborhood. The changes proposed in Better Housing by Design support our ability to provide affordable homes throughout Portland in several ways. We support many of the points outlined in the Recommended Draft Summary – especially those noted below. As such, **we strongly support City Council adopting this proposal.**

Shifting from limiting the number of units to floor area ratio (FAR) limits allows for flexibility in how we build housing. This allows us to explore what mix of unit sizes will both meet our financing needs as well as best serve the populations we’re looking to serve, while still maintaining a scale and size that meets the goals of each zone.

Bonuses expand this flexibility while recognizing the need for affordable housing, family-sized homes, and visitable homes. The bonus structures proposed were vetted with affordable housing developers through multiple iterations to ensure that their intentions could play out in reality. In particular, we’d like to acknowledge the benefits of the “deeper affordability bonus” which recognizes that not only FAR increases, but height and lot coverage play a key piece in helping affordable housing developers provide housing that is financially feasible but also responds to community character and needs. In doing development feasibility analysis for one of the projects in our pipeline, it has proven to show that working within these various bonus opportunities will allow us to serve more people as part of this development if this plan is adopted as proposed.

Allowing required common areas to be provided in a variety of ways again, offers important flexibility for us to not only provide a healthy community for our residents, but to respond to each site and population’s unique needs. This also relates to the alternatives provided for meeting landscaping requirements on each site.

The simplified side setbacks to a consistent distance eliminates the existing overly complicated setback formula. This combined with a larger front setback as well as height transitions to lower-density zones

still allows for a gradient to occur between zones and uses while making it easier for us to determine what we can develop on a site.

In short, this proposal builds in flexibility and predictability – elements that are key to providing affordable housing effectively and efficiently. We would like to acknowledge the hours of work and open ears that staff provided as they progressed through this project. Affordable housing developers were brought to the table from day one, and the conversation continued with each evolution of the project. Many of the details within the code language are a result of these conversations and reflect the needs of affordable housing developers to fulfill the good intentions of this proposal.

We look forward to the adoption of this plan and the additional families we will be able to house thanks to it.

Respectfully,

A handwritten signature in black ink, appearing to read "Travis", with a stylized flourish at the end.

Travis Phillips

Director of Community Development and Housing

Jordan Winkler

#52120 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Portland City Council, I am writing in support of the Better Housing by Design (BHD) project, particularly its objective of “diverse housing options and affordability.” In a Council work session, one commissioner asked whether developers would use BHD’s revised development code to supply additional needed housing, especially inclusionary housing. As a developer with an apartment site in the future RM2 zone, I can say that, with one caveat described below, if the BHD project is approved, we plan to build an apartment project that has been on hold since inclusionary housing was introduced solely because of the cost of complying with inclusionary housing. Under the current inclusionary housing rules, the cost to the developer of inclusionary housing in the R1 zone is not matched with offsetting benefits. As a result, our apartment building is not economically viable under current rules. The increased bonus FAR and other changes in the BHD project may make all the difference. If BHD is passed, we’ll likely build our apartment development next year, providing workforce housing for more than one hundred people in southwest Portland. The property is located next to the Southwest Community Center and Gabriel Park, and, as part of the comprehensive plan update, city staff proposed rezoning the property from a single-family zone to a multi-family zone because staff recognized it as an ideal location for multi-family housing in a predominantly single-family neighborhood. However, the BHD project would be even more successful at providing flexibility for diverse housing options and affordability by permitting additional bonus height for developments earning bonus FAR for inclusionary housing, particularly outside of historic districts. In some instances, including at our site, because of site-specific constraints, it is not possible to use all available bonus FAR without an additional height allowance. Making use of that bonus FAR can be necessary for the development of inclusionary housing projects because the bonus FAR is needed to offset the costs of providing affordable rental units. An additional height allowance for complying with inclusionary housing would be immensely valuable for irregularly shaped sites, such as ours, because it would allow us to achieve the intended number of stories for a development in the RM2 zone. The Bureau of Planning and Sustainability’s (BPS) modelling of the bonus FAR and height assumes ideal flat, rectangular sites with a minimum of onsite parking for its prototypes. However, those assumptions do not capture the complicated shapes and topography found at some sites in our city, including our southwest Portland site, which has challenging slopes in two directions. In addition, many of the multifamily sites in BHD zones are not sufficiently served by public transit and bike routes to justify the low parking ratios assumed in BPS’s modelling. To ensure the success of the inclusionary housing program in BHD zones, I suggest an additional five to

ten feet of bonus height for projects earning bonus FAR outside of historic districts. That additional height is needed to be certain that inclusionary housing developments in BHD zones are able to use the bonus FAR necessary for their financial viability. If we are unable to make the apartment development at our RM2 southwest Portland site pencil while providing inclusionary housing units, we will likely sell the property to a home developer for a high-end single-family townhome development that is not subject to inclusionary housing. The critical factor is the height allowance and whether we can fit four stories of housing with reasonable ceiling heights within the 45-foot height limit on a significantly sloped RM2 zoned property. Even under the more flexible RM2 zone, we are not yet certain that we can efficiently use all of our available FAR within the proposed height allowance. I'd like to share a few more observations about the BHD project:

- The BHD project is especially important because it will encourage housing development in Portland's neighborhoods. Apartment rents outside of the city center are increasing more rapidly than rents in luxury units in the city center. More housing development is needed in Portland's neighborhoods to counter those rising rents, and BHD directly addresses that problem. Even so, there is a striking discrepancy between developer incentives for building with inclusionary housing in the Central City Plan District and in less central locations. The FAR and height bonuses are much greater in the central city than in BHD zones, and the tax abatements for building inclusionary housing in sites with FAR of 5:1 or more in the central city are far more generous. Even with BHD's positive changes, the effective cost to developers, net of inclusionary housing incentives, for building inclusionary units is greater outside of the central city than within the central city. Despite our housing affordability emergency, which is caused by a shortage of housing, the cost to developers for participating in the inclusionary housing program reduces the construction of new housing in Portland. Multifamily housing development will increasingly be located not in Portland's neighborhoods but in surrounding jurisdictions that do not have mandatory inclusionary housing programs. Encouraging housing development farther from the central city contributes to sprawl, congestion, and increased carbon emissions. Despite Portland's carbon reduction goals, BPS reports that Portland's carbon emissions from transportation are growing. We should be sensitive to any policy that increases vehicle miles traveled, such as the mandatory inclusionary housing program that incentivizes developments outside of the city rather than in Portland neighborhoods.
- I support the revised definition of building height in the BHD project. Making the definition consistent with the definition used in commercial zones makes sense, particularly the method for measuring height on a sloped site and the height exception for parapets.
- I want to highlight the connection between BHD and reducing homelessness. One ECONorthwest study posted to the Joint Office of Homeless Services' website estimates that the number of homeless will increase by about 1,600 people in Portland in the next few years because of rising housing rental rates. All policies, such as BHD, that increase the supply of housing (whether market rate or affordable), help reduce rents in the Portland housing market generally and, in turn, reduce the number of homeless in our city. That connection between additional housing production, more affordability, and reducing homelessness is a merit of the BHD project that should not be overlooked.

Sincerely, Jordan Winkler Winkler Development Corporation

Testimony is presented without formatting.

WINKLER DEVELOPMENT CORPORATION

--

210 S.W. MORRISON STREET, SUITE 600
PORTLAND, OREGON 97204-3150
503/225-0701

October 2, 2019

City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Dear Portland City Council,

I am writing in support of the Better Housing by Design (BHD) project, particularly its objective of “diverse housing options and affordability.”

In a Council work session, one commissioner asked whether developers would use BHD’s revised development code to supply additional needed housing, especially inclusionary housing. As a developer with an apartment site in the future RM2 zone, I can say that, with one caveat described below, if the BHD project is approved, we plan to build an apartment project that has been on hold since inclusionary housing was introduced solely because of the cost of complying with inclusionary housing. Under the current inclusionary housing rules, the cost to the developer of inclusionary housing in the R1 zone is not matched with offsetting benefits. As a result, our apartment building is not economically viable under current rules. The increased bonus FAR and other changes in the BHD project may make all the difference. If BHD is passed, we’ll likely build our apartment development next year, providing workforce housing for more than one hundred people in southwest Portland. The property is located next to the Southwest Community Center and Gabriel Park, and, as part of the comprehensive plan update, city staff proposed rezoning the property from a single-family zone to a multi-family zone because staff recognized it as an ideal location for multi-family housing in a predominantly single-family neighborhood.

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such as ours, because it would allow us to achieve the intended number of stories for a development in the RM2 zone. The Bureau of Planning and Sustainability's (BPS) modelling of the bonus FAR and height assumes ideal flat, rectangular sites with a minimum of onsite parking for its prototypes. However, those assumptions do not capture the complicated shapes and topography found at some sites in our city, including our southwest Portland site, which has challenging slopes in two directions. In addition, many of the multifamily sites in BHD zones are not sufficiently served by public transit and bike routes to justify the low parking ratios assumed in BPS's modelling. To ensure the success of the inclusionary housing program in BHD zones, I suggest an additional five to ten feet of bonus height for projects earning bonus FAR outside of historic districts. That additional height is needed to be certain that inclusionary housing developments in BHD zones are able to use the bonus FAR necessary for their financial viability.

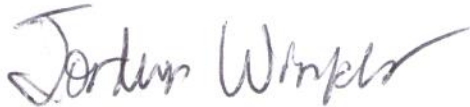
If we are unable to make the apartment development at our RM2 southwest Portland site pencil while providing inclusionary housing units, we will likely sell the property to a home developer for a high-end single-family townhome development that is not subject to inclusionary housing. The critical factor is the height allowance and whether we can fit four stories of housing with reasonable ceiling heights within the 45-foot height limit on a significantly slopped RM2 zoned property. Even under the more flexible RM2 zone, we are not yet certain that we can efficiently use all of our available FAR within the proposed height allowance.

I'd like to share a few more observations about the BHD project:

- The BHD project is especially important because it will encourage housing development in Portland's neighborhoods. Apartment rents outside of the city center are increasing more rapidly than rents in luxury units in the city center. More housing development is needed in Portland's neighborhoods to counter those rising rents, and BHD directly addresses that problem. Even so, there is a striking discrepancy between developer incentives for building with inclusionary housing in the Central City Plan District and in less central locations. The FAR and height bonuses are much greater in the central city than in BHD zones, and the tax abatements for building inclusionary housing in sites with FAR of 5:1 or more in the central city are far more generous. Even with BHD's positive changes, the effective cost to developers, net of inclusionary housing incentives, for building inclusionary units is greater outside of the central city than within the central city. Despite our housing affordability emergency, which is caused by a shortage of housing, the cost to developers for participating in the inclusionary housing program reduces the construction of new housing in Portland. Multifamily housing development will increasingly be located not in Portland's neighborhoods but in surrounding jurisdictions that do not have mandatory inclusionary housing programs. Encouraging housing development farther from the central city contributes to sprawl, congestion, and increased carbon emissions. Despite Portland's carbon reduction goals, BPS reports that Portland's carbon emissions from transportation are growing. We should be sensitive to any policy that increases vehicle miles traveled, such as the mandatory inclusionary housing program that incentivizes developments outside of the city rather than in Portland neighborhoods.

- I support the revised definition of building height in the BHD project. Making the definition consistent with the definition used in commercial zones makes sense, particularly the method for measuring height on a slopped site and the height exception for parapets.
- I want to highlight the connection between BHD and reducing homelessness. One ECONorthwest study posted to the Joint Office of Homeless Services' website estimates that the number of homeless will increase by about 1,600 people in Portland in the next few years because of rising housing rental rates. All policies, such as BHD, that increase the supply of housing (whether market rate or affordable), help reduce rents in the Portland housing market generally and, in turn, reduce the number of homeless in our city. That connection between additional housing production, more affordability, and reducing homelessness is a merit of the BHD project that should not be overlooked.

Sincerely,

A handwritten signature in dark ink, appearing to read "Jordan Winkler", with a stylized flourish at the end.

Jordan Winkler
Executive Vice President

JDW/1019_1046

Brett Morgan

#52119 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

October 2, 2019 Portland For Everyone | 1000 Friends of Oregon 133 SW 2nd Ave, Portland, OR 97204 Dear Mayor Wheeler and Members of the Portland City Council, Thank you for considering proposed zoning changes in multi-dwelling zones known as Better Housing By Design (BHD). As you may know, Portland for Everyone is a program managed by 1000 Friends and driven by a coalition of community organizations, individuals, and local businesses that support land use policies that will help provide abundant, diverse and affordable housing options in all of Portland's neighborhoods. It is for these reasons and more that the coalition is supportive of BHD's revisions and additions to the City's multi-dwelling zoning codes. We are particularly supportive of the reform's changes that provide developers incentives to protect and build affordable housing through changes that uses floor to area ratios as an incentives for developers. Likewise, this policy would directly increase density close to public transit and economic corridors, something that improves livability and reduces a person's climate impact. Furthermore, these changes would provide more incentives to build housing options for those with differing accessibility and mobility needs, something that has not traditionally been a part of the housing conversation. In addition, we echo feedback from Commissioners Eudaly and Hardesty that City-wide anti-displacement policies are a critical component in ensuring that BHD as well as the Residential Infill Project (RIP) are successful. We also agree with BHD's goals of creating more affordable and diverse housing options near transit, but without anti-displacement policies and investments, the proposed changes could harm Portland's most vulnerable communities, particularly low-income individuals and communities of color. Portland for Everyone continues to support the Anti-Displacement PDX (ADPDX) Coalition, and we applaud the city's work to fund the coalition so they can make policy recommendations to the Council to prevent displacement in their neighborhoods. It is our opinion that any zoning changes must be accompanied by strong anti-displacement policies and investments for it to be truly effective. Sincerely, The Portland For Everyone Coalition 1000 Friends of Oregon

Testimony is presented without formatting.

Eric Lindsay

#52118 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To the City Council, I am so excited about the new zoning improvements in better housing by design! While I might have hoped that this rezoning project might have gone further (allowing and encouraging more density), I write to urge you to pass the proposal as currently written. There are a few things that I want to emphasize. Please retain or improve (as in make more generous) the affordability bonuses. Please strip all parking requirements from the entirety of this project. We are in the middle of a housing affordability crisis and a climate crisis. Forcing folks to build parking makes per unit housing costs go up and requires folks to build fossil fuel infrastructure. Thank you, Eric Lindsay

Testimony is presented without formatting.

Sam Noble

#52117 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Council, please see attached testimony in PDF.

Testimony is presented without formatting.

October 2, 2019

City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Mayor Wheeler and Commissioners Eudaly, Fish, Fritz, and Hardesty,

I'm delighted that you've chosen to consider the Better Housing by Design legislation. I hope that you will evaluate it based on the likelihood that it will contribute to a lasting increase in the housing inventory. People need places to live, and we don't have enough land for everyone to live in detached houses close to where they shop and work.

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

- The elimination of arbitrary unit caps based on land area.
- The reduction of arbitrary parking requirements. Please go further and eliminate them entirely so as not to further bias economic feasibility toward the higher-end construction that can support the significant costs of providing on-site parking.
- Substantial FAR bonuses for provision of subsidized units.

I also hope you'll consider amendments to improve less positive impacts of the proposal:

- Please increase the very low base FAR allowances. BPS staff seem obsessed with the idea of public value capture, but this very same concept reduces economic the feasibility of housing production — especially when there is a pre-existing, profitable, low-intensity use of a site. This is even more of an issue in Historic Districts, where Portland has no authority over automatic designation based on a listing maintained by the federal government. Activists — no matter how well intentioned — should not be able to control the growth plan for increasingly-affluent and close-in portions of the city.
- Allow single-room occupancy buildings by-right in the new RM1 zone. Even unsubsidized SROs are a great housing alternative for many people who can't afford (or don't need) full apartments.
- Don't mandate balconies and courtyards. These amenities are expensive and complicate the engineering and construction of energy efficient buildings. Instead provide FAR bonuses for these features.

Finally, I hope that you'll soon take the opportunity to place a great deal of the small-scale “single-dwelling-intensity-compatible” RM1 zone on the map. This zone is embarrassingly rare given the amount of land within a 20 minute bus ride of the Central City.

Sincerely yours,

Sam Noble

420 SE 62nd Ave
Portland, OR 97215

Sara Wright

#52116 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see attached letter.

Testimony is presented without formatting.

October 2, 2019

Portland City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Dear Commissioners:

Thank you for the opportunity to testify on the Better Housing by Design proposal.

Oregon Environmental Council brings Oregonians together to protect the water, air, and land we all share and love. We advocate for impactful, lasting solutions that get at the source of Oregon's environmental problems and have real benefits for people's health and quality of life. Our goals are a stable climate that safeguards our communities and economy; clean and plentiful water that supports people, fish and wildlife; and healthy homes and neighborhoods free of air pollution and hazardous chemicals.

Oregon Environmental Council supports the Better Housing by Design proposal's efforts toward creating more compact, healthy, affordable and vibrant communities in Portland that reduce climate pollution. Density supports a lot of things – jobs, businesses, community services and transportation choices - that make our lives more affordable, more efficient, healthier, safer, and more sustainable. In order to accommodate growth sustainably and efficiently, we must build inside our existing infrastructure, providing denser, more varied, more affordable housing choices.

This proposal is a step in the right direction, particularly in the shift to a Floor Area Ratio approach and the reduction in parking minimums. We would encourage that any Council-level changes to the proposal at this point allow more density, further incentivize affordable housing, and eliminate parking minimums.

Sincerely,



Sara Wright
Program Director, Transportation
Oregon Environmental Council

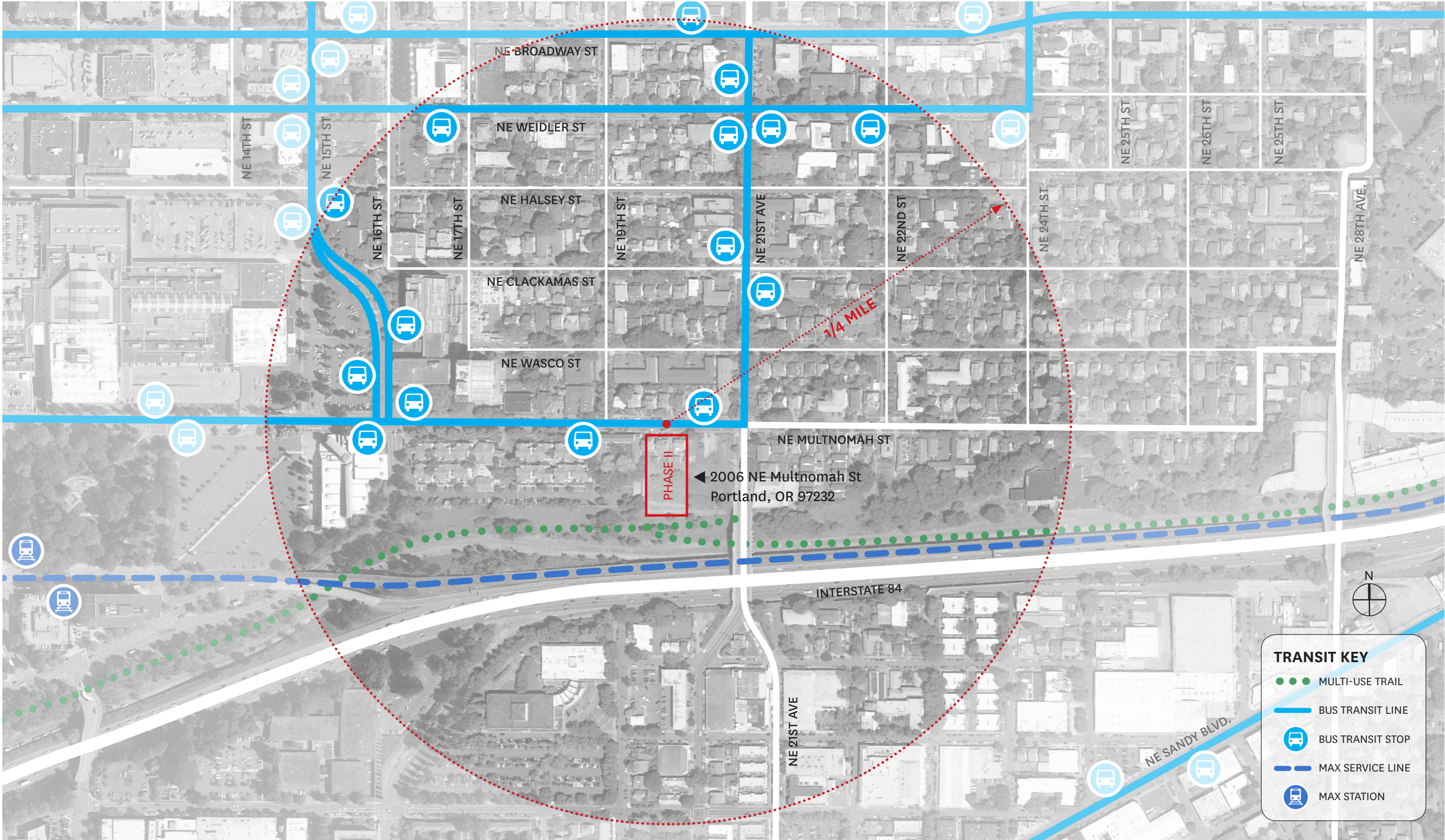
Zoe Lynn Powers

#52115 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

City Council Better Housing by Design Testimony 1221 SW Fourth Avenue, Room 130 Portland, Oregon 97204 Re: Better Housing by Design Amendment Request for Height on Site Well Served by Transit Mayor and Councilors, I am writing on behalf of my client, PHK Development, Inc. (“PHK”), in support of the amendments to Portland City Code (“PCC”) 33.120.215 proposed in the Better Housing by Design project (“BHD”). PHK is working to develop a mostly vacant lot located near NE 21st and Multnomah in Sullivan’s Gulch (the “Property”). The BHD project will change the zone of the Property to RM4 with a design overlay. The RM4 zone is intended to be a “high density” and “intensely urban” area. BHD 33.120.030. As shown on the enclosed transit map, and in keeping with the character of an intensely urban area, the Property is well served by transit. There are bus stops directly in front of the Property and 14 bus stops within ¼ of a mile. The Property lies at the intersection of two City-designated Transit Streets. A resident of the Property could be in downtown in less than 15 minutes on a single bus. The RM4 code recognizes that sites like the Property – which are well served by transit – are opportunities for the City to build additional density and provide more housing opportunities close in to the City center. Accordingly, the Planning and Sustainability Commission expanded the existing allowance for 100-foot building height in the RM4 zone within 1,000 feet of “transit stations” to also apply within 500-feet of frequent transit lines. We ask that you support this modest change in the code in order to allow the density that the RM4 zone would typically allow on a site so well served by transit. Without this change, the term “transit station” limits the applicability of the provision because of its narrow definition as a “location where light rail vehicles stop to load or unload passengers.” The light rail station at Lloyd Center is less than a half a mile away from the Property, with the tracks running along the rear property line (as shown on the enclosed transit map). Unfortunately, the unique geography of this area – the gulch from which the Sullivan’s Gulch neighborhood takes its name – makes it impossible to have a light rail station along that section of track that lies adjacent to the Property. Please adopt BHD section 33.120.215 as approved by the Planning and Sustainability Commission and presented in the Recommended Draft. We appreciate your time and attention to this request. Best regards, Zoe Lynn Powers

Testimony is presented without formatting.



dean gisvold

#52114 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Memorandum To: City Council From: Dean Gisvold, Chair, Irvington Land Use Committee Date: October 2, 2019 - Testimony Re: Better Housing By Design (BHD) - Comments on Proposed Draft BHD represents the efforts of Bureau of Planning and Sustainability (BPS) to address issues, including the so-called "missing middle housing", in multifamily dwelling (MFD) zones. BHD focuses on the MFD zones of which the Irvington Historic District (IHD) has three, currently R-1, R-2, and RH. BHD will change the nomenclature to RM1, RM2, RM3, and RM4. First, the ICA board unanimously approved a resolution at its Sept monthly meeting to support Council action to prohibit the use of bonus FAR in historic districts if a landmark or contributing resource is demolished or deconstructed to make room for new development. Second, Transfer of FAR and FAR Bonus Options Please note that Bonus FAR for affordable housing is treated differently than transferred FAR. FAR Bonus options for affordable housing We support the use of FAR bonus options for inclusionary zoning developments (ones that do not rely on paying your way out of true inclusionary housing), low income and the so called deep housing affordability, and 3 bedroom developments. With regard to family housing, please note our comments below regarding the major BHD change of regulating by building scale and overall size rather than number of units. The IHD has two large public housing projects, Dalke Manor and Gracie Peck, both of which the ICA supports with annual contributions from the Irvington Home tour. Recently, the ICA board and land use committee partnered with the residents of Dalke Manor to cause major improvements to the security measures used by the residents. Home Forward was a key participant and is to be congratulated. FAR Transfers in and out of historic districts We support the transfer of FAR out of the historic district by the owners of landmark resources and contributing resources. Such owners can sell and transfer extra FAR arising from their resources out of historic districts to help the owners with extra funds for maintenance and upkeep of their resources. In the 2018 staff proposal no FAR was allowed to be sold and transferred into an historic district, but PSC gutted that provision, arguing that this would create more historic districts. No evidence was given for such position, and PSC failed to note that new historic districts do not receive the same protections enjoyed by older districts. PSC also failed to account for the additional density pressures on historic resources where compatibility with existing resources is a major factor. This was also noted by the Landmarks Commission. . Please reverse the PSC in this area and return to the original staff report -- no FAR can be transferred into an historic district unless used for real affordable housing for folks with incomes under 80% median family income. For historic districts, we support the following: the use

of FAR bonus for low income housing and 3 bedroom developments, but the use of bonus FAR for the RM1 zone should be capped at 1.5 to 1, and for the RM2 the cap should be 2 to 1 for compatibility reasons. No bonus FAR should be allowed in the RM3 and RM 4 zones, which are already 2 to 1 and 4 to 1, respectively, for the same reason. Context for evaluating the change of regulating by FAR and scale, not the number of units BHD is the most significant rewriting of the zoning code for multifamily zones for many years. Ten percent of the City's land area is in MFD zones. The IHD has approximately 7 blocks of RM1, 20 blocks of RM2, 8 blocks of RM3, and 5 half blocks of RM4. All of the MFD zones are located within, and covered by the IHD regulations and historic review. IHD has 193 buildings in the R1 zone, RM2 under BHD (118 contributing), 60 in the R2 zone, RM1 under BHD (48 contributing), and 59 in the RH zone, RM3 and RM4 under BHD (44 contributing). This means IHD has 102 multifamily zoned sites where demolition is allowed for potential replacement with larger, denser construction. BHD may provide economic incentives for replacing some of the low-density parking-centric housing units built in the 1960s and 1970s in the RM2 zone. However, by providing such incentives, BHD may increase demolition of presently "affordable" housing, labeled noncontributing, and increased renter displacement, especially for those folks below 80% medium family income (MFI). BHD may also increase similar pressures on the contributing single family houses and some older apartment buildings in the RM2 zone. The City Council needs to look carefully at the details of BHD to determine if it will lead to "better housing," as promised, and actually provide more missing middle housing, or increase displacement. Besides the many BHD details that will affect the outcome of better housing or increased displacement is the large scale investment in single family and multi family housing by Wall Street speculators. See the recent Street Roots article by Mary King which is attached below as Attachment B. The link is <https://news.streetroots.org/2019/09/13/wall-street-speculators-and-loss-affordable-housing>. Displacement is a very real by product of BHD and RIP. The PSC members who voted against RIP did so in part on the fact there were no displacement measures in place. I note that the displacement issue is dealt with in part by the appointment of a new displacement committee to work on displacement plans. If so, I urge you to withhold a vote on BHD and RIP until the displacements plans are in place. Such plans may require changes to the proposed BHD and RIP drafts from the PSC. Let's do this right-let's develop the needed affordable housing without displacement. The Street Roots article ends with recommendations, one of which hits the mark for study by this new displacement committee: " Strengthen demolition restrictions, allowing demolitions of sound, affordable housing only if the replacement meets strict criteria tied to a federal standard of affordability, local affordable housing goals, strong anti-displacement regulations, and environmental protections." Regulate development (density) by building scale and size, not the number of units. The major change wrought by BHD is eliminating the unit-based limits in favor of floor area ratio (FAR) based limits for R2 and R1 zones (RH zone is already regulated by FAR, not by units). In practice, this means that in the R1 zone, RM2 under BHD (193 buildings covering 266 5000 sq.ft. lots), instead of allowing no more than 5 units on a 5000 sq.ft. lot (one unit per 1000 sq.ft.), the limit will be a maximum floor area (regardless of the number of units) of 7500 sq.ft. of building (using the base 1.5 to 1 FAR) + plus bonuses, if applicable. Assuming 750 sq.ft. units, that

would allow 10 units instead of just 5 on a 5000 sq.ft. lot. If unit size was 500 sq.ft., 15 units would be possible. Neither example would be a duplex, triplex, fourplex, or courtyard apartment. The number of units will also be affected by the zone details, such as lot coverage, height, front, side, and rear setbacks, and landscape and outdoor area requirements, and by HR criteria relevant to the IHD. If you walk the Irvington streets between Tillamook and Broadway, you will see many examples of the missing middle, because the IHD historically allowed such duplexes, triplexes, fourplexes, 3 story apartment buildings, and courtyard apartments. BHD wants more of what the IHD already has, but BHD as proposed will not cause such housing to occur. A good example of what we do not want, if the goal is the missing middle, is another 4 story apartment building like the one located at 15th and Hancock, built before historic review, which has forty three 450 sq.ft. apartments with no elevator, no air, and no parking. Such building does not provide missing middle housing. BHD, like RIP, has aspirational hopes that the proposed changes will cause developers to build MM housing, but the market will dictate what happens. If small high density units are selling or renting, that is what will be built. BHD staff tells us that "modeling" shows that small units will not occur under BHD. If that is the case, there is no reason not to put in a limit on the number of units, especially if bonuses are being used for low income housing or three bedroom units. For example, for 7,500 sq.ft., seven units would be appropriate. This would allow space for several two- and three-bedroom units, hopefully affordable if bonuses are used. Other reasons to zero in on unit size and number of units is that extremely dense development, as allowed by BHD, will increase parking congestion in MF zones. Along the Broadway and NE 15th corridors, each with frequent bus service, no parking is currently required within 500' of the bus routes. That extends into the neighborhood to roughly half-way between Hancock and Tillamook. Unfortunately, historic review says nothing about parking availability for multifamily housing. In fact, the multifamily structures built between 1910 and 1948 (of which there are quite a few in the IHD) generally did not have parking provided. Finally, a personal suggestion for discussion by Council, is that any incentive or subsidy or bonus, such as additional bonus FAR, additional units, waiver of parking requirements, or waiver of system development charges should require the property owners to agree, among other things, that the benefited property (a) will not be used for short term rentals and (b) will participate in a city approved parking management plan that covers the property area. Submitted by Dean Gisvold, Irvington land use chair, Portland, 97212. [dpg/private/ica/BHD/better housing by design memo to CityCouncil 10-2-19 Attachment A Attachment B](#)) Wall Street speculators and the loss of affordable housing COMMENTARY | Investment giants are inflating Portland housing prices, a local expert argues by Mary King | 13 Sep 2019 Street Roots News Local systems analyst M.K. Hanson is speaking out about massive financial firms speculating in Portland housing. She persuasively makes the case that Portland housing prices are being pushed up – and held up – by Wall Street giants with billions at their disposal and multiple strategies for profiting on their housing investments. “Large global private equity investors including Blackstone, Goldman Sachs, GlobalLand and others have spent more than \$6.3 billion acquiring nearly 29,000 units in the Portland area in just the past four years,” said Hanson. The housing they’re buying is mostly “naturally occurring affordable housing,” for which they pay less than two-thirds per unit what’s

being spent in local efforts to expand our stock of affordable housing. Developers are demolishing sound, habitable, affordable housing and replacing it with housing priced at the very top of the market. The result is to push low- and moderate-income families and communities of color out to the edges of the metro area, away from jobs, schools, public events, parks, mass transit and walkable neighborhoods. To defend our housing, our neighbors and our city, we need very different legislation and regulation than we have or are actively considering. Hanson's calling for the creation of affordability, anti-displacement and environmental protections, to halt the loss of affordable housing and to prevent new "residential infill" zoning policies from encouraging more demolitions and price increases. Hanson is an independent consultant, specializing in re-engineering and integrating convoluted, global manufacturing systems. She's also co-director of the Coalition to Prioritize, Protect and Preserve Affordable Housing, digging out and synthesizing the data and technical reports that explain Portland's situation. Hanson's working to get a hearing for a far more complex and comprehensive explanation of Portland's skyrocketing rents than the simple stories we generally hear, of housing supply failing to keep up with growing demand. Portland rents rose 66% from January 2011 to April 2019, according to Rent Jungle. A big part of the story, Hanson says, is that Wall Street investment funds are buying up apartment buildings and houses to replace with luxury-priced units or to "flip," with a quickie renovation for a fast re-sale or rental. Hanson's account is supported by a recent investigation by Seyoung Sung and PSU housing expert Lisa Bates, which found that: "Sales prices for multifamily rental properties have increased substantially, making preservation of affordable rents more challenging. Regionally, the average sale price increased by 78% between 2010 and 2017; during this period there was a 43% increase in the average asking rent. Multifamily housing properties in racially diverse and low-income neighborhoods have been a target for sales activities. Nearly half of the rental units sold were in low-income tracts; and nearly 60% were in racially diverse tracts." Institutional investors now own half or more of multi-family housing, largely apartments, in the U.S. and are now buying single-family homes for rentals. It's hard to compete with big investors, which have access to cheap financing, as well as economies of scale in property acquisition, renovation, marketing and repairs. In many cities, investment firms now own enough property to wield the monopoly power to jack up rents, and – with deep pockets and tax breaks – can weather high vacancy rates in order to keep rents high. Wall Street is using those rent payments to create highly profitable new financial assets called rent-backed securities, much like the shaky mortgage-backed securities behind the financial crisis of 2008. What we're up against is 'the financialization of housing' The financialization of housing is happening worldwide, driven by Wall Street's discovery that residential real estate could be the source of tremendous profits. It's been described by powerful United Nations reporting, led by Leilani Farha, saying, "Housing is at the centre of an historic structural transformation in global investment and the economies of the industrialized world, with profound consequences for those in need of adequate housing ... Housing and real estate markets have been transformed by corporate finance, including banks, insurance and pension funds, hedge funds, private equity firms and other kinds of financial intermediaries with massive amounts of capital." The U.S. government bailed out the big financiers who caused the 2008 financial crisis responsible for the Great Recession,

positioning them to scoop up apartment buildings and foreclosed homes at bargain prices. The U.N. notes: “Housing and commercial real estate have become the ‘commodity of choice’ for corporate finance and the pace at which financial corporations and funds are taking over housing and real estate in many cities is staggering.” Blackstone bought 1,400 houses in Atlanta in just one day.

Later, journalists described neglected maintenance, high eviction rates and threatening demands when a landlord error resulted in underpayment of the rent. The Federal Reserve Bank of Atlanta found that some of the largest private equity firms were evicting one-quarter to one-third of their tenants a year. High rents, profitable resale, long-term appreciation and rent-backed securities Big institutional investors are also hawking a new financial instrument, rent-backed securities.

Blackstone pioneered the rent-backed bond, which is a lot like the mortgage-backed “assets” behind the 2008 financial crisis. In 2012, investors paid Blackstone \$479 million for the first bonds, effectively a loan to be paid back over time with rent payments. Other investment houses jumped into the game. All of them can use the money they raise to continue real estate buying sprees.

Hanson says that Blackstone sold the bonds asserting that building rents would remain high and vacancy rates low. If rent payments falter, in the coming recession or later, defaults could trigger the collapse of a house of cards of debt, as in 2008. Huge numbers of renters could be evicted in the mess that follows. What it means for Portland It means that too many Portlanders are being forced to spend too much on their housing, cutting budgets for other basic necessities. It’s high rents – not high food prices – that make hunger a big problem in Oregon. Low- and middle-income Portlanders are losing their right to the city, by being pushed to the periphery. We face increasing economic and ethnic segregation in a city that has benefited from an unusual level of economic diversity in its neighborhoods. Hanson fears the new residential infill project will make things worse, noting that Portland’s Planning and Sustainability Commission approved it by the thinnest of majorities, with dissenting members concerned particularly about the displacement of communities of color and low-income residents. Policy recommendations We aren’t the only city besieged by big money. Hanson says we can:

- Strengthen demolition restrictions, allowing demolitions of sound, affordable housing only if the replacement meets strict criteria tied to a federal standard of affordability, local affordable housing goals, strong anti-displacement regulations, and environmental protections.
- Pursue anti-speculative regulations such as a Community First Right of Purchase, municipally-funded community land trusts, tenant’s right to remain, historic preservation incentives combining the Low-Income Housing and Historic Tax Credits, lifting the state’s ban on a real estate transfer tax, and enacting both a vacancy and a land-value tax.
- Expropriate units controlled by large investors for conversion to social housing or placement in a Community Land Trust, as in efforts underway in Germany.

Type or paste your testimony in this box...

Testimony is presented without formatting.

Jesse Lopez

#52113 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am writing in general support of the Better Housing by Design project, but believe that it could be improved with some general enhancements to ensure that city policies enable development that facilitates an increase in affordable housing, expansion of walkable neighborhoods, and contributes to efforts by the city to decrease greenhouse gas emissions by deemphasizing car centered mobility. A couple of specific points, I'm opposed to any downzoning in Goose Hollow or Alphabet District because it would prohibit the exact building types that make those neighborhoods so walkable and desirable. I would also suggest a change from RM2 to RM3 along Sandy and in Kerns because that would be consistent with many of the oldest multi-family buildings such as the one I live in. Finally, given that fact that greenhouse gas emissions in Portland are increasing due to increase vehicle miles travelled we must stop incentivizing car centered mobility. A key step in this process is eliminating parking requirements from all residential developments. Thanks for your time and work on these important issues. Regards, -Jesse Lopez

Testimony is presented without formatting.

Bruce Nelson

#52112 | October 2, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

In the Better Housing by Design, Vol 2 , p. 61 (33.120.210 B 4 b. 2) there is confusing language in reference to trees. At first there is the use of "dead, dying or dangerous." A bit later this is changed to "dead, diseased or dangerous." Dying and diseased in reference to trees are not the same thing. A tree can have a disease but be in no danger of dying. I strongly recommend deleting the word "diseased" and substitute "dying". This same inappropriate language occurs again (Vol. 2, p. 73 33.120.213 b.2). Delete "diseased" and substitute "dying".

Testimony is presented without formatting.

Daniel Gebhart

#52111 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I've recently moved from old low-rise apartments in the area to 72Foster. Older "more affordable" units in the area are barely less expensive than new market rate construction, so failure to allow new development will not prevent displacement. We need more affordable housing, and this change makes affordable housing possible. I support the proposed changes here.

Testimony is presented without formatting.

Mark Wyman

#52110 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please find attached testimony submitted on behalf of the Arbor Lodge Neighborhood Association

Testimony is presented without formatting.

Portland City Council
Better Housing Testimony
1221 SW 4th Avenue
Portland, OR 97201



Dear Commissioners:

Thank you for the opportunity to provide comments on the proposed changes to multifamily zoning this evening. These comments are provided on behalf of the Arbor Lodge Neighborhood Association.

Arbor Lodge is currently under immense development pressure, principally directed towards the high density (RH) zones within the North Interstate Planning District. Many of the high density (RH) lots in Arbor Lodge contain single family homes, and are situated on low-rise single family streets such as N Greenwich, and N Rosa Parks. The scale and the pace of redevelopment in Arbor Lodge has left many in our community concerned that the future character of our neighborhood will be determined by the narrow priority of each developer's desired profit margin. Better Housing by Design does not revisit the decision to rezone our neighborhood for high density development, however it does offer meaningful change that will improve the quality of life for both current and future residents of Arbor Lodge.

Our community supports an inclusive vision for new development, and we are supportive of infill that provides quality housing opportunities for a diversity of household types. We believe this can be done while preserving the qualities that have made Arbor Lodge an attractive location for development teams. Our comments highlight Better Housing by Design measures that support this vision, and provides recommendations for additional measures to advance the policy objectives expressed in the Better Housing By Design recommended draft.

Affordable housing and tree preservation are two of the foremost priorities we hear expressed by members of our community. As such, the Arbor Lodge Neighborhood Association

- Supports the proposal to limit density bonuses and transfer rights solely to the provision of affordable housing units, and the preservation of trees

A point of constructive feedback is that the proposed minimum density requirements (which are measured solely by a ratio of dwelling units to square footage of site area) may work against these objectives. The Arbor Lodge Neighborhood Association proposes

- A flexible approach to minimum density requirements which may allow lower density ratios for projects that preserve mature trees or include two or three bedroom apartments

We hear too often that developers cannot save trees because of the footprint of their project, and sadly we see far too many small square footage studio and one bedroom apartments which do not provide viable housing opportunities for a range of household sizes.

The Arbor Lodge Neighborhood Association strongly encourages city planners to retain the following measures which will improve the quality of life for new residents:

- Requirements to include resident outdoor space for all new development in high density zones should be adopted as proposed
- The proposed 10' front setback requirements should be adopted as proposed
- The enhanced Transportation and Parking Demand Management (TDM) requirements are helpful, however we feel they should be expanded to include all new development within any zoning designation which does not require off-street parking.

Finally, we wish to highlight staff's thoughtful handling of volume 3, which addresses the interaction of the proposed changes to base zoning with the North Interstate Planning District. The preservation of transitional measures between high and medium density zoning designations is critically important for neighborhoods whose medium density lots are currently occupied by single family housing. It is untenable to envision a building of 65' to 100' being sited within 5' of a single family home.

The Arbor Lodge Neighborhood Association strongly recommends adoption of the proposed transitional measures in section 33.561.230 detailed in Volume 3 of BHD:

- Step down requirements limiting high density (RM 3 + RM 4) building heights to 35' within 25' of an abutting RF to RM2 zoned lot
- Retaining the rear set back requirement of 10' between high and medium density zoned lots.

The proposed measures highlighted in our testimony are examples of meaningful improvements to code which promote a good quality of life for existing and new residents.

Sincerely,

Mark Wyman



Vice-Chair Arbor Lodge Neighborhood Association

Peggy Moretti

#52109 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please accept the attached letter of testimony and add it to the record. Thank you - Peggy Moretti
Executive Director

Testimony is presented without formatting.



TO: Commissioner Chloe Eudaly
 Commissioner Nick Fish
 Commissioner Amanda Fritz
 Commissioner Jo Ann Hardesty
 Mayor Ted Wheeler

FROM: Restore Oregon

SUBJECT: Testimony on Better Housing by Design
 (City Council Hearing on October 2, 2019)

Restore Oregon appreciates the intent of Better Housing by Design and we support many of its provisions. However, three important changes are needed to protect and steward Portland's historic districts and historic buildings from demolition and the loss of existing, naturally more affordable housing.

We Support the Following Provisions:

- **Special definition of the RM4 zone in historic districts.** The 3:1 FAR recommended for historic districts, which is more compatible with the scale of the largest historic apartment buildings. This is consistent with the 2035 Comprehensive Plan Policy 4.49 "Refine base zoning in historic districts to take into account the character of historic resources in the district."
- **Additional FAR transfer allowance for seismic upgrades to historic buildings.** This additional allowance will provide urgently needed help to defray the high cost of seismic retrofits. However, its important to note that this allowance alone will not make seismic upgrades affordable. Its imperative that the City seek *additional* financial tools such as a state tax credit to avoid the loss of hundreds of buildings that create Portland's distinctive character and provide thousands of units of housing.
- **Revised zoning of the Alphabet Historic District.** We strongly support this alignment of heights with the scale of nearby homes and buildings, and it is consistent with 2035 Comp Plan Policy 4.48: "Continuity with established patterns."

The recent decision by the Land Use Court of Appeals regarding the CC2035 Plan reinforces the importance of considering context when establishing heights and the wisdom of this revision.

To avoid demolition and the loss of irreplaceable heritage, we urge the following changes and additions:

- **The zoning for the King's Hill Historic District needs further adjustment.** The adjacent Alphabet and King's Hill Districts should be mirror images of one another: the larger-scale RM4 zone containing historic apartment buildings should be nearest to W. Burnside St., and the smaller-scale RM3 zone containing mostly historic houses should be farther away from Burnside. We support the adjustments provided by the Architectural Heritage Center.
- **Clarify that zoned heights in historic districts are the maximum *allowed*, they are not an entitlement "by right,"** even when within 1000 ft of a transit station. This sets the right expectation of contextual compatibility for developers, and enables the Landmarks Commission to do their job.
- **MOST IMPORTANTLY, we strongly urge the City to disallow any incentives, bonuses or transfers of development rights to sites where a contributing building is demolished in either a historic or conservation district.** There are already enough forces working against our older neighborhoods and historic buildings without the City adding to them. In fact, the City needs to create better incentives to ***retain*** existing homes and buildings, and thus support our values of sustainability, affordability, and cultural heritage.

*Density without demolition.
The greenest building – and the most affordable home – is already standing.*

Thank you.



Peggy Moretti
Executive Director

Jonathan Greenwood

#52108 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Mayor Wheeler and Commissioners: The Better Housing by Design Recommended Draft advances many of the Comp Plan goals. It will increase the number of units that can be built in places near jobs, transit and shopping, It will result in less driving and less carbon emissions. It will promote more livable multifamily development, especially on the larger lots of East Portland, and will encourage saving tree groves, to reduce “heat islands”. I support all of the 20 points in the “Recommended Draft Summary” brochure. Specifically: I support the change, #1, to regulate by Floor Area Ratio (FAR) rather than unit count. This change will result in an increase in units where they are most needed. I also support the FARs and FAR bonus scenario (#2), which will encourage supplying Affordable Housing. The Deep Affordability bonus could be very useful. I support the newly developed Visitability requirements for some units (#3), and FAR transfers to preserve affordable housing and big trees (#4). I support density transfers from these sites, and transfers to Historic Districts, with the limitations of amount that can be transferred. Small commercial on corridors in these RM zones (#5), as well as required outdoor areas, and shared common areas help livability. The flexibility in #6,7,8 will make landscaping easier to fit in. Limits on surface parking and on use of asphalt (#9), as well as #10, “reducing parking requirements”, are welcomed. We should go further, and eliminate parking requirements on buildings further than 500’ as well, letting builders provide it at their option. I support limiting garage frontage and orienting entry doors to the street (#11, 12). I support the new side setbacks, which are now 5’ everywhere (#14) instead of a complicated formula. I support the options in #17, to allow continuous buildings (no side setbacks) on major corridors, which also increases flexibility in site layout of new buildings. Increase height near transit makes a lot of sense. I support #18, 19, and 20, to address specific site and street grid issues in East Portland. The very large blocks and narrow but deep lots make it difficult to develop livable apartment buildings. The proposal in #19 is an innovative approach, but needs to be monitored for any unintended side effects. PBOT has been attempting to connect the street grid for years, and I am supportive of the PBOT Connected Centers project that is addressing those issues. I think staff’s Displacement Risk analysis is useful, and some elements, such as the larger numbers of units allowed, and the encouragement of Inclusionary Housing using substantial FAR bonuses, will help provide mitigation for this risk. BPS and Housing Bureau are proposing a project to refine and adopt anti-displacement measures for all the HOI projects. As mentioned, BPS plans to re-examine the mapping of the Multifamily zones in the near future. I support such a project, which I hope will allow greater housing production especially in in the High Opportunity Areas that the Housing

Bureau has identified. I urge you to adopt this Recommended Draft as soon as possible, and hope the mapping project can be undertaken soon after. Thank you, Jonathan Greenwood

Testimony is presented without formatting.

Ron Chandler

#52107 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

We have lived at our house on Glisan for 32 years and wish to go on record in favor of the zoning change. The need for affordable housing is great and this change will help our community. Thank you. Ron Chandler

Testimony is presented without formatting.

Brian Campbell

#52106 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see attached letter - UDP Response.BHBD draft.10.2.19-2.pdf

Testimony is presented without formatting.

Urban Design Panel

Portland and Oregon Members of the American Institute of Architects, American Planning Association and American Society of Landscape Architects

October 2, 2019

City Council

Portland, Oregon

BETTER HOUSING BY DESIGN – RECOMMENDED DRAFT ZONING CODE PROPOSALS

Portland City Council members,

The Urban Design Panel is sponsored jointly by the Oregon chapters of the American Institute of Architects, the American Planning Association and the American Society of Landscape Architects. The Urban Design Panel appreciates the thoughtfulness of this large package of proposed code changes and the hard work Planning staff and the Planning and Sustainability Commission have put into this initiative, and supports the adoption of this recommended draft.

Following are specific comments for the four major proposal areas:

Diverse housing options and affordability -

The Panel supports the shift to regulating density by total floor area rather than by the number of units. This has the potential to be a game changer by allowing much more flexibility in how units are designed and configured on a site and making it much easier to provide a mix of affordable and market rate housing.

While we did not take a position on the specific density bonus provisions, they appear to be generous enough to achieve the goal of producing significantly more new affordable units.

Transferring development rights should also have a positive impact on both existing affordable housing and historic districts.

The panel would recommend that an economic analysis be performed after these provisions have been in place for a couple of years in combination with the inclusionary zoning requirements to see whether these bonus thresholds are effective in increasing the amount of needed affordable housing.

Urban Design Panel membership and the processes and professional standards utilized by the UDP in their review of projects and policies are endorsed by the Boards of Directors of AIA Portland, ASLA Oregon and the Oregon Chapter of the American Planning Association. The project-specific opinions of UDP members do not necessarily represent the opinions of their respective Boards of Directors.

403 NW 11th Avenue
Portland, Oregon 97209-2903

Urban Design Panel

Portland and Oregon Members of the American Institute of Architects, American Planning Association and American Society of Landscape Architects

Providing a density bonus for accessibility is a better way to promote accessible housing than making it a requirement and has the potential to add more affordable units.

Allowing small scale commercial uses along corridors in residentially zoned areas should have a positive impact in creating more opportunities for local services, and increasing the walkability and social interaction that make neighborhoods vibrant places.

Outdoor spaces and green elements -

The proposals for outdoor areas and alternative landscaping will be a real benefit to providing both the types of outdoor space that is needed for sustainability and livability as well as allowing more flexibility. Reducing the required parking also enables more units to be built on a site, and with less cost. Ideally this will mean greater affordability.

Building design and scale -

Limiting the garage frontage to 50%, requiring building entrances to be oriented to the street or courtyards and the other provisions of this section should greatly improve the walkability of these areas, addressing a major drawback of many existing housing projects.

Requiring building height transitions to single family zones is critical to building support for these changes as well as reducing impacts on existing neighborhoods.

One of the most criticized elements of the new larger buildings being built is the uniformity of their facades. Requiring 25% of these facades to be offset addresses this issue and seems like the appropriate amount.

Providing options for more intense urban building forms along major corridors seems appropriate. While the Panel did not take a position on the specific proposals in # 17, they are consistent with other positions we have taken.

East Portland standards and street connections -

Identifying the special needs of East Portland is an important new innovation for the zoning code. Its different street patterns and deeper lots, many with significant tree stands, demand different solutions. The solutions proposed appear to be well conceived and address the very real problems this area has experienced. The proposals for requiring deep rear setbacks are particularly important given the types of

Urban Design Panel membership and the processes and professional standards utilized by the UDP in their review of projects and policies are endorsed by the Boards of Directors of AIA Portland, ASLA Oregon and the Oregon Chapter of the American Planning Association. The project-specific opinions of UDP members do not necessarily represent the opinions of their respective Boards of Directors.

403 NW 11th Avenue
Portland, Oregon 97209-2903

Urban Design Panel

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development that have occurred recently. Requiring a minimum street frontage of 90' in multi-dwelling zones will greatly improve the Urban Design quality of those zones.

Calculating development allowances prior to street dedication helps offset the financial challenge of land assembly.

Minimum density requirements certainly need to be strengthened in order to help create more complete communities in this area of large blocks and scattered development patterns. Parking demand management approaches that are tailored to this area are also needed.

Overall, this set of code proposals is excellent and should be adopted.

Respectfully submitted by the UDP Executive Committee on behalf of the full Urban Design Panel.

David McIlnay, AIA

Brian Campbell, FAICP

Sean Batty , ASLA

Bob Boileau, AIA, AICP

John Spencer, AICP

Brian Stuhr, ASLA

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403 NW 11th Avenue
Portland, Oregon 97209-2903

Maria Thi Mai

#52105 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

We invite you to do your part for climate change and preserve all large conifers and provide incentives for developers to do more than pay the meager fine outlined in the tree code. Preserving trees will reduce stormwater costs to BES, increase home values and thus increase the tax base, increase livability, and increase the pervious surfaces. Start with an inventorying all large trees and creating a database. Also, establish more heritage trees throughout the city.

Testimony is presented without formatting.

Maria Thi Mai

#52104 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

On behalf of the Multnomah Neighborhood and her residents, we recommend downzoning the back portion of the property (4144 SW Canby St) from R1 to R20. The current R1 zoning is adjacent to a wetland and e-zone. Additionally, this change in zoning would allow Portland Parks to purchase the property under Metro's acquisition program.

https://www.portlandmaps.com/detail/zoning/4144-W-SW-CANBY-ST/R329893_did/

Testimony is presented without formatting.

Maria Thi Mai

#52103 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

On September 30, the Portland Landmarks Commission overwhelmingly approved our nomination for the Multnomah School (Multnomah Arts Center) to the National Historic Register. We strongly encourage City Council to fund the backlog of maintenance associated with the Art Center as well as other Park facilities. Be creative with a one-time package of funding, shifting funds from other bureaus, and other resourceful solutions.

Testimony is presented without formatting.



Southwest Neighborhoods, Inc.

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

www.swni.org

September 27, 2019

Mr. Robert Olguin
National Register Coordinator
Oregon Parks and Recreation Department,
725 Summer Street, NE, Suite C, Salem, Oregon 97301

Dear Mr. Olguin,

On behalf of the 70,000 + residents in southwest Portland, the Southwest Neighborhoods, Inc. (SWNI), endorses the Multnomah Neighborhood Association's (MNA) nomination of the Multnomah School to the National Register of Historic Places. SWNI is the coalition for 17 individual neighborhoods associations including Multnomah.

Since 1923, the Multnomah School has served southwest Portland residents. First as a school and later as the Multnomah Arts Center, the Multnomah School has grounded and galvanized the community.

The Multnomah School was Multnomah Village's only school from 1923 to 1979 when it was closed. While there are over 200 properties throughout southwest Portland individually listed on the Historic Register, there are none in Multnomah Village and the only other school on the Register is the Kennedy School in northeast Portland.

Historically, the Multnomah School is one of the oldest in the Village. Building a school was a natural progression for local residents with growing families. They wanted their children to be educated and a place to enjoy social and cultural activities. The school was designed with an emphasis on "child-centered" education, one that integrated education with the community. This architectural design and philosophy was a departure from the strict rote system of education employed at the turn of the century. The nomination discusses the values of the Progressive Education Movement more thoroughly.

The Multnomah School stands apart from other elementary schools built in this era. These qualities can be found in the setting and siting, in the architecture style and the use of a non-school district architect, and the fact that the school retains a high degree of integrity. For example, the architect used large windows that opened with the idea that students needed natural light and fresh air.

The school is being nominated for its local significance for education and for its architecture as a local physical manifestation of the progressive school movement in the early 20th century. Without the school, Multnomah would be a different place, and not in a good way.

With this letter, we request your support in approving this nomination.

Sincerely,

Leslie Hammond
President
Southwest Neighborhoods, Inc.

Maria Thi Mai

#52102 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

BES PBOT BDS BPS PARKS... This quagmire of acronyms is synonymous with the challenge that these bureaus have in working together and is underscored in the 4144 SW Canby Street proposed development. The proposed project conflicts with the Capital Highway street improvement projects with PBOT, ODOT, and Tri-Met as well as stormwater upgrades by BES. Since the project borders Gabriel Park, the Parks Bureau is rightfully concerned about erosion, run-off, landslides, and flooding into Vermont and Woods Creeks as well as the Fanno Creek Watershed. Clearly, this project needs a thoughtful review by the affected bureaus and public engagement. The developer, SociaGroup in the July 2019 pre-application with BDS proposed 39-78 condo units, 1,500-2,000 square feet, 2-story, with single and double car garage options. Parking for 72 vehicles will be offered. Other vehicles will use street parking. This proposal is fraught with environmental, transportation, and infrastructure problems and concerns from the community. At a minimum, we request that the City do the following:

- ? Perform a traffic study analyzing the impacts of an increase of 75-100 vehicles accessing SW Canby Street from 35th – 41st (dead end) into Gabriel Park). The traffic study should include the intersections of 40th and SW Canby, 40th and Multnomah Blvd., Multnomah Blvd. and 45th. The study should also include the parking lot and access road into Gabriel Park and the Community Gardens off of SW Canby Street, the specific traffic impacts to Gabriel Park users of the softball fields, community gardens, off-leash dog area, and orchards.
- ? Consider the fact that Gabriel Park is zoned “open space” which means no parking or infrastructure can be built without a conditional use review which would be costly and unlikely for Parks to initiate.
- ? Analyze the watershed impacts of reducing pervious surface area including but not limited to impacts to Vermont and Woods Creeks within the park, impacts to Gabriel Parks infrastructure and trails (i.e. erosion, soil compaction and saturation, stormwater overflow, etc).
- ? Determine how existing road and sewer projects intersect with this proposed development. Consider conflicts of improvement projects on development. Determine where excess surface water is intended to flow and overflow.
- ? Determine how proposed pump station of project ties into other BES stormwater and sewer management projects as well as PBOT Capitol Highway improvement projects.
- ? Coordinate with the Urban Forestry Commission on proposed project impacts to the existing heritage tree and other large trees on the property. Include impacts of heavy construction equipment, soil saturation, and the increase of impervious surfaces to the high water table.
- ? Conduct an engineering study to determine costs, impacts, and emergency access from both Multnomah Blvd and 45th. Consider the fact that the current proposal provides only one entry point for 75-100 vehicles and about 120-150

people via the driveway off of SW Canby Street. ? Outreach and host a meeting to discuss the proposed project. Include the neighborhood associations, SWNI, the Friends of Gabriel Park, Friends of Fanno Creek, Friends of Tryon Creek, Tualatin River Watershed Council, U.S. Postal Service, Multnomah Business Association, Foothill Sports Association, Gabriel Commons, Urban Forestry Commission, Friends of Trees, Southwest Trails Association, and nearby businesses, property owners, apartment complex managers and residents. ? Explore renewable and clean energy options in construction including but not limited to: solar, greywater recycling, stormwater runoff mitigation, etc. ? Coordinate with Portland Parks, Bureau of Environmental Services, Transportation Bureau, Bureau of Planning and Sustainability, Bureau of Emergency Management, Bureau of Housing, Bureau of Development Services, Government Relations, Water Bureau, Urban Forestry Commission, and the Ombudsman.

Testimony is presented without formatting.



7688 Capitol Hwy, Portland, OR 97219

"We envision that the Multnomah Neighborhood will remain a place defined by conscientious decision about the preservation of our canopy of trees, open space, and natural areas; limited and thoughtful residential and commercial development; small businesses; and safe streets. It is our vision that the Neighborhood will retain and judiciously improve on its small-town historic charms and small-scale main street Village character. The [Plan's] policies and objectives were formulated to help realize our vision for Multnomah's future."

(Multnomah Neighborhood Plan 1995)

October 1, 2019

«Title» «FirstName» «LastName»
«Address1» «Address2»
«City», «State» «PostalCode»

Dear «Title» «LastName»,

BES PBOT BDS BPS PARKS... This quagmire of acronyms is synonymous with the challenge that these bureaus have in working together and is underscored in the 4144 SW Canby Street proposed development. The proposed project conflicts with the Capital Highway street improvement projects with PBOT, ODOT, and Tri-Met as well as stormwater upgrades by BES. Since the project borders Gabriel Park, the Parks Bureau is rightfully concerned about erosion, run-off, landslides, and flooding into Vermont and Woods Creeks as well as the Fanno Creek Watershed. Clearly, this project needs a thoughtful review by the affected bureaus and public engagement.

The developer, SociaGroup in the July 2019 pre-application with BDS proposed 39-78 condo units, 1,500-2,000 square feet, 2-story, with single and double car garage options. Parking for 72 vehicles will be offered. Other vehicles will use street parking.

This proposal is fraught with environmental, transportation, and infrastructure problems and concerns from the community.

At a minimum, we request that the City do the following:

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- Consider the fact that Gabriel Park is zoned "open space" which means no parking or infrastructure can be built without a conditional use review which would be costly and unlikely for Parks to initiate.

Board Chair--Maria Thi Mai * Vice Chair—Vacant * Secretary—Laura Herbst * Treasurer--Sim Hyde*
Committee Chairs: Land Use--Jim Peterson * Transportation--Katherine Christensen * Watershed--Murphy Terrell * SW Capitol Hwy Project Subcommittee--Chris Lyons

- Analyze the watershed impacts of reducing pervious surface area including but not limited to impacts to Vermont and Woods Creeks within the park, impacts to Gabriel Parks infrastructure and trails (i.e. erosion, soil compaction and saturation, stormwater overflow, etc).
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- Outreach and host a meeting to discuss the proposed project. Include the neighborhood associations, SWNI, the Friends of Gabriel Park, Friends of Fanno Creek, Friends of Tryon Creek, Tualatin River Watershed Council, U.S. Postal Service, Multnomah Business Association, Foothill Sports Association, Gabriel Commons, Urban Forestry Commission, Friends of Trees, Southwest Trails Association, and nearby businesses, property owners, apartment complex managers and residents.
- Explore renewable and clean energy options in construction including but not limited to: solar, greywater recycling, stormwater runoff mitigation, etc.
- Coordinate with Portland Parks, Bureau of Environmental Services, Transportation Bureau, Bureau of Planning and Sustainability, Bureau of Emergency Management, Bureau of Housing, Bureau of Development Services, Government Relations, Water Bureau, Urban Forestry Commission, and the Ombudsman.

Regards,

/s/ Maria Thi Mai
Multnomah Neighborhood Association Chair
7688 SW Captiol Hwy Portland OR 97219
503.539.4966
mnachair@gmail.com
<https://swni.org/multnomah>

4144 SW Canby St Housing Development September 26 Meeting Highlights

What: Meeting with residents interested in influencing the proposed condo development by ScotiaGroup

When/Where: September 26, 2019, 6:30--7:30 pm, Multnomah Art Center, RM 7

Why: The community is very concerned about the impacts of ScotiaGroup's interest in building 39 condo-style houses at 4144 SW Canby St. The project is currently zoned for about 130 units based on the current comprehensive plan.

Proposed Development Location:

4144 SW Canby St. (formerly the Hutchinson's property) 4.5 acres behind the Post Office, adjacent to Gabriel Park and at the intersection of Multnomah and 45th Ave.

Meeting Highlights:

What We Know (this is in addition to what's been already identified)

- Hutchinson's own strip of property off of 45th Avenue
- Heritage tree and about 6 more large conifers on site
- Apartments off of Multnomah have an emergency access
- Gabriel Park is zoned as "open space" meaning no development is allowed including parking without a conditional use review which would be too costly for Portland Parks to invest.
- Uncertainty on location of sewer and water lines, pump station, treatment for surface water, and impacts to Woods and Vermont Creeks.
- Uncertainty on coordination with Capitol Highway plan and other city infrastructure projects.

Potential Advocates (names in parentheses will be key contact)

This is an initial list. Please feel free to contribute others and make contact as appropriate.

- Friends of Gabriel Park: <https://friendsofgabrielpark.com/> – (Jay Withgott)
- Community Gardens (Jon Decherd)
- Community Orchards (Jay Withgott)
- SW Trails PDX: <https://swtrails.org/>
- Off-leash dog groups
- Multnomah Tree Team (Urban Forestry Commission)
<https://www.portlandoregon.gov/parks/article/648374> – (Emma Dugan)
- Friends of Trees: <https://friendsoftrees.org/> - Emma Dugan)
- Multnomah Tree Experts (Peter Torres)
- Portland Parks
- Portland Parks Foundation
- Foothills Soccer Club: <https://www.foothillssoccer.org/> (Andrea Williams)
- Youth sports groups

- West Multnomah Soil & Water Conservation District: <https://wmswcd.org/> (Murphy Terrell)
- SWNI: <https://www.swni.org/> (Leslie Hammond)
- SW Community Connection: <https://pamplinmedia.com/southwest-community-connection-home/> - (Bill Gallagher)
- Adjacent and nearby apartment and businesses

Neighborhood Suggestions (these were included in letter to city officials)

- Perform a traffic study analyzing the impacts of an increase of 75-100 vehicles accessing SW Canby Street from 35th – 41st (dead end) into Gabriel Park). The traffic study should include the intersections of 40th and SW Canby, 40th and Multnomah Blvd., Multnomah Blvd. and 45th. The study should also include the parking lot and access road into Gabriel Park and the Community Gardens off of SW Canby Street, the specific traffic impacts to Gabriel Park users of the softball fields, community gardens, off-leash dog area, and orchards.
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Service, Multnomah Business Association, Foothill Sports Association, Gabriel Commons, Urban Forestry Commission, Friends of Trees, Southwest Trails Association, and nearby businesses, property owners, apartment complex managers and residents.

- Explore renewable and clean energy options in construction including but not limited to: solar, greywater recycling, stormwater runoff mitigation, etc.
- Coordinate with Portland Parks, Bureau of Environmental Services, Transportation Bureau, Bureau of Planning and Sustainability, Bureau of Emergency Management, Bureau of Housing, Bureau of Development Services, Government Relations, Water Bureau, Urban Forestry Commission, and the Ombudsman.

What's Next?

- ✓ Send letter identifying concerns and requests to city officials (Maria Thi Mai)
- ✓ Acquire pre-application file (Nancy Deherd)
- ✓ Increase E-overlay (Jim Peterson, Murphy Terrell)
- ✓ Continue to outreach and increase advocates (All)

More Info on Development (copied from previous notes)

The Bureau of Development Services website provides weekly updates on development permits and compliance. See: <https://www.portlandoregon.gov/bds/78363>

The Next Portland (formerly Portland Development Commission) website summarizes development. See: <http://www.nextportland.com/category/ne-mlk-alberta/>

For a map on development throughout the city, go here and zoom in:
<http://www.nextportland.com/map/>

Neighbor Issues, Concerns, and Questions (copied and identified at meeting with developer)

- ⇒ SW Canby Street is a major thoroughfare for U.S. Postal Service vehicles, pedestrians.
- ⇒ SW Canby Street is a major access point for Gabriel Park including 1,000s of people accessing the park, community gardens, off-leash area, softball fields, and more.
- ⇒ Gabriel Park provides parking and seasonal porta potties via SW Canby Street
- ⇒ SW Canby Street is already lined with cars parked on both sides of the street from Gabriel Park to 35th. Additional traffic and cars needing to park would further clog an already busy street.
- ⇒ Access to Gabriel Park is a blind corner.
- ⇒ Infrastructure and construction will be very disruptive to SW Canby St and 40th Ave.
- ⇒ The “Heritage Tree” on SW Canby would impede construction of a sidewalk

- ⇒ The loss of pervious surface areas could create flooding and other stormwater issues
- ⇒ The intersections of SW 40th – SW 45th and SW Canby and SW Multnomah have historically been a wetland and subject to seasonal flooding. Long-time neighbors recount ice-skating in that area.
- ⇒ Will the development be gated?
- ⇒ What are the homeowner association fees?
- ⇒ What will the home owners association responsibility be to maintaining the wetlands and e-zone “resource tract”?

Interested Parties and contact info:

[Winterbrook Planning](#) Portland-based planning company. Coordinate permits, codes, compliance, wetland mitigation, etc.

tim@winterbrookplanning.com

jesse@winterbrookplanning.com

[Steelhead Architecture](#): Gabe Headrick, architect. Design condos

gabe.headrick@steelheadarchitecture.com

[Talus PDX](#): James Aronoff, realtor. Real estate sales.

james@taluspdx.com

[Scotia Group Management](#): Rob Aronoff, Owner, Real Estate Broker. Sean O’Neill, Project Manager. Developer of condos, apartment, multi-family development, property management, homeowner association development, etc

sean@scotiawsh.com

4144 SW Canby St Housing Development Meeting Highlights

WHAT: Meeting with SocioGroup (developer) on proposed condo development adjacent to Gabriel Park

WHEN: August 27, 2019, 7-8:30 pm

WHERE: Multnomah Art Center, RM 30

WHY: A developer is exploring the feasibility of building 39 condo-style houses at 4144 SW Canby St. The project is currently zoned for about 130 units based on the current comprehensive plan.

Proposed Development Location:

4144 SW Canby St. (formerly the Hutchinson's property) 4.5 acres behind the Post Office and at the intersection of Multnomah and 45th Ave.

Meeting Highlights:

Construction and Design

- ⇒ ScotiaGroup intends to build 38 condos, 1,500-2,000 square feet, 2-story, selling for \$475k-\$750k, with single and double car garage options.
- ⇒ Parking for 72 vehicles will be offered. Other vehicles will use street parking.
- ⇒ Entrance and exit will be from Canby St, Hutchinson's driveway and adjacent from little Gabriel Park parking entrance.
- ⇒ Original "Hutchinson's" house (at the end of SW Canby) will be preserved with driveway as access point to subdivision.
- ⇒ SW Canby will be extended east with a turnaround and entrance into the subdivision using the Hutchinson's driveway.
- ⇒
- ⇒ Condo buyers will have choice of various floor plans and garage option depending on location
- ⇒ No affordable housing is required or intended
- ⇒ No alternative energy, green or sustainable building design is required or intended. Developer thinks alternative energy such as solar panels are not economically feasible and does not maximize profits.
- ⇒ Actual construction company is unknown.
- ⇒ Property has not been sold.
- ⇒ No traffic study has been conducted.
- ⇒ Will build pump station at low point and tie to existing.
- ⇒ Will pump stormwater from existing holding pond to street connector.
- ⇒ Stormwater on SW Canby will be piped and run east.
- ⇒ NW Gas line ends at 46th (4609 SW Canby)
- ⇒ SW Canby St will need to be trenched to allow for infrastructure lines.

- ⇒ Construction equipment will be staged on site where possible.
- ⇒ Adding a SW 45th entrance encroaches on the environmental zone and another property. The City does not allow unless the maximum allowable units are built
- ⇒ Connecting to SW Multnomah Blvd. would require going through an environmental zone and there are significant elevation differences.
- ⇒ SocioGroup would consider a sidewalk on SW Canby. However, the “heritage tree” requires a buffer for root growth and the health of the tree.
- ⇒ SocioGroup intends this meeting to be one of several and offers to continue meeting with the neighborhood on concerns and progress.

SocioGroup Portland-area projects

- ⇒ SW Gaines & 10th Ave – Townhomes

SW Gibbs & 12th Ave – Apartment Complex *Proposal is to demolish the existing house. Build new 4 unit apartment building; 3 for-rent “townhome” style units facing SW Gibbs. 1 owner-occupied unit on top (2 levels with entry facing SW 12th. Onsite flow-through stormwater planter. PBOT improvements. No affordable housing.*

- ⇒ 11365 SW Capitol Highway – 10-unit apartment complex with private drive. No affordable housing

More Info on Development:

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The Next Portland (formerly Portland Development Commission) website summarizes development. See: <http://www.nextportland.com/category/ne-mlk-alberta/>

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- ⇒ The intersections of SW 40th – SW 45th and SW Canby and SW Multnomah have historically been a wetland and subject to seasonal flooding. Long-time neighbors recount ice-skating in that area.
- ⇒ Will the development be gated?
- ⇒ What are the homeowner association fees?
- ⇒ What will the homeowners association responsibility be to maintaining the wetlands and e-zone “resource tract”?

Neighborhood Suggestions

- ⇒ Consider alternative energy designs and use of renewable energy such as solar panels, re-purposing gray water, and going beyond what is minimally required. Consider designs that make these condos unique from all the others around the city.
- ⇒ Consider native plantings and large conifers to mitigate pervious surface area loss.
- ⇒ Consider a trail off of Multnomah Boulevard as alternative pedestrian and bicycle access.
- ⇒ Consider road access from Multnomah Blvd or 45th Ave.

Interested Parties and contact info:

[Winterbrook Planning](#) Portland-based planning company. Coordinate permits, codes, compliance, wetland mitigation, etc.

tim@winterbrookplanning.com

jesse@winterbrookplanning.com

[Steelhead Architecture](#): Gabe Headrick, architect. Design condos
gabe.headrick@steelheadarchitecture.com

[Talus PDX](#): James Aronoff, realtor. Real estate sales.
james@taluspdx.com

[Scotia Group Management](#): Rob Aronoff, Owner, Real Estate Broker. Sean O’Neill, Project Manager. Developer of condos, apartment, multi-family development, property management, homeowner association development, etc
sean@scotiawsh.com

Thomas Metzger

#52101 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

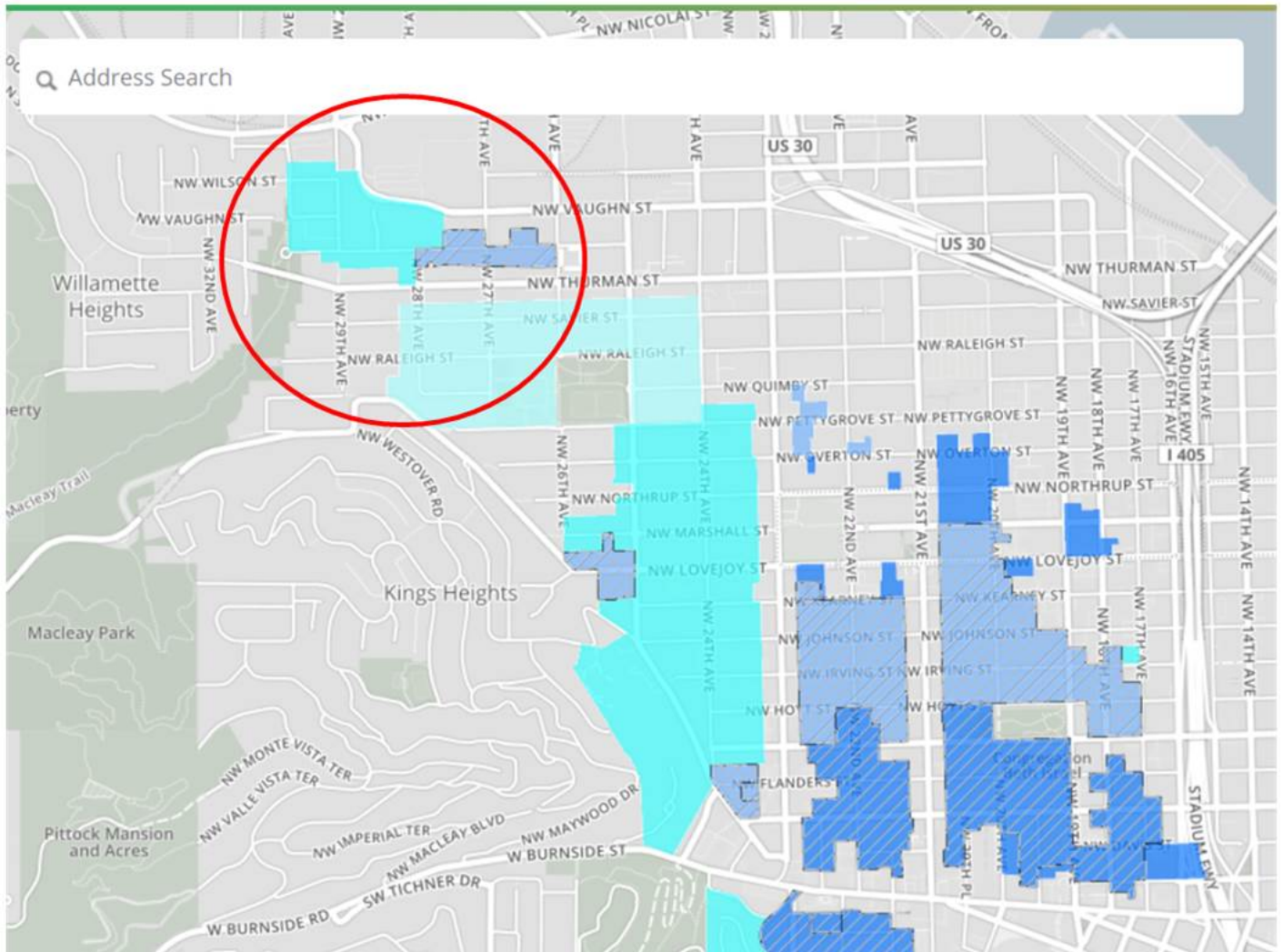
BHD design guidelines are nice to see. However, zoning indicated on MapApp applies inappropriately high density west of NW 25th (from which there is no outlet). BHD seeks to apply RM3 where RM2 density is in place and working well on the 2600 - 2900 blocks of NW Upshur. Also seeks to apply RM2 to an RM1 neighborhood. These recommendations put affordable, lower cost housing on those blocks at risk of being replaced by more expensive high-rise condos and corporate-owned apartments. This "Slabtown meets Forest Park" neighborhood is an enjoyed by many people from the Portland area who visit by bus, bike, and on foot. Please don't target the homes and recreation areas for people of modest income for high-density redevelopment that will serve outside interests more than that of the city of Portland. We urge the Portland city commissioners to ask Better Housing by Design to redraw their zoning recommendations west of NW 25th to save a much-loved part of Portland from being ruined to enable condos and apartments that are not as affordable as those we already have. There are going to be plenty of other places for that as the areas North of NW Vaughn, NW Wardway , and NW St. Helens road are redeveloped. Thank you, Karrie and Thomas Metzger NW Upshur St. Portland, OR 97210

Testimony is presented without formatting.





BHD applies inappropriately higher density levels to this area (RM3 instead of RM2 and RM2 instead of RM1). Ruins neighborhood for residents and park visitors with modest incomes. Snarls traffic as there are no outlets west of NW 25th. Puts affordable, lower-cost housing in 2600 – 2900 NW Upshur area at risk of replacement with higher priced housing.



Leon Porter

#52094 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear City Council, please see my attached testimony on the Better Housing by Design Recommended Draft. Best wishes, Leon Porter

Testimony is presented without formatting.

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

In evaluating the Better Housing by Design Recommended Draft, our top concern should be its likely impact on Portland's housing supply and affordability.

The draft includes many desirable features that would help make housing more abundant and affordable. For example, it allows more flexibility to include larger numbers of small units within a building and to transfer development rights; it provides increased FAR bonuses for including more affordable units; it permits greater development intensity along major transit corridors; and it substantially reduces parking requirements.

But it also includes several features that would clearly hinder efforts to develop enough housing and to keep prices down. It sets unreasonably low base FAR limits, especially in historic districts; it requires developers to provide a great deal of outdoor space in the form of balconies and courtyards; and in some cases it requires excessive setbacks and unduly limits building heights.

Given this complicated mix of positive and negative features in the proposal, I don't know whether on balance Better Housing by Design will make Portland's housing more abundant and affordable, or less so. But the proposal could certainly be improved by modifying the features likely to reduce housing development and raise prices.

To help solve Portland's housing problems, please consider amending Better Housing by Design as follows:

--Raise the base and bonus FAR limits in all zones.

--Make the FAR limits in historic districts the same as the limits for the same zones outside historic districts. Since multifamily historic districts such as the Alphabet District and Kings Hill are wealthier neighborhoods with great schools and great access to transit and amenities, it's especially important to avoid setting low, exclusionary FAR limits that will obstruct multifamily rental housing development and keep new residents out of these districts.

--Instead of mandating balconies and courtyards, provide extra FAR bonuses for including these features. Look around at the balconies and courtyards in current multifamily buildings. How much do you see residents actively using them? Not much at all. They can be nice amenities, but they're not essential enough to mandate when doing so will restrict the housing supply and jack up prices. It's especially counterproductive to mandate private outdoor spaces in areas near public parks with playgrounds, which far more people are likely to actually use.

--Allow single-room occupancy buildings (SROs) by right in the new RM1 zone. Subsidized or unsubsidized, SROs are a great housing alternative for many people who can't afford full apartments. Allowing them by right in the RM1 zone would help to provide more housing options for Portland's neediest residents.

Best wishes,
Leon Porter, Ph.D.
1822 NE Wasco St.
Portland OR 97232

Jacquie Walton

#52093 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Mayor Wheeler and Commissioners: Please do not approve Better Housing by Design until the following changes are implemented. Adoption and funding of an Anti-Displacement Action Plan

----- Displacement is a major problem in my neighborhood (King). Minority populations in this neighborhood have been victims of Portland's housing policies for decades. Do not let this problem continue. Revision or removal of the Special Bonus for Deeper Housing Affordability

----- As currently proposed, this bonus provides 3 to 1 FAR for projects that have at least 50 percent of units affordable to those earning no more than 60 percent of median family income (MFI). In addition to the larger amount of FAR, projects will be eligible for 10 feet of additional height, an additional 10 percent of site coverage, and zero on-site parking. This bonus will allow huge apartment buildings built next to single-family homes and will not provide affordable housing – 60 percent MFI is not affordable! For example, 126 NE Alberta St. is currently zoned R1 and will become RM2 under Better Housing by Design. If the developer that owns this lot utilizes the Special Bonus for Deeper Housing Affordability, they will be able to build a five-story (55 foot) apartment building -- with ground-floor retail or offices and no onsite parking -- directly adjacent to single-story bungalows. A five-story apartment building at this location is completely out-of-scale, will block sunlight from the adjacent homes, and will cause permanent parking congestion on the nearby 24-foot wide streets.

Testimony is presented without formatting.

James Gorter

#52092 | October 1, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Mayor Wheeler and Commissioners, Please do not approve Better Housing by Design until the Anti-Displacement Action Plan is developed and funding for its implementation is approved by Council. Displacement is a major problem for Portland's minority and economically vulnerable populations. They have been the victims of Portland's housing policies for decades. Do not let this continue. If Better Housing by Design is implemented first, it will place the loss of housing that is more affordable and the construction of housing that is less affordable ahead of rational antidisplacement strategy. I am the owner of a small, older, lower rent apartment complex on a large lot. At some point it will be replaced. The residents will have no chance of finding comparable housing at the same price and in the same convenient neighborhood. Please look out for their interests. Thank you, James Gorter

Testimony is presented without formatting.

Dennis Harper

#52100 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

Dennis M. Harper
221 NW 18th Avenue
Portland, Oregon 97209

September 26, 2019

AUDITOR 09/30/19 AM10:58

To: Mayor Wheeler and Commissioners Eudaly, Fish, Fritz, and Hardesty

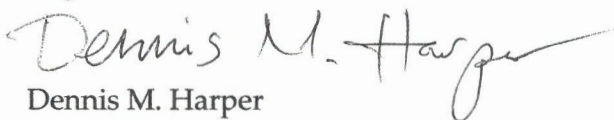
Subject: Testimony on Better Housing by Design (City Council Hearing Oct. 2)

As a home owner in a primary contributing building (Porter Brigham house) in the Historic Alphabet District, I am aware that I live just within the 1000 foot distance from Providence Park MAX station that has been proposed to have a 100-foot height allowance for residential buildings under the Better Housing by Design draft. While I am in favor of such higher-density zoning near transit stations generally, I am strongly opposed to such gigantic buildings in any historic district. The thoughtful creation of historic districts has always implicitly involved an assurance that any new development in a historic district will be sensitively designed and compatibly scaled to the context. In the Historic Alphabet District, that context is primarily wood-framed houses (2 to 3 stories) and masonry-clad apartment buildings (3 to 4 stories).

There are components of the Better Housing by Design draft that I do support. They are the zoning revisions in the Historic Alphabet District, the modifications to the RM4 zoning in historic districts, and the FAR transfer allowance for seismic upgrades to historic buildings.

I urge City Council to modify the Better Housing by Design proposal to eliminate the 100-foot height allowance for residential buildings in historic districts within 1000 feet of MAX stations.

Regards,


Dennis M. Harper

Peter Finley Fry

#52099 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

September 25, 2019

City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, OR 97204

AUDITOR 09/30/19 AM10:59

RE: Better Housing by Design

Please support this excellent project.

Your staff has worked very hard and well over several years to bring the multifamily zoning code an evolutionary step forward.

The new code will regulate density through floor to area ratio and height (the envelop (s)). The property can be developed at the density that is appropriate for the area it is located in.

Large multi room apartments near schools and small apartments near the urban center. A property owner can create mixes of sizes to produce a density of units consistent with the surrounding infrastructure and micro market characteristics.

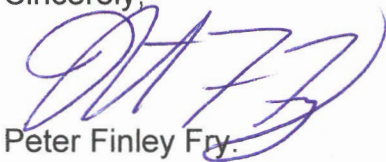
The change may not affect, by itself, the overall density of the City's area zoned as multifamily. However, the provision of choice allows more diversity in the affordability and type of housing unit.

The City has, in place, mechanisms to ensure that these projects are built to certain community expectations.

Fundamentally, the developer must build an apartment unit that is attractive to the market and will invite stable long-term tenancy.

Thank you for working to improve the zoning code; an obscure document that guides every aspect of our activities.

Sincerely,



Peter Finley Fry.

**303 NW Uptown Terrace #1B
Portland, Oregon USA 97210
peter@finleyfry.com**

Steve Connolly

#52096 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Steve Connolly Hoyt Square Condominiums Owner of this property for 40 years I support rezoning my property and other properties in the Alphabet Historic District to RM3. This will reduce conflicts between developers and neighbors; developers are currently misled by the base zoning that calls for buildings far out of scale with existing development. The rezoning to RM3 will provide better information for developers, and make it easier for us all to work together towards compatible, economically feasible development. It will also reduce redevelopment pressures on historic buildings. I don't see any reason to sacrifice an enchanting neighborhood because developers want the money, or because the city/county wants increased revenues. Portland has been famous for its enlightened urban planning. Don't throw it under the bus. Steve Connolly Portland

Testimony is presented without formatting.

Jill Warren

#52095 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

Jill Warren
607 NW 18th Ave.
1815 NW Hoyt Ave.
Portland, OR 97209

Sept. 30, 2019

City of Portland, Oregon
Portland City Council
1221 SW Fourth Ave.
Portland, OR 97204

Better Housing by Design Project

Dear Mayor and Council Members,

My family owns an old historic Church and Parish at NW 18th and Hoyt Aves. When we bought those buildings the Department of the Interior sent us Standards and Guidelines for Rehabilitating Historic Buildings. The mandates are very strict and your decision to reduce the FAR in certain neighborhoods reflect the spirit of that document and sensitivity to aesthetics regarding density.

New construction currently resembles large boxes with no architectural integrity, often dwarfing surrounding buildings. Being a profit-based industry, developers will put profit ahead of aesthetics (bigger is more profitable) so the oversight your bureau provides can assist in mandates that will improve aesthetics much appreciated by the public. I frequently see tour groups in my neighborhood admiring the architecture.

I predict the outcome of reducing the FAR in certain neighborhoods will improve aesthetics thus resulting in more desirable neighborhoods rather than packing people in so developers can make more money.

Thank you for your spot-on insight to this issue reducing the FAR so construction will be more compatible in surrounding neighborhoods.

Sincerely,

Jill Warren

Linda Blakely

#42092 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

As a 30-year Portland resident, when downsizing in 2016, in spite of its high taxes, I consciously chose to stay in Portland. I evaluated options in NE, SE, Multnomah village, downtown and the Pearl. I wanted to stay close to downtown. I also wanted to live where I could enjoy walking in a neighborhood with diverse architecture and green lawns. I could find few areas like that left in the concrete jungle downtown and in the Pearl. I chose Goose Hollow because it still felt like my Portland Heights neighborhood but had better transit service. Please don't increase the height limits on every lot while providing no parking in Goose Hollow. There is precious little livability left in the city of Portland. Respectfully yours, Linda L Blakely

Testimony is presented without formatting.

Robin Laakso

#42091 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Please see the attached.

Testimony is presented without formatting.

RE: Better Housing by Design Proposal : Alphabet Historic District

Dear Mayor Wheeler and Portland City Council,

I am submitting written testimony because I am unable to testify in person on October 2nd.

I am a native Oregonian, and, as a young person, lived in apartments and houses all over NW Portland. In addition, I have owned one condominium in the 4-unit Victorian House Condominiums (a primary contributing building) since 1988. Built in 1884, it is a San Francisco-Style Grand Victorian Italianate located between NW 18th and 19th Avenue, and Everett and Davis Street. Two units face NW 18th Ave and the St Mary's Cathedral parking lot, two units face NW 19th and are adjacent to the Trinity Episcopal Cathedral parking lot.

The State of Oregon celebrated its 25th anniversary when our building came to be 135 years ago.

I support compatible zoning, however I do not believe that the proposed RM4 zone south of NW Glisan/Hoyt is compatible with the area. I think the smaller-scale RM3 zone should apply to the entire Alphabet Historic District. A historic district is ruined forever simply by overcrowding and by adding taller and larger-scale buildings. Our beautiful neighborhood is currently under assault by cheap-looking, unimaginative, cookie-cutter atrocities. That's baffling all by itself. Allow bigger and taller? The neighborhood would become unrecognizable, the historic nature destroyed.

The proposal states that 100' foot tall buildings should be allowed within 1000' of MAX stations in historic districts, but that they should not be allowed within 1000' of streets with frequent bus service. I agree with the Bosco-Milligan Foundation/Architectural Heritage Center recommendation that says, in part, "historic districts should be excluded from the 100-foot height allowance within 1,000 feet of both MAX stations and streets with frequent bus service." In addition, the 100' buildings included in the proposal are completely and outrageously incompatible with the historic area and there is zero "continuity with established patterns". The 135 year old Victorian House Condominiums is just one example of the many historic casualties that would occur if such an assault on the neighborhood were to happen.

Unfortunately this proposal basically encourages the demolition of older buildings as historic districts would no longer be excluded from this provision. Shameful. I agree with testimony submitted by Dan Volkmer who says, in part, "Additional development allowances (bonuses and transfers) should never be available to projects that would result in the demolition of a historic building."

I believe it would be a grave mistake to consider building in the Alphabet Historic District in the context of other neighborhoods and downtown Portland. This neighborhood should be preserved, honored and, if anything, should always be given special care/zoning/rules to *not* be over-developed. To suggest losing views of the sky, dwarfing historic buildings and destroying the ambiance of our neighborhood because it is fair and equitable relative to other areas would be short-sighted and cowardly. Now more than ever it takes fortitude to discourage development. I hope you will do everything in your power to preserve the Alphabet Historic District because it is the right thing to do *now* for the future of this important historic neighborhood where this city was born, as well as for the character and legacy of the city as a whole.

Sincerely,
Robin Laakso

Jessica Richman

#42089 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To Portland City Council: I have owned and lived in my current residence at 1911 NW Hoyt Street for more than 30 years, and was a Senior City Planner for the City of Portland for nearly 30 years. I am writing as a resident and property owner in the Alphabet Historic District and as a professional planner. After reviewing the October 16 letter from the Northwest District Association (NWDA) and the Position Paper attached to their letter (from several groups), I am in complete agreement with both documents. In particular, I have been concerned for some time about the conflicts between base zones and historic districts; I raised this issue a number of times while I was working for the Bureau of Planning and Sustainability. While I support all of the points raised in the NWDA letter and the Position Paper, I am particularly concerned with these elements: I support the revisions in the Recommended Draft to the zoning in the Alphabet Historic District. They are a significant step towards "right-zoning" the historic area, and will reduce conflicts between developers and neighbors; developers are currently misled by the base zoning that calls for buildings far out of scale with existing development. The rezoning to RM3 will provide better information for developers, and make it easier for us all to work together towards compatible, economically feasible development. I support the changes in the Recommended Draft to the RM4 zone in historic districts citywide. These changes will help us get closer to "right-zoning" in all historic districts, with a commensurate reduction in conflicts. I support the deletion of the 100-foot height allowance in portions of historic districts near light rail stations. The 100-foot height allowance was applied citywide before we knew how successful light rail would be in leveraging high-intensity development, and before we knew what a large radius light rail stations would draw from and affect. The intent of the height allowance was to leverage intense development to support light rail. In areas of Portland that are already intensely developed--such as our historic districts--we already have the development in place to support the stations, and do not need to apply such an extreme regulation. The boarding numbers at the stations closest to the King's Hill and Alphabet Historic Districts (the Goose Hollow Station, the King's Hill Station, and the Providence Park Station) support this. The recent proposal to eliminate the King's Hill station is not because of low numbers but to speed up the transit times. Finally, as a former Portland planner myself, I commend Bill Cunningham. It is difficult to listen to many, many different and divergent comments, and still try to accomplish good planning; Bill has done that.

--Jessica Richman

Testimony is presented without formatting.

Carolee Paugh

#42088 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

See attached letter

Testimony is presented without formatting.

9-20-2019

AUDITOR 09/23/19 PM 4:38

City Council Hearing - City Hall
 Housing Design Testimony - October 2, 2019
 12210 SW Fourth Avenue Rm 130 5:00 PM

Re: Draft for multi dwelling zones fail to include adequate parking for **2-3** cars per unit.

Make **ON SITE** parking priority for all construction in South East Portland.

David Douglas School District travel 128th Avenue Foster to Holgate. Buses pick up and drop off students to Alice Ott Middle and Gilbert Park, Gilbert Heights Elementary schools.

Fire Trucks frequently travel 128th Avenue. 128th Avenue is **TOO NARROW** for any parking.

Add NO PARKING signs and enforce **TOW AWAY ZONE** signs.

30-35 High School students enter their bus directly in front of my home **6140** on 128th, as well as dropped off after school.

I called the bureau receptionist 503 823-7700 to receive hard copies Volumes 1-3 and received nothing.

CAROLEE Paugh
 6140 SE 128th
 Portland, OR 97236
 503 761-6644

City Council
Better Housing by Design Testimony
1221 SW Fifth Ave, Room 130
Portland, OR 97204

[illegible][illegible]

PORTLAND OR 972
21 SEP 2019 PM 2 L



Dan Valliere

#42086 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Bill, Thanks for reaching out on Better Housing by Design. REACH continues to track the progress on this policy and our advocacy committee just approved support for the proposal going to Council. Attached is a support letter that we will also submit directly to City Council. Note our committee discussed an idea related to SDC charges as well, that they could also be calculated on square footage basis rather than per unit. Thanks for your work on this and excited to see the outcome this month. Dan Valliere CEO REACH

Testimony is presented without formatting.

September 30, 2019

City Council
Better Housing by Design Testimony
1221 SW Fourth Avenue, Room 130
Portland, Oregon 97204

Dear Commissioners:

REACH Community Development is a 37-year-old non-profit with a mission to create quality, affordable housing for individuals, families and communities to thrive. Today, REACH owns or manages over 2,300 rental apartment homes and houses. The average income among all REACH residents is less than 45% of median family income, reflecting that rents at all REACH properties are set below market rates.

REACH supports the proposed **Better Housing by Design** zoning code update. REACH owns or manages several affordable properties in the proposed multi-unit dwelling zones and also may be able to acquire similar properties in these zones. This proposed zoning code update will allow developers, like REACH, to create more affordable homes by switching to a Floor Area Ratio approach governing scale of development and creating bonuses related to affordability and larger unit size.

Like any policy that aims to have a long-term influence on development patterns, REACH encourages the city to invest time and resources in tracking outcomes of this code update and publishing evaluations of the policies over the coming years. Adjustments to some of the details of this policy may be advisable based on the outcomes that are observed.

REACH also encourages the City Council to consider additional ways that affordable and space efficient development may be incentivized across the city, even beyond Better Housing by Design. The REACH Advocacy Committee suggests that the City consider a new formula for System Development Charges (SDCs) which are currently charged per unit, but could instead be charged per square foot which we feel would be more equitable and progressive method.

Thank you for your courage in leading change to confront the challenges facing our communities.

Sincerely,

A handwritten signature in blue ink, appearing to read "Dan Valliere", is written over a horizontal line.

Dan Valliere, CEO

Micahael Mehaffy

#42085 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Mayor, Council and Clerk, Please see attached a latter of testimony for the above-referenced matter. Sincerely, Michael W. Mehaffy, Ph.D. Senior Researcher, Ax:son Johnson Foundation
Centre for the Future of Places, KTH University, Stockholm Executive Director, Sustasis Foundation

Testimony is presented without formatting.

MICHAEL W MEHAFFY, P.H.D.

September 23, 2019

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

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

RE: Better Housing by Design, Recommended Draft

I am writing to offer this testimony on the Better Housing by Design Recommended Draft for the City Council hearing on October 2, 2019 speaking as a resident and stakeholder of the King's Hill district. For the record, I am also vice-president of the Goose Hollow Foothills League, a business owner in a sustainable development consulting firm with an international practice, and president of a non-profit think tank in sustainable urban development called Sustasis Foundation (www.sustasis.net).

I am sorry I cannot testify in person, but I am currently in Stockholm working with UN-Habitat and a Swedish foundation on urban research toward implementation of the New Urban Agenda. As you may know, this seminal document – adopted by acclamation by all 193 member states of the United Nations – is very much aligned with Portland's goals of sustainability, livability, diversity, and "cities for all." My own research contribution, based at KTH University in Stockholm, applies an evidence-based approach to achieving our goals while seeking to avoid unintended consequences.

In that spirit, I must tell you, speaking with some expertise, that I do have concerns about unintended consequences in the current draft of Better Housing By Design. Specifically for my own neighborhood, they are:

1) I believe that much of the area zoned RM4 in the King's Hill historic district should be rezoned to RM3, parallel with the Recommended Draft's similar zoning in the Alphabet historic district.

As you may know, the King's Hill and Alphabet districts suffered a wave of destructive tear-downs and insensitive modern buildings in the 1960s, as did other neighborhoods in Portland. After extensive grass-roots activism (including within the neighborhood association system) this destruction was largely halted, and these neighborhoods have become national models of sustainability and livability. We should surely recognize and protect what we achieved.

Indeed, I have published books and lectured extensively about this area and its remarkable urban metrics. Its achievements are documented in my book *Cities Alive* and in the urban planning class I teach at Arizona State University, among others. (I have also taught at U of O and elsewhere.) Yet the destructive development practices of the 1950s and 1960s have left King's Hill as only a precious remnant of what was once a remarkably diverse mixture of relatively affordable heritage buildings. By assigning the largest-scale RM4 zone to most of King's Hill, the City could all too easily destroy what remains of a priceless urban asset. Surely we must learn from the mistakes of history – and not repeat them.

2) For similar reasons, I believe that 100-foot tall buildings should not be allowed in historic districts within 1,000 feet of a transit station, which would apply de facto only to the Providence Park station in the Alphabet historic district.

This regulation allows several blocks of incompatible 10-story high rises adjacent to National Landmark apartment buildings and churches over a century old, perhaps the most architecturally significant part of the Alphabet historic district. This allowance is also an example of what some have called the "Vancouver Model" -

742 S.W. VISTA AVENUE, APARTMENT 42 * PORTLAND, OR 97205

Portland City Council
September 13, 2019
Page Two

encouraging transit-served development by upzoning, replacing older low/mid-rise buildings with high-rise buildings that add more units. However, there is a warning today emerging from Vancouver B.C., from which we must learn. The city thought it could add many units to the core, and thereby meet demand with supply – thus lowering prices. But this approach didn't work - to put it mildly. Vancouver is today one of the least affordable cities in the world, with significantly higher prices than Portland. Meanwhile, Vancouver has lost much of its irreplaceable historic neighborhood fabric, including older and more affordable buildings that once occupied the sites of expensive new condominiums. Again, we must be very wary of unintended consequences.

My current research, and that of many others, is showing that there is a more effective, evidence-based approach to providing affordability, diversity, equity and sustainability, than to embrace “hypertrophy in the core.” The latter is a plausible-seeming approach, and certainly profitable for some – but evidence shows that it causes many more long-term problems than it solves, and leaves the city with a greatly diminished public realm, and the loss of our shared urban heritage.

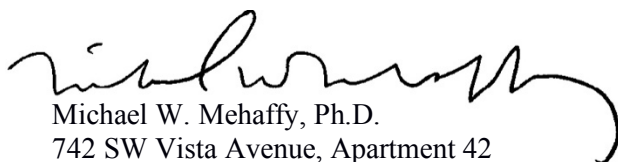
3) For a similar reason, I believe that a provision must be included that denies additional FAR bonus and transfer incentives to sites in historic districts where a historic building is demolished.

My own apartment building is an instructive example. The Fordham building was constructed in 1911 and designated as contributing to the King's Hill Historic District. My unit currently rents for \$1.60 per foot. Since this site will be zoned RM4, I might (from a pure business perspective) advise a developer to demolish this building and put up a much taller and more profitable building. Its rent would likely be closer to \$3.50 per foot, not counting the small amount of “inclusionary housing” that would be required – quite possibly in a remote and much less livable or equitable location. My client (and I as consultant) would make money doing this, and the City would earn considerable fees - but in the end, we would all be much the poorer for it. This might well happen to the next affordable historic building, and the next - and soon, inner historic neighborhoods would be transformed into a pale imitation of Vancouver, with perhaps fewer of its positive attributes.

Furthermore, dense neighborhoods that include many older buildings comprise the most sustainable urban areas. As my Ph.D. dissertation research has shown, this density and mix is optimal for reducing greenhouse gas emissions and providing other valuable benefits of sustainable urban development. As Jane Jacobs noted, they are also supportive of greater vitality and innovation in the end. Rewarding the demolition of historic buildings with additional allowances for new construction will only result in less sustainable - and less affordable - neighborhoods.

I do appreciate the limited special treatment of historic districts in the Recommended Draft. However, I strongly agree with the Bosco-Milligan Foundation/ Architectural Heritage Center, Goose Hollow Foothills League and the Northwest District Association, on the need to further protect the distinctive character of designated historic districts, which contribute so vitally to Portland's irreplaceable heritage, livability, sustainability, diversity – and yes, affordability.

Sincerely,



Michael W. Mehaffy, Ph.D.
742 SW Vista Avenue, Apartment 42
Portland, OR 97205

Allen Buller

#42083 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Portland City Council We would like to indicate our support for the proposed RM3 zoning map changes for the area north of NW Glisan Street and east of NW 21st Avenue in the Historic Alphabet District. We believe this is a positive change as it impacts our property. Sincerely, Allen W Buller Vicki L Skryha Owner occupied residents

Testimony is presented without formatting.

Richard U'Ren

#42082 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The Honorable Council Clerk: We live at and own the property at 1735 NW Irving Street. We strongly support the proposed change to RM3 zoning north of Glisan and east of 21st. Sincerely,
Richard U'Ren Annette Jolin

Testimony is presented without formatting.

Thomas Miller

#42081 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Portland City Council, I am a property owner in the Portland Historic Alphabet District which is affected by this proposed zoning change. I support this effort to maintain the historic character of our area by “right zoning”. I understand this zoning proposal to require future development to be more compatible with the existing historic scale of buildings. Thank you for your consideration for maintaining the density and livability of this area. Respectfully, Thomas Miller

Testimony is presented without formatting.

Emme Nye

#42080 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Hello, My name is Emme Nye and I am an owner in the Alphabet Historic District. I want to voice my support the proposal to have the area north of Glisan and east of 21st be zoned RM3 as I believe it would foster development that is more in keeping with existing buildings. Thank you, Emme Nye

Testimony is presented without formatting.

Brandi McClellan

#42079 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To whom it may concern, My name is Brandi McClellan, I rent a condo at Hoyt Square, and wanted to reach out to you today about my support for the proposal to limit building sizes in my area. I feel very strongly that the areas north of Glisan and east of 21st should be zoned RM3 to foster development that will reduce conflicts overall and keep this historic district looking and feeling the way it does now. I am unable to attend the City Council meeting where this will be discussed and hoped to share my concern with you now. Thank you for your time and dedication; I appreciate your hard work immensely! Warm regards, Brandi McClellan

Testimony is presented without formatting.

Ciaran Connelly

#42078 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Dear Mayor and Commissioners, Please see the attached testimony from the Northwest District Association regarding Better Housing By Design (scheduled for consideration during the October 2 PM session as item no. 945). Thank you. Ciaran Connelly NWDA President

Testimony is presented without formatting.

POSITION ON BETTER HOUSING BY DESIGN OF

- ◆ Bosco-Milligan Foundation/Architectural Heritage Center
- ◆ Goose Hollow Foothills League
- ◆ Irvington Community Association
- ◆ Northwest District Association and
- ◆ Portland Coalition for Historic Resources

SUPPORT THE RECOMMENDED DRAFT

- Revised zoning map of *Alphabet* Historic District
- Special definition of the RM4 zone in historic districts
- Additional FAR transfer allowance for seismic upgrades to historic buildings

REQUEST CHANGES TO THE RECOMMENDED DRAFT

- Further change the revised zoning map of *King's Hill* Historic District
- Remove the allowance in historic districts of 100-foot tall buildings within 1,000 feet of a MAX station
- Add a *disallowance* of development incentives (additional FAR and building height) to sites where a historic building is demolished

CONTEXT

Most of the changes proposed in Better Housing by Design that affect historic preservation concern three National Register Historic Districts: primarily Alphabet and King's Hill, and Irvington to a lesser extent. The Portland Historic Landmarks Commission has indicated that development proposals out-of-scale with the historic context—particularly for the largest scale RM4 zone—are unlikely to gain their required approval (*Appendix A*). Analyses by Bureau of Planning & Sustainability staff of the scale of historic buildings resulted in the revised zoning map of the Alphabet and King's Hill historic districts and the special definition of the RM4 zone in historic districts, which we support (*Appendix B*).

BPS staff also analyzed impacts of the revised zoning changes proposed for the Alphabet and King's Hill historic districts on housing capacity. The impact of changes in base FARs (building volumes) on the capacity of vacant and underutilized sites showed a reduced capacity of about 200 units. However, an analysis of the effect of developing large vacant sites (including in mixed-use zones) found that the bonus FAR for inclusionary housing would result in additional capacity for around 300 units (more than compensating for the lost capacity due to changes in base FARs).

The Alphabet and King's Hill historic districts' broader neighborhoods—the Northwest District and Goosehollow Foothills—have a zoned capacity for over 12,000 additional housing units, mainly outside the historic districts (which are largely built out). Moreover, building permit data from the past 10 years (2008-2018) show the two neighborhoods were the location of over 4,000 new housing units. The two historic districts continue to be among the highest population density areas in Portland, and less affluent than the city as a whole (*Appendix C*).

SUPPORT 3 PROVISIONS IN THE RECOMMENDED DRAFT

- **SUPPORT COMPATIBLE ZONING: Revised zoning map of *Alphabet* Historic District**

The revised zoning map (*Appendix B*) changes the current east-west division between the larger- and smaller-scale RH zones to apply the larger-scale RM4 zone to areas south of NW Glisan/Hoyt and apply the smaller-scale RM3 zone to areas north of this. This mapping change reflects the pattern of scale of historic buildings in the Alphabet Historic District, with predominantly apartment buildings in the southern area versus houses in the northern area. Also, it is consistent with 2035 Comprehensive Plan Policy 4.48: “Continuity with established patterns.”

- **SUPPORT COMPATIBLE BUILDING SIZES: Special definition of the RM4 zone in historic districts**

Within historic districts, the new RM4 zone allows a base FAR of 3:1 (instead of 4:1 outside historic districts). This special definition would allow new development similar to the scale of larger historic buildings in the proposed zone areas. Also, it is consistent with 2035 Comprehensive Plan Policy 4.49 “Resolution of conflicts in historic districts...Refine base zoning in historic districts to take into account the character of the historic resources in the district.”



- **SUPPORT SEISMIC UPGRADES: Additional FAR transfer allowance for seismic upgrades to historic buildings**

This provision would extend to all sites with designated historic buildings a FAR transfer allowance adopted as part of the Central City 2035 zoning code updates. In addition to existing allowances for underutilized FAR, an additional amount of FAR (equivalent to 50 percent of the base FAR in multi-dwelling zones) could be transferred to other sites, in conjunction with verified seismic upgrades. This additional increment of transferable FAR would be an incentive for historic preservation by helping to defray costs of seismic retrofits, particularly to unreinforced masonry buildings. However, it must be recognized that any regulations requiring seismic upgrades must also entail significant additional financial assistance to counter an increased incentive to demolish such historic buildings, which comprise a large component of Portland’s naturally occurring affordable housing.



REQUEST 3 CHANGES TO THE RECOMMENDED DRAFT

- **EXTEND COMPATIBLE ZONING: Further change the revised zoning map of *King's Hill Historic District***

Although the revised zoning map of the King's Hill Historic District applied the smaller-scale RM3 zoning to a few sites at the edges of the historic district (*Appendix B*), other similar areas with mostly historic houses were assigned larger-scale RM4 zoning. The maintenance of RM4 zoning on blocks containing small historic buildings is not consistent with the application of revised zoning in the neighboring Alphabet Historic District, which was based on the pattern of historic building scale in the district.



In the King's Hill Historic District, four full/partial blocks where half or more of buildings are historic houses/small buildings should be rezoned RM3 (*Appendix D*). This would be consistent with 2035 Comprehensive Plan Policy 4.48: "Continuity with established patterns."

- **DISALLOW INCOMPATIBLE HIGH RISES: Remove the allowance in historic districts of 100-foot tall buildings within 1,000 feet of a MAX station**

The original proposed draft (May 2018) stated in 33.120.215 Height:

The 100-foot building height in the RM4 (RH) zone that generally applies within 1,000 feet of a transit station will not be available for properties within Historic or Conservation districts (such as the Alphabet Historic District in Northwest Portland) to prevent heights that are not compatible with historic context.

This appropriate exclusion of historic districts from the height allowance was removed in the recommended draft, despite the importance of compatibility with historic context (*Appendix E*). The height allowance would defacto only affect an area at the edge of the Alphabet Historic District near the Providence Park MAX station (*Appendix F*). Inconsistently, the recommended draft does exclude historic districts from a parallel 100-foot height allowance within 1,000 feet of streets with frequent bus service. The recommended draft should be consistent: historic districts should be excluded from the 100-foot height allowance within 1,000 feet of both MAX stations and streets with frequent bus service.



It should be noted that the allowed 100-foot buildings would not be required to include affordable units beyond the current city-wide minimum, if applicable. Contrastingly, in the default RM4 zone, FAR and building height above what is allowed in the base zone would require increasing proportions of affordable units.

- **DISCOURAGE DEMOLITION: Add a *disallowance* of development incentives if a historic building is demolished**

The demolition of designated historic buildings has not been much of a problem in recent years because historic districts have been excluded from most development incentives. The Recommended Draft greatly increases those incentives, from which historic districts would no longer be excluded. Because historic districts are largely built out, there will be pressure in multi-dwelling zones to consolidate lots for larger apartment projects. Sites on which historic buildings (either landmarks or contributing structures in historic districts) are demolished should not be eligible for bonus allowances or the transfer of development rights. The recommended draft should add a provision denying development incentives (additional FAR and building height) to sites where a historic building is demolished (Appendix G).



Adding this provision would be consistent with 2035 Comprehensive Plan Policy 4.50: “Demolition. Protect historic resources from demolition.” Not only does preserving historic buildings maintain the unique neighborhood character that attracts tourism and film production, but it is the most sustainable

practice. Moreover, demolition of historic buildings inevitably results in the displacement of any residents, and usually less affordable replacement new housing (i.e., gentrification).



PORTLAND HISTORIC LANDMARKS COMMISSION AND BETTER HOUSING BY DESIGN

Compatible Scale in Historic Districts

“The BHBD project...has the potential to result in increased height allowances in three historic districts: Irvington, Alaphabet and King’s Hill. This could exacerbate the PHLC’s challenges when reviewing and applying adopted compatibility guidelines on proposals in these areas.

State of the City Preservation Report 2018, p. 10 (September 2018)

“If the bonus development scale, or even base development allowances, do not meet context-related review criteria, Landmarks may not approve the proposal. Providing zoning code allowances for development scale that is too large for the context puts the commission into a difficult position.

In some cases, some historic districts are over-zoned to begin with, even without development bonuses.”

Comments from Historic Landmarks commissioners in Notes from 10/16/2018 joint meeting of the Landmarks-PSC Work Group

“The PHLC seeks maximum heights that are in closer alignment with the existing historic fabric of each (historic) district...This would give property owners more realistic expectations, reduce the threat to these districts, and safeguard the designation and right to (preservation tax) incentives for other contributing properties in the districts.”

State of the City Preservation Report 2017, p. 17 (November 2017)

“Our most pressing concern (about Better Housing by Design) was that certain new projects located in Historic or Conservation Districts were allowed to earn FAR (building volume) values which might be above the amount that could be approvable on that site, based on context.”

State of the City Preservation Report 2018 (Part B), p. 5 (May 2, 2019)

Discouraging Demolition

“Landmarks commissioners are concerned...that increased development allowances could lead to demolition of historic resources.”

Comments from Historic Landmarks commissioners in Notes from 10/16/2018 joint meeting of the Landmarks-PSC Work Group

“We...are concerned with the lack of meaningful incentives to create new units via construction without encouraging demolition.”

State of the City Preservation Report 2018, p. 10 (September 2018)

“We do have concerns; the current version (of the Residential Infill Project) has removed incentives for preserving historic structures. We cannot revert to developer-led demolitions...We must reuse and retrofit in order to limit carbon emissions.

State of the City Preservation Report 2018 (Part B), p. 5 (May 2, 2019)

Alphabet Historic District

Potential Zoning Changes

NW NORTH

NW MARSHALL ST

7TH AVE

5. CM2 - Allow 4:1
Bonus FAR

3. RM4 to RM3 - Change
to 2:1 FAR (now 4:1)

No Change

2. RM3 to RM4 - Change
to 3:1 FAR (now 2:1)

1. RM4 - Change to
3:1 FAR (now 4:1)

4. New RM4
(no FAR change)

3. RM4 to RM3 - Change
to 2:1 FAR (now 4:1)

King's Hill Historic District

Legend

Historic Districts

Zone

- Proposed RM3 zoning
- Change from RM4 to RM3 zoning
- RM4 with 3:1 FAR
- Change from RM3 to RM4 with 3:1 FAR
- Change from RM3 to RM4 zoning (No change from Central City 4:1 FAR)
- CM2 zoning
- CM3 zoning

APPENDIX C

DEMOGRAPHIC CONTEXT

● **HISTORIC DISTRICTS ARE ALREADY DENSELY POPULATED**

Population Density

Area	People per Square Mile ¹	Percent Difference from Portland City
Alphabet Historic District ²	27.55k	492% above
King's Hill Historic District ³	36.83k	692% above
Irvington ⁴	10.37k	123% above
Pearl ⁵	15.35k	230% above
Portland City	4.65k	--

● **HISTORIC DISTRICTS ARE NOT ALL "AFFLUENT ENCLAVES"**

Household Income and Type

Area	Median Household Income ⁶	Percent Difference from Portland City	Percent One-Person Households ⁷
Alphabet Historic District	\$44.7k	23.5% below	67.8%
King's Hill Historic District	\$53.1k	9.1% below	62.8%
Irvington	\$86.9k ⁸	48.8% above	37.9%
Pearl	\$76.8k	31.5% above	65.1%
Portland City	\$58.4k	--	34.2%

1 Population divided by total land area (excluding water areas) From the 2012-2016 American Community Survey (StatisticalAtlas.com)

2 Alphabet Historic District based on unweighted average of values for 6 Census Tabulation Blocks: BG 004700-3, 004800-1, 004800-2, 004800-3, 004900-2, 004900-3

3 King's Hill Historic District based on unweighted average of values for 2 Census Tabulation Blocks: BG 05200-3 and 05200-4

4 Irvington: a collection of Census Tabulation Blocks corresponding to a commonly known but informally defined neighborhood.

5 Pearl: a collection of Census Tabulation Blocks corresponding to a commonly known but informally defined neighborhood

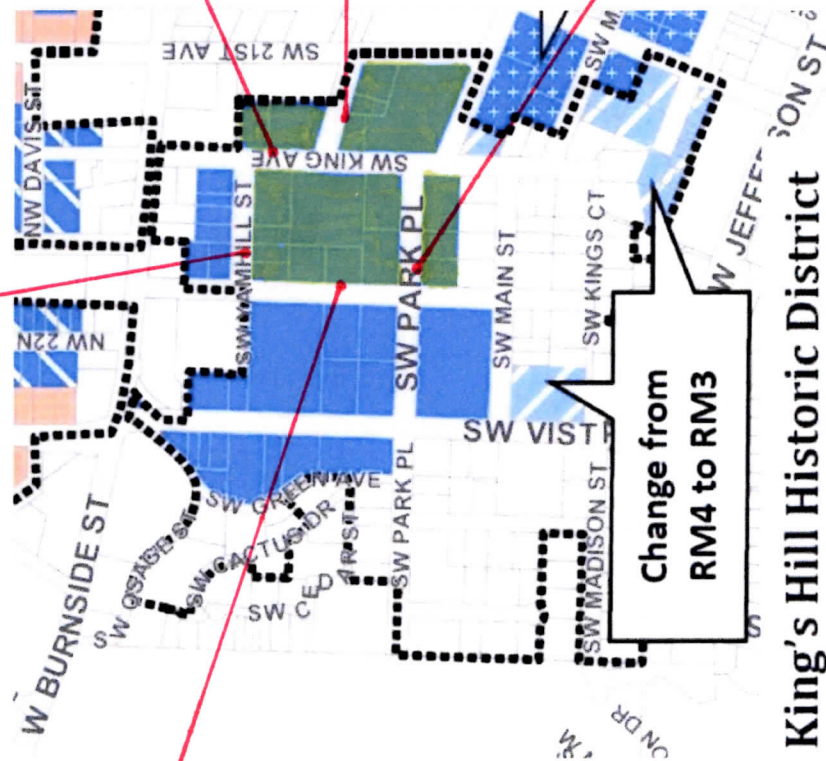
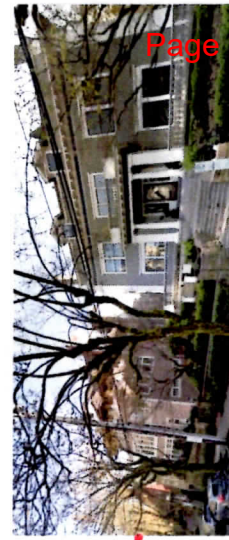
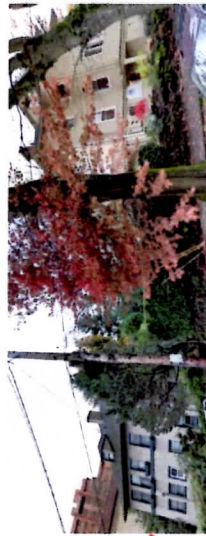
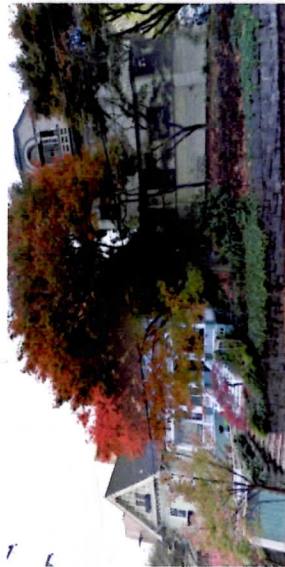
6 Income for which 50% of households have a lower income, and 50% have a higher income. From the 2010 U.S. Census (StatisticalAtlas.com)

7 Household consists of all people who occupy a housing unit. One person: householder living alone. From the 2010 U.S. Census (StatisticalAtlas.com)

8 Note: Income statistics for the southern section of Irvington are markedly lower than for the entire neighborhood

FURTHER CHANGE REVISED ZONING MAP OF KING'S HILL HISTORIC DISTRICT

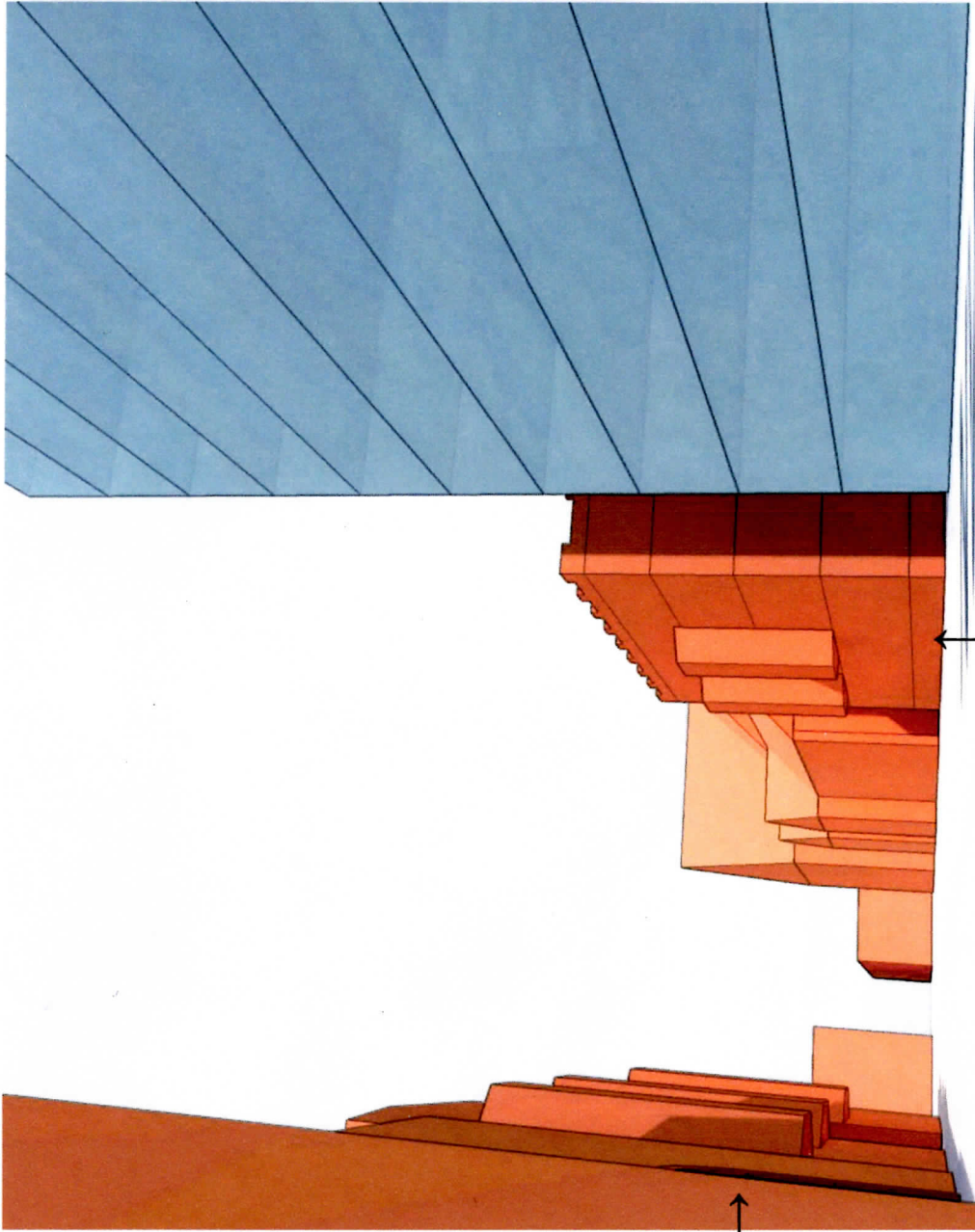
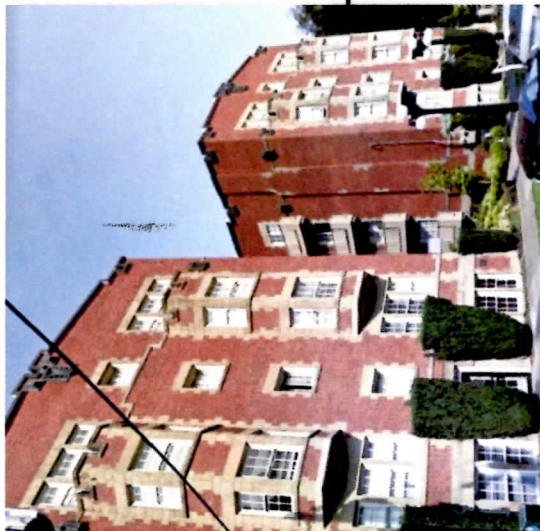
APPENDIX D



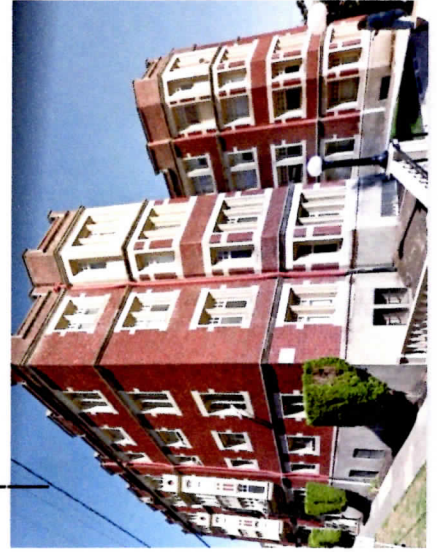
Further change from RM4
to RM3 zoning

King's Hill Historic District

117 NW Trinity Place
Trinity Place Apartments, 1911
National Register Landmark



Looking north on NW Trinity Place



120 NW Trinity Place
Belle Court Apartments, 1912
National Register Landmark

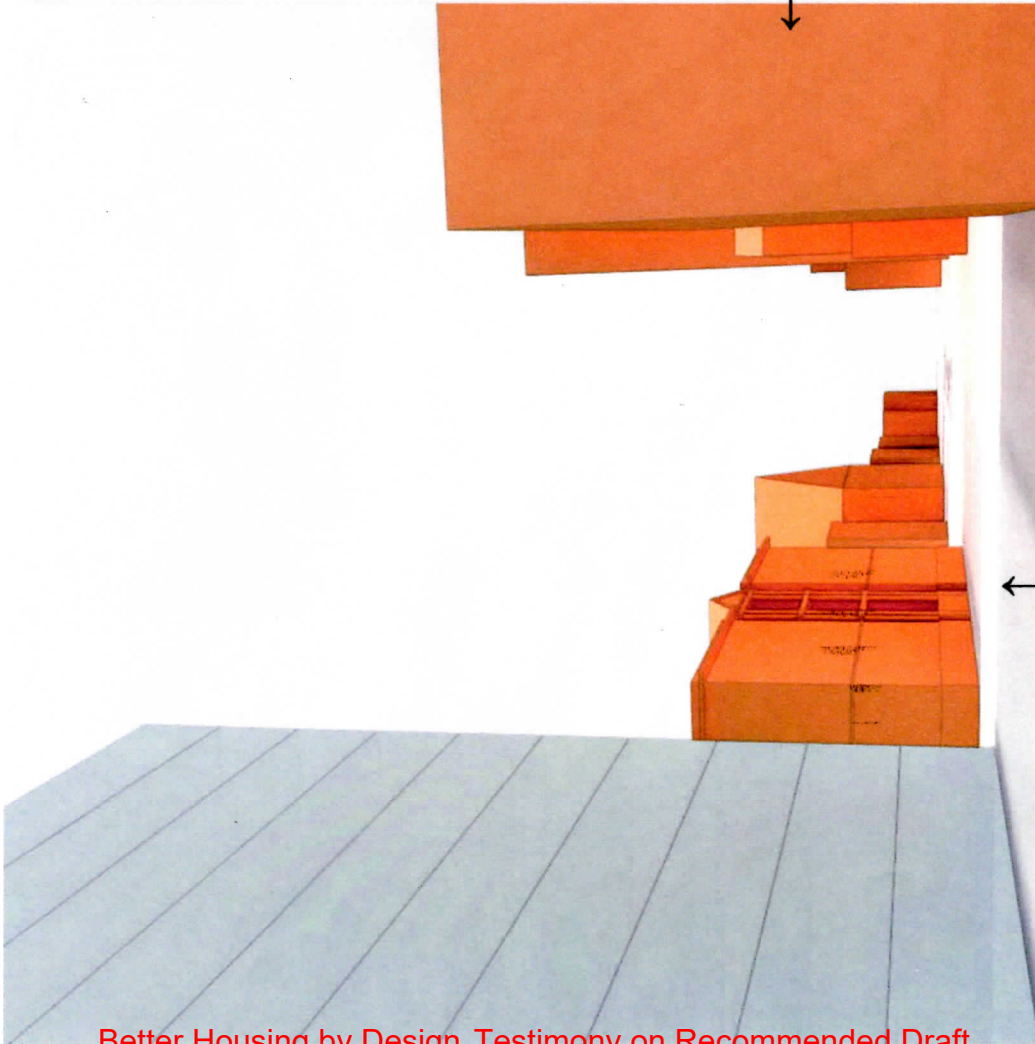
In Historic Districts Allowing Buildings 100 Feet Tall Within 1,000 Feet of a MAX Station

Illustrative Example in the Alphabet Historic District:
Building 100-foot tall (10 stories) on an undeveloped
site located on NW Trinity Place near
W Burnside Street

APPENDIX E (2)

In Historic Districts Allowing Buildings 100 Feet Tall
Within 1,000 Feet of a MAX Station

Illustrative Example in the Alphabet Historic District:
Building 100-feet tall (10 stories) on an undeveloped block
located between NW 18th and 19th Avenues and NW Everett
and Flanders Streets



Looking west on NW Everett St.

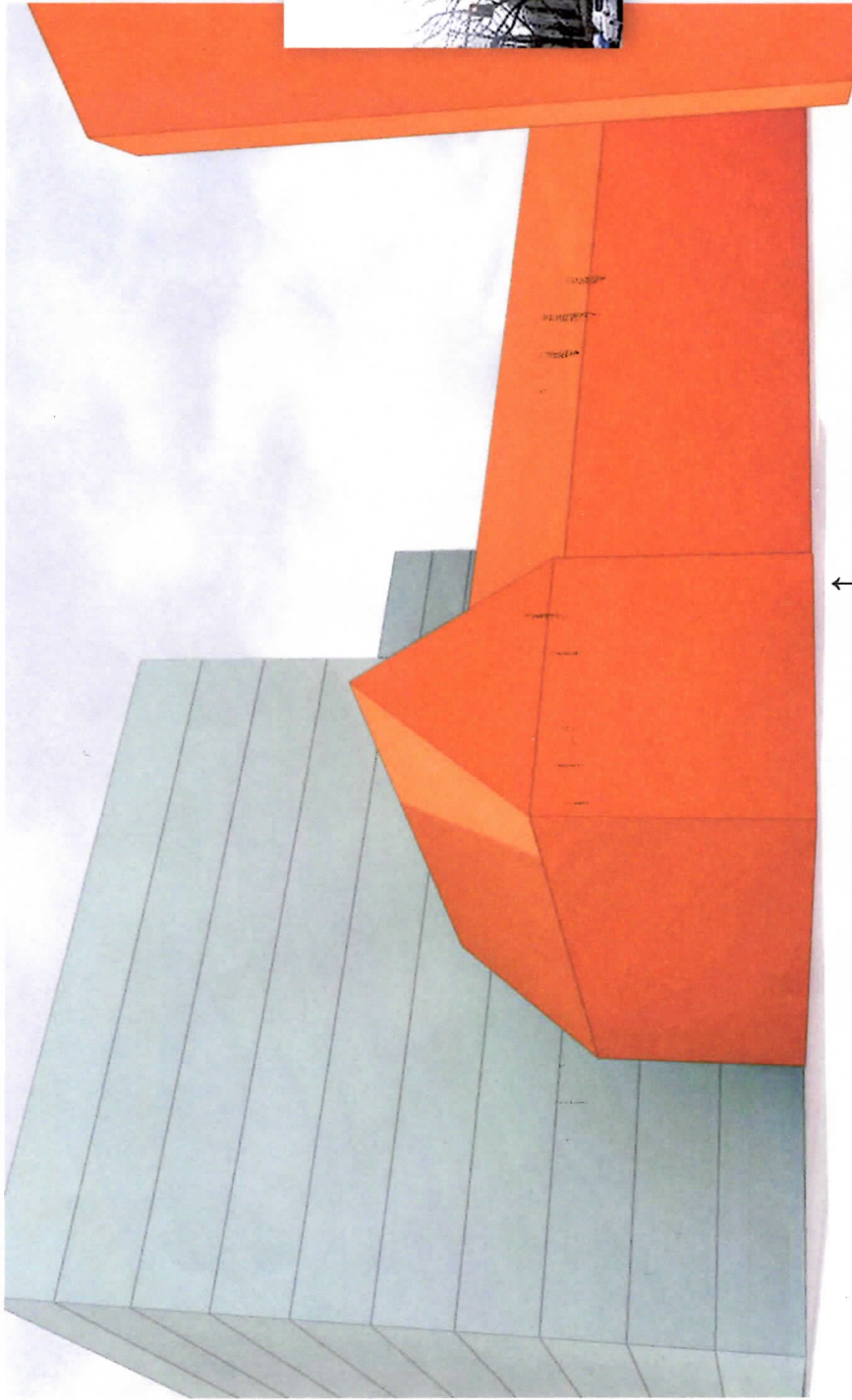


1810 NW Everett St., The Mordaunt Condominiums, 1910
Designated a historic district contributing structure



1731 NW Everett St., Ravenswood Apartments, 1924

Designated a historic district contributing structure



Designated a historic district contributing resource

Looking south on NW 19th Avenue

APPENDIX E (3)

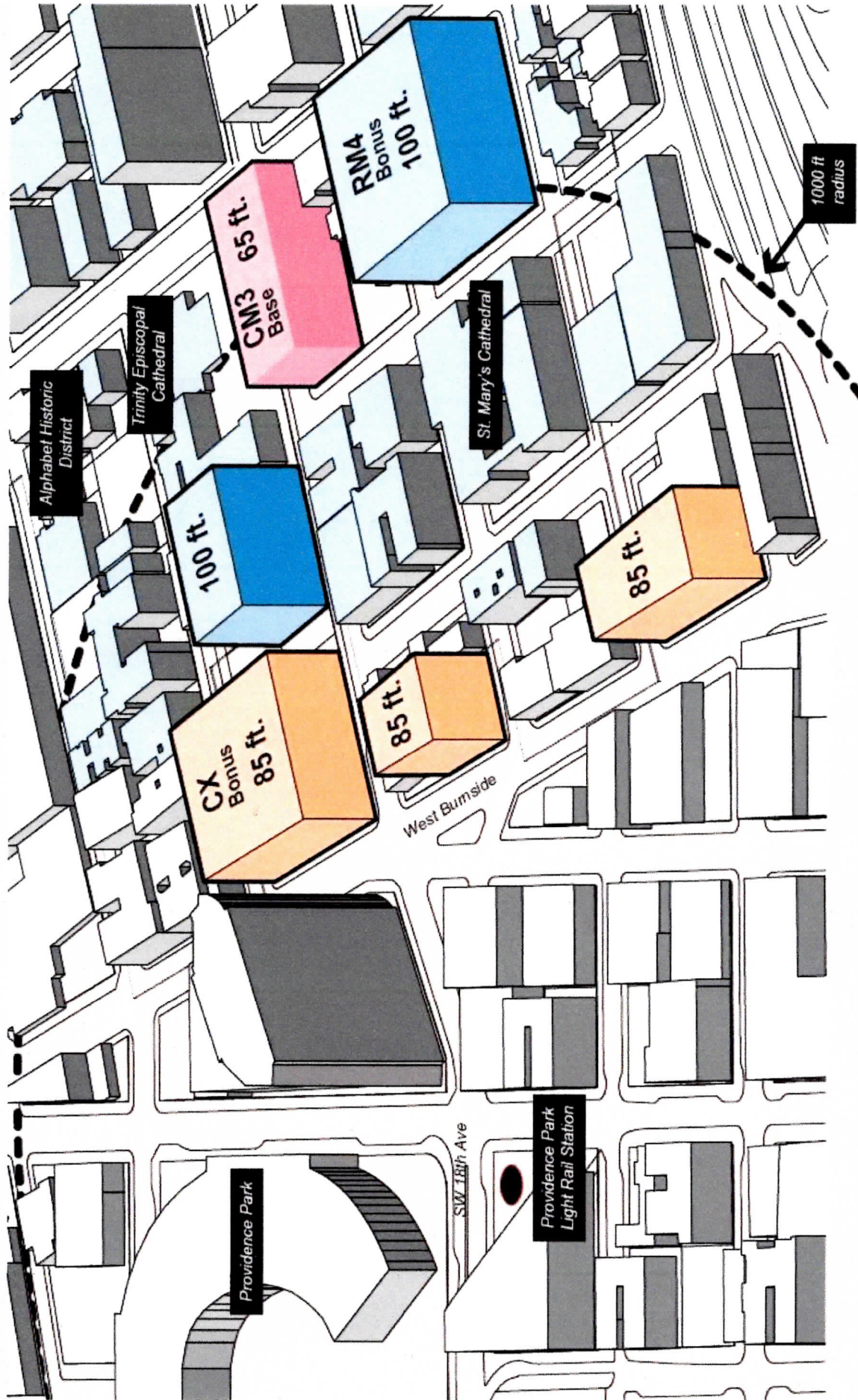
In Historic Districts Allowing Buildings 100 Feet Tall Within 1,000 Feet of a MAX Station

Illustrative Example in the Alphabet Historic District: Building 100-foot tall (10 stories) on an undeveloped site located on NW 19th Avenue near NW Couch Street



147 NW 19th Avenue, Trinity Episcopal Cathedral, 1904

TOPIC 2: RM4 Zone 100' Height in Historic Districts



Innovation. Collaboration. Practical Solutions.



Better Housing by Design Proposed Draft | 15

REQUESTED CHANGE: DEMOLITION *DIS*INCENTIVE FOR HISTORIC DISTRICTS

Need

- **An Increased Incentive for Demolition**

Better Housing by Design seeks to increase the density of development in multi-dwelling zones, especially through allowing bonuses and transfers of development rights (particularly for affordable housing), which would result in larger buildings. Multi-dwelling zones allow land to be consolidated into larger sites for large apartment projects.

There will be particular pressure on historic neighborhoods close to the Central City, which are largely built out, containing almost no undeveloped land and many historic houses on smaller lots. For example, in a historic district, a landmark or contributing house adjacent to either an undeveloped lot or a non-contributing building may be a prime candidate for demolition and land consolidation to allow development benefiting from zoning allowances.

- **Relationship to Demolition Review**

While existing regulations require demolition review for all landmarks and contributing buildings within historic districts (33.445.150 and 33.445.330), project proposals that are predicated on the use of development allowances and entail the demolition of historic resources should be discouraged. Such proposals can ultimately result in either the eventual demolition of the historic building due to its deterioration (possibly intentional) or its inappropriate incorporation into a larger building or complex. In either case, the integrity of the historic district would be compromised.

Suggested Provision

In the Better Housing by Design proposal a provision should be added that adapts the wording of the following provision(s) in the original Residential Infill Project proposal (April 2018).

“Sites with historic resources that are either landmarks or contributing structures in historic or conservation districts may not utilize the bonus (*or transfer of development rights*) provisions ... if the resource has been demolished.” (p. 28)

“Historic resources help define an area's character, they provide a link to our past and history, and provide visual examples of significant architectural lineage.” (p. 146)

“A site that had a Historic or Conservation Landmark or a contributing structure in a Historic or Conservation District on October 1, 2017 does not qualify to use the provisions of this Section when: a) Demolition review or the 120-day demolition delay process applied to the landmark or structure; and
b) The landmark or structure has been demolished.” (pp. 147, 151, 155)

Example from Another City

The Seattle Land Use and Zoning Code's Downtown Zoning Chapter addresses historic preservation through several mechanisms, including a demolition disincentive: “Development on a site that results in the destruction of a designated Seattle landmark is not allowed to acquire additional development rights through a floor-area bonus” (SMC 23.49)

“To discourage the demolition of Landmarks, projects that cause the destruction of any designated features of a Landmark structure, unless authorized by the Landmarks Preservation Board, are prohibited from gaining additional floor area through the use of zoning incentives such as floor area bonuses or transfers of development rights.” (SMC 23.49.070)



Date: September 16, 2019

TO: Mayor Wheeler and Commissioners Eudaly, Fish, Fritz and Hardesty,

SUBJECT: Testimony on Better Housing By Design (City Council Hearing October 2, 2019)

Board of Directors
2019 - 2020

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The Northwest District Association (NWDA) supports much of the Better Housing by Design Recommended Draft, particularly three provisions that are consistent with historic preservation, but also requests three changes that would further protect historic districts.

We especially support the following three provisions in the Recommended Draft:

- The zoning revisions in the Alphabet Historic District;
- The modifications to the RM4 zoning in historic districts; and
- The FAR transfer allowance for seismic upgrades to historic buildings.

We request the following changes, which we understand will come before City Council as amendments sponsored by Commissioner Fritz:

- Further changes to the zoning in the King's Hill Historic District;
- Removal of the 100-foot height allowance in historic districts within 1,000 feet of MAX stations;
- Disallowing development incentives (additional FAR and building height) on sites where a historic building has been demolished.

NWDA shares these positions on the Recommended Draft with the Bosco-Milligan Foundation/Architectural Heritage Center, Goose Hollow Foothills League, Irvington Community Association and the Portland Coalition for Historic Resources, and jointly authored a common position paper (attached) which was discussed with the staff of each City Commissioner.

Provisions we support

The Recommended Draft's zoning map rearrangement in the Alphabet district and the special definition for the RM4 zone in historic districts will better align allowed building sizes to correspond to the existing scale of historic buildings. This is consistent with the 2035 Comprehensive Plan Policy 4.48 promoting continuity with established patterns and Policy 4.49 promoting the resolution of conflicts between base zoning and historic context in historic districts. It is important to note that the current RH zoning was assigned as part of the 1980 Comprehensive Plan, 20 years before the listing of the Alphabet Historic District on the National Register of Historic Places in 2000. Making modest adjustments to the scale of multi-unit housing in various areas of the Alphabet Historic District will be more transparent for developers and reduce conflicts when new development proposals undergo required review by the Historic Landmarks Commission.

Many historic buildings in the Alphabet Historic District could benefit from the Recommended Draft's provision allowing additional FAR to be transferred for verified seismic upgrades. By defraying some of the retrofit costs, this provision will relieve some of the increasing pressure for demolition and resulting displacement.

Changes we request

Two of the three changes we support directly pertain to the Alphabet Historic District.

Instead of allowing 100-foot tall buildings by right near MAX stations in historic districts, we believe that the default RM4 zone would better serve the City's interests. Unlike the 10-story buildings that would not require affordable housing to gain height, the RM4 zone requires increasing proportions of affordable housing for greater height and size. Moreover, in the few blocks of the only historic district that are affected by the 100-foot height allowance, there are no historic buildings even half as tall, so the approval of such building projects by the Historic Landmarks Commission would be very unlikely. Indeed, such non-transparent approval problems are the rationale for historic district zoning changes in the Recommended Draft.

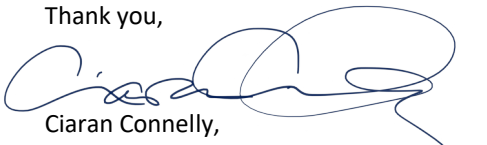
We are requesting that a provision be added to the Recommended Draft that would not allow sites in historic districts where a historic building is demolished to benefit from FAR bonuses and transfers. In recent years, demolition of designated historic buildings has not been much of a problem because historic districts have previously been excluded from most development incentives. The Recommended Draft greatly increases those incentives, from which historic districts would no longer be excluded. Discouraging the demolition of historic buildings is consistent with the 2035 Comprehensive Plan Policy 4.50 protecting historic resources from demolition, supports sustainability, maintains naturally occurring affordable housing, and prevents displacement of lower-income households.

Our neighborhood

Finally, we would like to point out a few relevant facts about the Alphabet Historic District and the Northwest District. The Alphabet Historic District has a high concentration of designated historic buildings that date from the late 1800s until World War II and is mostly built out, with very few sites available for development. It is one of Portland's most densely populated neighborhoods, with much economic diversity. While sometimes characterized as an affluent area, the Historic District in fact has a median household income 23.5% lower than that for the City as a whole. The Alphabet Historic District constitutes one-third of the larger Northwest District. The Alphabet District currently has 817 rent-subsidized units in seven buildings, one of the highest concentrations of deeply affordable units in a small area. Based on data in a 2018 Oregonian analysis, 3,035 new housing units were added in the Northwest District from 2010 to 2018, considerably more than any other Portland neighborhood. This does not include hundreds of additional units currently under construction.

Our neighborhood has demonstrated a commitment to historic preservation, quality affordable housing, and the creation of new housing to meet the City's growing need. Your approval of the existing provisions in the Recommended Draft and our request for changes outlined above will allow us to continue to preserve and grow a uniquely vibrant neighborhood that is attractive to visitors and livable for residents.

Thank you,



Ciaran Connelly,
President, Northwest District Association

Attachment: Position Paper on Better Housing By Design

edgar waehrer

#42077 | September 30, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

We oppose the effective down-zoning of our property. Changing the FAR from 4 to 1, to 2 to 1. And reducing the height limit from 75' to 65'. When we supported the development of the historical district we were assured that new development per code would still be allowed. We were given assurance that by supporting the historical district our property would not be down-zoned. Instead over the years development in the alphabet district has become more and more restrictive. The property is close in to transportation service and all urban amenities. Development should be encouraged not discouraged. Thank you for considering our opinions. Susan Sturgis and Edgar Waehrer

Testimony is presented without formatting.

Brooke Best

#52098 | September 29, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

As a resident of Ladd's Addition, I'd like to submit the following written comments on the Recommended Draft of the Better Housing by Design proposal as it specifically relates to this historic district. First off, I support the City's need to address increasing affordability and housing needs – and developing appropriate land-use policies towards that end. What concerns me is the treatment of historic districts in the Better Housing Recommended Draft. My comments are based on a joint position handout – signed on by the AHC, along with Goose Hollow Foothills League, Irvington Community Association, Northwest District Association, and Portland Coalition of Historic Resources – that includes specific recommendations for these three historic districts (Alphabet, King's Hill, and Irvington). The Hosford-Abernethy Neighborhood Association (HAND) did not weigh in on this joint handout; however, I understand HAND is planning to submit written comments related to BHD and its impact on Ladd's Addition. Of the six bullets in the handout, there are two that pertain to the Ladd's Addition Historic District: The first is in support of the provision in the recommended draft re: additional FAR transfer allowance for seismic upgrades to historic buildings. This includes any landmark or contributing building in a historic district in which seismic retrofits are installed could "transfer" additional FAR beyond any underutilized amount. This FAR transfer "bump" could help defray the high costs of seismic upgrades. Eligible seismic upgrades would include anchoring wood-frame houses to foundations, "soft-story" and unreinforced masonry bracing, etc. The second is a request to modify the recommended draft to include a disallowance of development incentives if a historic building is demolished. Specifically, FAR bonuses and transfers should not be allowed on a site in a historic district where a landmark or contributing building is demolished. Historic building demolitions in historic districts have been rare, partly due to the fact that HD multi-dwelling zones have been excluded from most bonuses and transfers. The proposed draft no longer excludes them from any of the increased development incentives. We can strike a better balance in how we grow within these multi-dwelling zones to achieve density without increased demolition and sacrificing the character of historic districts. Thank you again for this opportunity to comment. Brooke V. Best

Testimony is presented without formatting.

Jessica Richman

#52097 | September 29, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To Portland City Council: I have owned and lived in my current residence at 1911 NW Hoyt Street for more than 30 years, and was a Senior City Planner for the City of Portland for nearly 30 years. I am writing as a resident and property owner in the Alphabet Historic District and as a professional planner. After reviewing the October 16 letter from the Northwest District Association (NWDA) and the Position Paper attached to their letter (from several groups), I am in complete agreement with both documents. In particular, I have been concerned for some time about the conflicts between base zones and historic districts; I raised this issue a number of times while I was working for the Bureau of Planning and Sustainability. While I support all of the points raised in the NWDA letter and the Position Paper, I am particularly concerned with these elements: I support the revisions in the Recommended Draft to the zoning in the Alphabet Historic District. They are a significant step towards "right-zoning" the historic area, and will reduce conflicts between developers and neighbors; developers are currently misled by the base zoning that calls for buildings far out of scale with existing development. The rezoning to RM3 will provide better information for developers, and make it easier for us all to work together towards compatible, economically feasible development. I support the changes in the Recommended Draft to the RM4 zone in historic districts citywide. These changes will help us get closer to "right-zoning" in all historic districts, with a commensurate reduction in conflicts. I support the deletion of the 100-foot height allowance in portions of historic districts near light rail stations. The 100-foot height allowance was applied citywide before we knew how successful light rail would be in leveraging high-intensity development, and before we knew what a large radius light rail stations would draw from and affect. The intent of the height allowance was to leverage intense development to support light rail. In areas of Portland that are already intensely developed--such as our historic districts--we already have the development in place to support the stations, and do not need to apply such an extreme regulation. The boarding numbers at the stations closest to the King's Hill and Alphabet Historic Districts (the Goose Hollow Station, the King's Hill Station, and the Providence Park Station) support this. The recent proposal to eliminate the King's Hill station is not because of low numbers but to speed up the transit times. Finally, as a former Portland planner myself, I commend Bill Cunningham. It is difficult to listen to many, many different and divergent comments, and still try to accomplish good planning; Bill has done that.

--Jessica Richman

Testimony is presented without formatting.

Jessica Richman

#42076 | September 29, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

To Portland City Council: I have owned and lived in my current residence at 1911 NW Hoyt Street for more than 30 years, and was a Senior City Planner for the City of Portland for nearly 30 years. I am writing as a resident and property owner in the Alphabet Historic District and as a professional planner. After reviewing the October 16 letter from the Northwest District Association (NWDA) and the Position Paper attached to their letter (from several groups), I am in complete agreement with both documents. In particular, I have been concerned for some time about the conflicts between base zones and historic districts; I raised this issue a number of times while I was working for the Bureau of Planning and Sustainability. While I support all of the points raised in the NWDA letter and the Position Paper, I am particularly concerned with these elements: I support the revisions in the Recommended Draft to the zoning in the Alphabet Historic District. They are a significant step towards "right-zoning" the historic area, and will reduce conflicts between developers and neighbors; developers are currently misled by the base zoning that calls for buildings far out of scale with existing development. The rezoning to RM3 will provide better information for developers, and make it easier for us all to work together towards compatible, economically feasible development. I support the changes in the Recommended Draft to the RM4 zone in historic districts citywide. These changes will help us get closer to "right-zoning" in all historic districts, with a commensurate reduction in conflicts. I support the deletion of the 100-foot height allowance in portions of historic districts near light rail stations. The 100-foot height allowance was applied citywide before we knew how successful light rail would be in leveraging high-intensity development, and before we knew what a large radius light rail stations would draw from and affect. The intent of the height allowance was to leverage intense development to support light rail. In areas of Portland that are already intensely developed--such as our historic districts--we already have the development in place to support the stations, and do not need to apply such an extreme regulation. The boarding numbers at the stations closest to the King's Hill and Alphabet Historic Districts (the Goose Hollow Station, the King's Hill Station, and the Providence Park Station) support this. The recent proposal to eliminate the King's Hill station is not because of low numbers but to speed up the transit times. Finally, as a former Portland planner myself, I commend Bill Cunningham. It is difficult to listen to many, many different and divergent comments, and still try to accomplish good planning; Bill has done that.

Testimony is presented without formatting.

Alan Willis

#42075 | September 29, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

First, thank you for the notice mailed to my home recently, concerning the proposed zoning change affecting my property, which is currently zoned RH, according the flyer I received. I oppose the proposed new zoning of RM4, as well as the base and bonus FAR increases. Neither is necessary or warranted, it seems to me, to achieve the laudable goals of the Better Housing by Design initiative, including more affordable housing. And none of the increased FARs, including for the proposed RM3 zoning or RM4 (outside historic districts) takes a realistic view of off-street parking needs. I ride Tri-Met and the streetcar regularly, but I believe the City is hiding its head in the sand by not recognizing the reality that most citizens have and get around in cars at least some of the time. Therefore, they need a place to park them overnight -- and not on City streets.

Testimony is presented without formatting.

Ted Amato

#42074 | September 29, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Members of the City Council: I am a life long resident of Portland and since the mid -1970's have been a small infill builder specializing in rowhouses and 2-4 plexes. I served as a volunteer on the City of Portland Variance Committee during the 1970's. Better Housing by Design is an outstanding and tremendously well conceived land use proposal. The important feature of regulating development by square footage of the structure rather than by housing unit recognizes the Portland of today and the foreseeable future. Multi-family zoned property can be developed or redeveloped at a higher and better use. And the program lays out well calculated parameters for the scope of that development. In addition, the conditions for allowing density transfer adds excellent flexibility in utilizing existing development or land whose potential might otherwise be "locked up". This could well prove to be a very critical element of the program. In my opinion, the planners and staff who have analyzed the City of Portland's housing situation and conceived Better Housing by Design have shown outstanding understanding, insight, and innovation. The people of Portland would be well served by the adoption of this land use proposal. Sincerely, Ted Amato

Testimony is presented without formatting.

Phillip Norman

#42073 | September 29, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I was one of about thirty people who testified to the Planning and Zoning Commission on June 12th, about proposed changes of Multi-Family Housing Zoning in Portland. My one minute should be visible here:

<https://www.portlandmaps.com/bps/testimony/item.cfm#proposal=mdz&itemID=30450>. My testimony is expressed further in documents stored at Google: A vision for Gateway, Northeast Portland, by Phillip Norman:

<https://drive.google.com/file/d/1tqfyYocKc1O43xXU6P5ROkXZBBh74zk/view?usp=sharing>
Protest against Zone RX housing South of Gateway Transit Center without local jobs and without green space in a needed large park serving all of Metro Portland.:

<https://drive.google.com/file/d/1TiXZlQlYF-qlZUnlMmorBCXko3-wOiPV/view?usp=sharing> I have more to share in this from travel in Europe in April and May, 2019. I learned much in London, where my daughter and family reside. Specifically I studied London's Stratford neighborhood, as inspiration Gateway opportunity. Nothing of my testimony to BPS is evident in the draft under review. The same unreal grid South of Pacific exists as a cartoon, parkless and without local jobs. This is defiance of public will. Gateway now has none of the livability amenities of other Portland areas already built as dense Zone RX.

Testimony is presented without formatting.

Jill Warren

#42072 | September 28, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Jill Warren 607 NW 18th Ave. 1815 NW Hoyt Ave. Portland, OR 97209 Sept. 28, 2019 City of Portland, Oregon Bureau of Planning and Sustainability 1900 SW 4th Ave. Suite 7100 Portland, OR 97201-5380 Better Housing by Design Project Dear Planning & Sustainability Members, My family owns an old historic Church and Parish at NW 18th and Hoyt Aves. When we bought those buildings the Department of the Interior sent us Standards and Guidelines for Rehabilitating Historic Buildings. The mandates are very strict and your decision to reduce the FAR in certain neighborhoods reflect the spirit of that document and sensitivity to aesthetics regarding density. New construction currently resembles large boxes with no architectural integrity, often dwarfing surrounding buildings. Being a profit-based industry, developers will put profit ahead of aesthetics (bigger is more profitable) so the oversight your bureau provides can assist in mandates that will improve aesthetics much appreciated by the public. I frequently see tour groups in my neighborhood admiring the architecture. I predict the outcome of reducing the FAR in certain neighborhoods will improve aesthetics thus resulting in more desirable neighborhoods rather than packing people in so developers can make more money. Thank you for your spot-on insight to this issue reducing the FAR so construction will be more compatible in surrounding neighborhoods. Sincerely, Jill Warren

Testimony is presented without formatting.

Jynx Houston

#42090 | September 27, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm writing to state to the City Council that absolutely nothing the Bureau of Planning & Sustainability puts forth is genuinely in support of & leading to affordable housing for ordinary Portland residents. It is well known that BPS is behind the disastrous RIP as well as the disastrous HB 2001 that are pro-developer. The housing these measures would enable is NOT AFFORDABLE. Moreover Wheeler's & the City Council's clear caving in to developers has even resulted in a growing number of expensive apartments (& homes) lying empty. Horrible "planning" just to make money off of huge developer fees. It is critical that the city government of Portland actually builds subsidized & affordable housing for low-income & middle-income residents who are currently being made homeless or being pushed to slum-like areas of Gresham. Thank you for your attention, Jynx Houston

Testimony is presented without formatting.

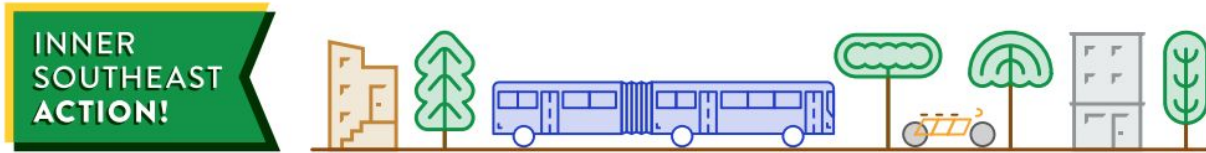
Doug Klotz

#42071 | September 27, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Inner Southeast Action! is a community group embracing change to promote livability, inclusivity, sustainability and climate protection. We strongly support housing affordability and availability. We submit this letter in support of Better Housing by Design (attached PDF)

Testimony is presented without formatting.



September 10, 2019

Inner Southeast Action!

InnerSouthEastAction.org

Mayor Wheeler and Commissioners:

Inner Southeast Action is a community group embracing change to promote livability, inclusivity, sustainability and climate protection. We strongly support housing affordability and availability.

The Better Housing by Design Recommended Draft promotes many of Portland's goals. It will increase the number of units that can be built in places near jobs, transit and shopping, that will result in less driving and less GHG emissions. It will promote more livable multifamily development, especially on the larger lots of East Portland, and will help reduce urban heat islands and preserve tree cover.

We support all of the 20 points in the "Recommended Draft Summary" brochure, with a few suggested friendly modifications:

- 1) The key change is in #1, to regulate by Floor Area Ratio (FAR) rather than unit count, so builders can choose to do different size units without penalty, and will we hope result in an increase in units on these transit-served sites. We support this, as well as the base/bonus scenario (#2), which will incentivize Affordable Housing inclusion. We also welcome the Deep Affordability bonus in CM2.
- 2) We support Visitability for some units (#3), and the FAR transfers to preserve affordable housing and big trees (#4). We support density transfers from these sites, even into Historic Districts, with limitations, as the plan proposes. We support the provision of small commercial on corridors in these RM zones (#5), as well as required outdoor areas, shared

common areas, and counting eco roofs and raised planted courtyards toward landscape requirements. (#6,7,8).

- 3) We support limits on surface parking and limits on the use of asphalt (#9), as well as reducing parking requirements (#10): none on sites less than 10,000 s.f. or less than 500' from frequent transit. We suggest that parking requirements be eliminated on buildings further away as well, letting builders provide it if they choose.
- 4) We support better facades by limiting garage frontage and orienting entry doors to the street (#11, 12).
- 5) Instead of adding front setbacks, we would eliminate all required front setbacks in the RM2 and RM3 zones. We note that the proposed 10' setback can be reduced in some cases (#13).
- 6) We also support the simplification of side setbacks to 5' everywhere (#14). We support the "Intensely urban" options in #17, to allow continuous buildings on major corridors (as well as the related changes to the CM zones on these same corridors), to increase flexibility in site layout of new buildings. We support increased height in RM4 close to transit.
- 7) We support #18, 19, and 20, to address specific site and street grid issues in East Portland, and are supportive of the PBOT Connected Centers project that is also addressing those issues.

We note the Displacement Risk work staff has done, and believe many elements of the proposal, such as the encouragement of Inclusionary Housing with substantial FAR bonuses will help provide mitigation for this risk.

We do have concerns that the intensity of these zones, as currently applied along inner corridors like Belmont, Hawthorne, and Division, is too low to take full advantage of those "high-opportunity" locations. We hear that BPS plans to look at zone mapping in the future. We envision that the RM1 along corridors could be rezoned to RM2; and the RM2, especially when occurring adjacent to commercial

areas, could be rezoned to RM3, to allow more residents to enjoy amenity-rich areas including good transit and biking access.

We urge you to adopt this Recommended Draft as soon as possible, and we hope the mapping project can be undertaken soon after.

Thank you,

A handwritten signature in black ink, reading "Doug Klotz". The signature is written in a cursive, flowing style. The first name "Doug" is written with a large, looped 'D' and the last name "Klotz" follows in a similar cursive script.

Doug Klotz, Land Use & Transportation Chair
Inner Southeast Action!

Hillary Adam

#42084 | September 26, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am submitting the attached letter on behalf of the Historic Landmarks Commission prior to their in-person testimony on October 2nd on Better Housing by Design. Thank you! ~Hillary

Testimony is presented without formatting.



City of Portland Historic Landmarks Commission

Page 531 of 565

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September 26, 2019

To: Mayor Wheeler and Portland City Council
Re: Better Housing by Design "Recommended Draft"

The Portland Historic Landmarks Commission (PHLC) received a briefing from Bill Cunningham of the Bureau of Planning and Sustainability (BPS) on August 12, 2019, summarizing the Better Housing by Design (BHBD) "Recommended Draft." The PHLC has worked hard to stay up to date and to provide ongoing specific comments to BPS staff and the Planning and Sustainability Commission (PSC) as this code project has evolved.

Overall, the PHLC is supportive of this package of code changes. We commend the PSC for their work to find innovative ways to encourage density and the preservation of historic resources in Portland. Following are some highlights of the proposal that we believe will not only meet the goal of increasing the types of housing available in multi-dwelling zones, but also ensure that affordable historic buildings are part of that increased residential diversity.

- Altering residential density measurement from unit-based counts to floor area-based counts is important and very welcome. The PHLC believes this shift will help create more appropriate forms and sizes in development in Historic and Conservation districts, where Historic Resource Review ensures the compatibility of these forms with existing ones. Illustrations on pages 28 & 29 of Volume I show the inherent density of many existing historic forms and building types.
- Allowing for "unused" floor area to be transferrable from historic resources gives the owners of these buildings a financial incentive to keep them. Further, the provisions as proposed in 33.120.210.D will provide an additional tool to incentivize seismic retrofits of these older buildings. The PHLC applauds the additional FAR incentive that can be earned and monetized to help defray costs of undertaking seismic work; a thoughtful addition to the package of code amendments.
- Eliminating or drastically limiting on-site parking requirements for new small-lot projects or new units is simply good land use policy, prioritizing green space and housing for people over the warehousing of automobiles. As with the Residential Infill Project (RIP) single-family code change package which will result in no new parking space requirements in single-family dwelling zones, the BHBD parking changes will go a long way towards encouraging a more people-centered environment and changing the way we live to address climate change.
- Alphabet Historic District and Kings Hill Historic District map changes are positive for bringing code maximum FARs closer to the scale of existing older (contributing) buildings. The PHLC agrees that the shifts between RM3 and RM4 are generally closer in terms of the maximums these two zones allow to the historic district context in the areas in question. Absent a full-scale study of appropriate code maximums across historic districts, this change makes good sense in reducing some of the inherent conflicts.
- Allowing a reduction in required density for keeping the footprint of an existing house, and for tree preservation, are both good policies that will help preserve the character of neighborhoods (33.120.213). Recognizing the increased need for more shade and more walkability in all neighborhoods, the PHLC would like to see the tree preservation benefit be extended to street trees. Building owners are responsible for street trees already and they

contribute to neighborhood character and livability sometimes more than trees on private property. The PHLC hopes that the small reduction in required minimum density afforded by keeping a house on a lot is enough to encourage more adaptive reuse and ADUs.

The PHLC also has some criticisms and concerns with BHBD. While the PHLC believes that new construction is necessary and important, we cannot build our way to a greener and cooler planet. As a City, we need to get serious about policies which contribute to climate change and that means not just encouraging but requiring much more adaptive reuse. Construction methods and materials such as using heavy-carbon-footprint concrete should be limited to buildings that will last 100 years, not 20. Developers need incentives to help them change their business model. Now is the time to create relevant and impactful code changes (this should include the building code) which should be driven more by sustainability concerns. We believe that the Comprehensive Plan supports this.

- The BHBD includes a change to the way height is measured (33.930.050) from a “low point” rather than from a “high point.” The PHLC is supportive of this in general, but we have a serious concern that this could ultimately lead to erosion of the street-facing façade of a building and erosion of the shared streetscape and right-of-way by encouraging “tuck under” garages to proliferate because the applicant can now choose which basepoint to measure from. While a limited-width “tuck under” garage can be useful and sometimes better than an at-grade garage, the PHLC would still like to see garages not at the front of a structure, but developed (if at all) to the side and rear. Perhaps when tuck under garages are proposed, the height should be measured from the lower point. At minimum, we ask that the use of the “low point” measurement be limited across the front of a building so that the front of a building does not turn into a paved hole (see photo example at the end of this letter).
- Using terms like “by right” or “base” in discussions of height and FAR bonus and transfers is highly misleading to applicants in historic districts. (See 33.120.215 Height; Table 120-3; etc) This is because new development in historic districts is regulated by the compatibility of its scale, height, and other criteria with existing older buildings. Changing “maximum” to “base” throughout the code makes a bad situation worse. It creates more of an expectation that this amount of height or bulk is a “given.” But a project using code maximums for bulk and height is not necessarily going to meet the compatibility-based approval criteria on every site in historic districts. Ultimately, the PHLC would like to see a comprehensive project to assess appropriate height and bulk within historic districts, removing what is in some cases a large disparity between what is approvable under compatibility-based criteria and what the code “allows.” Until that time, we propose that the code do a better job of acknowledging that FAR and height in historic districts are not “by right” and that projects must meet the approval criteria.
- Related to this, giving developers of projects extra bulk or height in historic districts creates less predictability and more opportunity for contentious hearings for projects in these districts. Increasing a new development’s height or bulk (beyond code “maximums,” which are themselves not always approvable in every situation) will not always meet Historic Resource Review approval criteria. The PHLC strongly opposes opportunities to “earn” more bulk in these areas, even for deeply needed affordable housing. If the proposed provisions stay in the code, then the PHLC strongly suggests that any “earned” FAR that cannot be used on a site due to compatibility criteria can at least be sold and transferred outside the historic district by the developer.
- Similarly, the PHLC is very concerned with allowing transfers of floor area or height into historic districts, which is a step backward from the BHBD recommended draft. The developer or contractor potentially will have wasted a good deal of time and money designing a building that is out of scale, and the potential for more appeals to City Council is high. If the feedback from development professionals was for “predictable regulations” (p.12, Vol 1), then this misses the mark by a long shot. The PHLC asks that transfers “in” to historic or conservation districts not be allowed. At a minimum, new code should communicate some warnings. 33.120.210.D.2 should have an added 2a: If the receiving site is in a historic or conservation district, the transfer must result in a project that meets the approval criteria for Historic Review if required.

- The PHLC continues to be dismayed at the lack of demolition deterrents in the code. Developers would like to take the easiest path, which is complete demolition and rebuilding, but there are huge red flags to this approach. One is simply climate change. During this world-wide climate emergency, we must do better to maintain, add on to, and reuse what we have and not continue the throw-away model that has given many construction materials a very short life span. This is our collective responsibility. Doing better to reduce our consumption includes using durable, long-lasting materials as well as re-use of buildings and building components. The other red flag is that a lack of housing affordability demands a more thoughtful approach to keeping older houses and apartment buildings. The PHLC seeks a penalty for demolishing a contributing building in historic or conservation district. This may be simply a period of time, say five years, during which the property may not take advantage of the full package of building incentives. Thoughtful structuring of this penalty will ensure that it does not inadvertently have a negative impact on the neighborhood or on the original owner of an older building.

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

Sincerely,



Kristen Minor
Chair



Maya Foty
Vice Chair



Matthew Roman



Annie Mahoney



Ernestina Fuenmayor



Andrew Smith

cc
Bill Cunningham, BPS
Hillary Adam, BDS
Brandon Spencer-Hartle, BPS



Photo taken in 2018 on Fremont Street in Seattle:
(Note that Title 33 would require a front entry, which Seattle's code did not when the building on the right was constructed.)

Daniel ANDERSON

#42070 | September 26, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I have lived in what is now the Alphabet Historic District since 1981 both as a renter and as an owner. I am generally supportive of the change from RH to RM3 north of Glisan and east of 21st. I am not supportive of the proposed shift to RM4 zoning at the south end of the Alphabet Historic District as I believe this will facilitate the erosion of the existing historic architectural texture of this area. The zoning change proposal should be amended to require that, in existing historic districts, the scale available for new construction in RM4 should be constrained by the scale of historic building patterns in that historic district. I have similar concerns with the application of RM4 zoning to the area south of Burnside between 21st and Vista. I am also concerned that the proposal to allow development bonuses and development transfers in historic districts will function to defeat the intention that, in historic districts, new construction should be constrained by the scale of historic building patterns in that historic district. Clarity is required when conflicts between a what is achievable with development bonuses and transferable development rights and what is required by historic district design guidelines arise with the unambiguous requirement that the design guidelines should control the outcome. Also, the use of development bonuses etc. for projects which require the demolition of properties listed as “contributing assets” in the historic district nomination should be prohibited. The City should not adopt policies which incentivize the demolition of historic properties. As an aside, I note that maps on the BPS web site appear to provide inconsistent expressions of the nature of the zoning changes proposed for the Alphabet historic district with some maps showing RH4 zoning extending N of Glisan and E of 21st and other maps showing this area as proposed for RM3.

Testimony is presented without formatting.

Joe Recker

#42069 | September 26, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I've been following this project since 2017 and I'm very pleased with the proposal that has come before the City Council. I think it's a balanced solution that addresses concerns about height and bulk in historic districts while prioritizing the development of housing where it makes the most sense. Please approve this proposal.

Testimony is presented without formatting.

Westin Glass

#42068 | September 26, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm a local developer, writing to support the Better Housing By Design draft. The allowed retail use on civic corridors will be a great way to enrich the fabric of neighborhoods. We have a warehouse building on NE Killingsworth, currently zoned R-2, where we hope to rehab the existing structure into an innovative apartment building with a corner coffee shop, something lacking in this particular neighborhood.

Testimony is presented without formatting.

Hillary Adam

#42067 | September 26, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

As the liaison to the Portland Historic Landmarks Commission, I am submitting this letter from the Landmarks Commission on their behalf.

Testimony is presented without formatting.



City of Portland Historic Landmarks Commission

Page 538 of 565

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September 26, 2019

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

Sincerely,



Kristen Minor
Chair



Maya Foty
Vice Chair



Matthew Roman



Annie Mahoney



Ernestina Fuenmayor



Andrew Smith

cc
Bill Cunningham, BPS
Hillary Adam, BDS
Brandon Spencer-Hartle, BPS



Photo taken in 2018 on Fremont Street in Seattle:
(Note that Title 33 would require a front entry, which Seattle's code did not when the building on the right was constructed.)

Jonathan Korman

#42065 | September 23, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

As a homeowner who moved to Portland a few years ago to make a commitment to this city, I read the Better Housing By Design Recommended draft with great interest. There is a lot to like in this proposal and I support it. It is easy to see that this is thoughtful work. I was particularly pleased to see reduced parking requirements, allowances for ground-floor commercial space along major corridors, rules to keep large building facades from being too blocky, limitations to ugly front garages, incentives for affordable housing, and common area requirements for big sites. But frankly — having escaped from the San Francisco Bay Area, and having seen what happens when development does not keep pace with migration — I think this plan is more timid than I would like. The city is growing and housing costs have been nosing up with it; I would like to see more vigorous upzoning citywide (including in my own Foster-Powell neighborhood!) that allows development sufficient to make housing costs and home values a decade from now lower than they are today. (Yes, I recognize that I am wishing for own my home's value to go down, not up; but that buys me the kind of city I want to live in!) Count me a supporter of all the housing density and mixed residential-commercial space (and public transit!) that we can get.

Testimony is presented without formatting.

Brad Twitty

#42064 | September 23, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I'm an owner resident within the area of the proposed zoning change and would like to strongly show my support for the rezoning. This rezoning will reduce conflicts and enable more compatible development in the area. The Alphabet Historic District is a unique gem within our larger metro and it is important we keep development truly compatible with the historic structures in the area. Thank you.

Testimony is presented without formatting.

Dan Volkmer

#42063 | September 23, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am a real estate broker for 45 years specializing in historic and architecturally significant properties in close in Portland neighborhoods. I served 8 years on Portland Historic Landmarks Commission, chaired the NWDA Planning Committee, chaired the NWDA Historic Committee, and was appointed to the Oregon Real Estate Board. I was active in the 20 year process that resulted in the listing of the National Historic Alphabet District in 2000. Since the Alphabet and Kings Hill Historic District were designated, there has been little demolition of historic resources or incompatible new construction. Thankfully, this is due to the exclusion of historic districts from development incentives and good design review by Historic Landmarks Commission. Unfortunately, Better Housing By Design would remove the exclusion of historic districts from bonuses and transfers of development rights, allowing larger and taller buildings. I support the requests of neighborhood associations and the Bosco-Milligan Foundation/Architectural Heritage Center to amend the Draft Proposal in three respects. 1) In Historic Districts, the scale of historic building patterns should be reflected in the zoning map. The blocks South of Burnside in the Kings Hill Historic District should not be zoned for the densest and largest apartment buildings. These blocks, comprised mostly of historic stately homes, should be assigned the same zone as the blocks of houses North of NW Glisan/ in the Alphabet District. 2) 100 foot tall buildings in the blocks North of Burnside (and within 1000 ft of Max Station) are not compatible with adopted guidelines. 100 foot tall buildings are completely out of scale with the existing historic churches, historic apartment buildings, historic commercial buildings, and historic mansions, Victorians, and Craftsman cottages lying North of Burnside and South of Hoyt. As a former Landmarks Commissioner I can attest to the impossibility of approving such incompatible projects based on official adopted criteria by PDX. 3) Additional development allowances (bonuses and transfers) should never be available to projects that would result in the demolition of an historic building. Demolition should be limited to non-contributing buildings. Do not encourage, reward, or sanction demolition of historic buildings by granting allowances, bonuses, etc. Maintaining the historic character, celebrating neighborhood diversity, insuring compatible new development is what keeps our City vibrant and attractive. It makes economic good sense and contributes to future liveability.

Testimony is presented without formatting.

David Schoellhamer

#42062 | September 23, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The Sellwood-Moreland Improvement League (SMILE) submits the attached testimony on the Better Housing by Design Project (BHD). We first discuss our motivating principles for this testimony, followed by 1) a proposal to increase the incentive for affordable housing based on observations of the rapid development in our popular neighborhood and BHD economic studies, 2) a request to limit construction of over-sized single-family homes (McMansions) with minimal ADUs in multi-family zones, and 3) endorsements of many of the specific BHD proposals and other comments.

Testimony is presented without formatting.

S·M·I·L·E

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

September 23, 2019

Dear Commissioners:

The Sellwood-Moreland Improvement League (SMILE) submits the following testimony on the Better Housing by Design Project (BHD). We first discuss our motivating principles for this testimony, followed by 1) a proposal to increase the incentive for affordable housing based on observations of the rapid development in our popular neighborhood and BHD economic studies, 2) a request to limit construction of over-sized single-family homes (McMansions) with minimal ADUs in multi-family zones, and 3) endorsements of many of the specific BHD proposals and other comments. Specific recommendations are stated in **bold** so you can find them.

Motivating Principles

Principles that motivate our testimony include:

- **Any increase in zoned density in our neighborhood should be dedicated to affordable housing.** We recognize that this principle may not be feasible, but it should remain a goal for BHD. At a minimum, increased density should not contribute to economic segregation.
- **Our neighborhood needs housing for working class people.** We have produced and continue to produce a tremendous amount of expensive market rate housing; since 2015, developments completed and in the permitting pipeline increase housing units by 25%. The market is producing housing for wealthy people because our neighborhood is popular¹. We want to improve housing equity by retaining affordable housing generated in our neighborhood and not transferring it elsewhere.
- **We seek to preserve the wonderful characteristics of our neighborhood while accommodating growth.** Growth is necessary and inevitable given the housing shortage in the City.

¹ New York Times, May 24, 2019, Five Places to Visit in Portland, Ore. Note that all five places are in Sellwood-Moreland.

Increase Incentive for Affordable Housing

BHD does not utilize the greatest lever available to incentivize construction of affordable housing², the number of units that can be built on a lot.

Our proposal to strengthen the incentive to build affordable housing is:

- 1) Double the current maximum unit density for market rate development.**
- 2) Allow projects that provide affordable housing to have the FAR bonus and unlimited units as now proposed by BHD.**

Why the number of units matters

Data available from two economic studies conducted by EPS for BHD show that the feasibility of development in the multi-dwelling zones is more closely related to number of units built, not floor:area ratio (FAR). BHD allows all development to have an unlimited number of units and incentivizes construction of affordable housing with a FAR bonus. Including number of units as an incentive would be more effective.

To demonstrate this, we focus on prototype 2 in the economic reports in BHD Appendix C, stacked flats in inner Southeast on a 5,000 square foot (sf) lot with no on-site parking³. Other prototypes appear to produce similar conclusions. The three scenarios for prototype 2 are summarized in table 1. Each was evaluated as a ‘for sale’ and ‘for rental’ project.

Number of units	Floor area (sf)	RLV for sale (\$/sf)	RLV for rent (\$/sf)	EPS report
4	5,000	52.58	46.97	May 2018
6	7,500	86.85	78.03	May 2018
9	5,000	127.28	90.20	October 2018⁴

Table 1. Three scenarios for prototype 2.

² We define affordable housing as housing that satisfies Inclusionary Zoning requirements: 20% of units affordable at 80% Median Family Income (MFI) or 15% of units affordable at 60% MFI.

³ The May 2018 scenarios included parking and the October 2018 scenario did not. Parking costs were removed from the May 2018 scenarios by reducing construction costs \$30,000 per parking space, reducing other soft costs (25% of hard costs) by \$7,500 per parking space and recalculating RLV. SDCs and interest were not adjusted. Scenarios with IZ (Inclusionary zoning, no effect because number of units are less than 20) and CET (new construction excise tax) were used.

⁴ The October 2018 report mislabeled tables and figures according to Tom Armstrong, BPS. The report text is correct.

As the number of units increases, the residual land value (RLV, the value of the land that remains after subtracting development costs, per square foot) increases for both for sale and for rent buildings (figure 1).

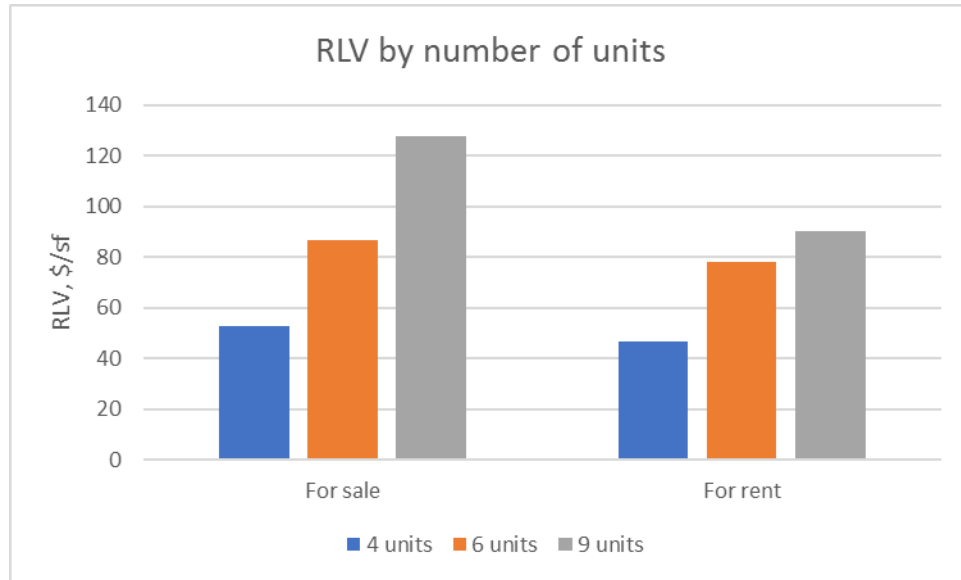


Figure 1. Residual land value (RLV) for 4 units (5,000 sf), 6 units (7,500 sf), and 9 units (5,000 sf) for sale and for rent scenarios.

As FAR increases, the RLV varies depending on the number of units (figure 2).

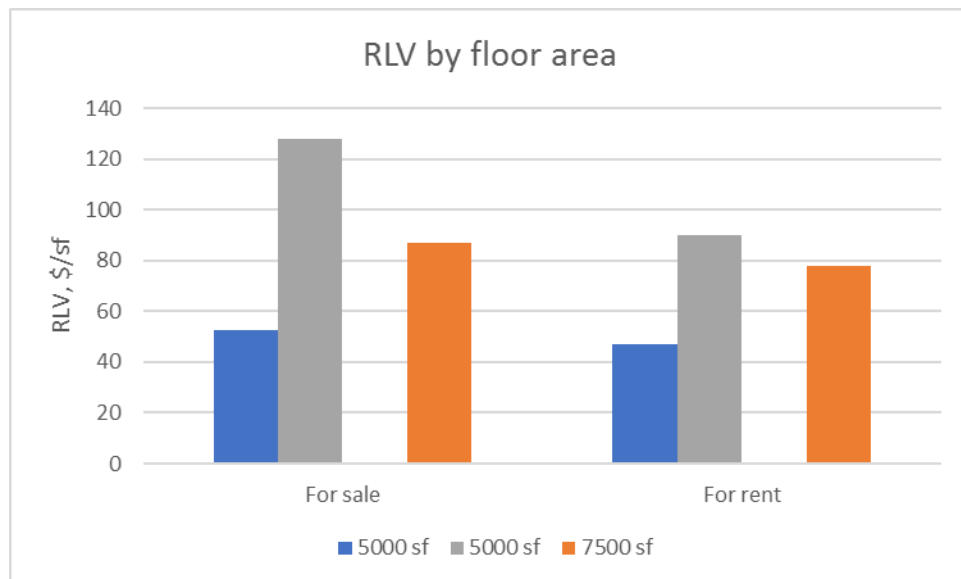


Figure 2. Residual land value (RLV) for 5,000 sf (blue is 4 units, gray is 9 units) and 7,500 sf (6 units) buildings, for sale and for rent scenarios.

Thus, the number of units is the more important than FAR for determining feasibility of development. A 5,000-sf building with 9 units (gray bars) is more feasible than a 7,500-sf building with 6 units (orange bars). By allowing all projects to have unlimited units, BHD loses its greatest incentive for construction of affordable housing. **The City should evaluate using number of units to incentivize affordable housing with thorough economic modeling.**

Benefits

The benefits of our proposal are:

- *Increased incentive to build affordable housing for the average Portlander.*
- *Consistency with Residential Infill Project (RIP) housing options:* The maximum size and unit density for purely market rate development on a RM1 lot would be greater than allowed by RIP. Our proposed maximum densities for purely market rate development are 1 unit per 1,000 sf of lot size in RM1 and 1 unit per 500 sf in RM2. In RM1 on a standard 5,000 sf lot, a 5,000-sf building with 5 market rate units could be built, larger and with one more unit allowed than on a 5,000-sf lot by RIP.
- *Consistency with RIP proposed 6-unit option:* The RIP 6-unit proposal and our BHD proposal both allow additional units if affordable housing is provided.
- *No effect on large RM2 lots:* In RM2 on a 10,000-sf lot, a 15,000-sf building with 19 market rate units could be built under our proposal, identical to BHD. The unit limit would only matter on lots smaller than 9,500 sf in RM2.
- *Prevent saturation of standard RM1 lots with tiny market rate units:* Based upon ongoing development, two-story, 5,000 sf buildings with 15 market rate units are feasible on standard RM1 lots in our neighborhood⁵, a 7½-fold increase in the number of units presently allowed. Such development would be allowed by BHD and violate our principle that increased density should be dedicated, or at least include, affordable housing. We are also concerned about increased traffic and parking congestion near our corridors which would reduce the viability of some small businesses, increase crowding in our neighborhood schools (already a 39.7% increase in K-12 public school attendees since 2009), hinder emergency vehicle access, and reduce vehicular, pedestrian, and bicycle

⁵5603 SE Milwaukie, a 4-story building with 30 market rate units under construction on a 3,080-sf lot zoned RHd. It has footprint of about 2,200 sf which can fit on multifamily-zoned lots 5000 sf or larger, about 950 or 73% of multifamily-zoned lots in our neighborhood. Each unit is 250-350 sf. Using this as a template for a building on a 5,000-sf lot, a two story 15-unit building in the proposed RM1 zone is feasible on 5,000 sf lots with the base FAR. Present zoning would allow a maximum of 2 units, our proposal would allow 5 market rate units or this building if it included affordable housing.

safety (especially along narrow streets). An example of where the proposed density increase would not contribute to positive qualities of our neighborhood is Tenino Street: 24 feet wide (three car widths), zoned R2 (RM1) with some R1 (RM2), and with an existing traffic volume of 1,188 cars per day⁶, many of which are getting to or from the Sellwood Bridge by cutting through the neighborhood to avoid traffic jams on parallel Tacoma Street. If many units are going to be crammed into a standard lot and diminish some of the wonderful characteristics of our neighborhood, our proposal would at least make some of them affordable.

- *No change in BHD example development:* The BHD summary and volume 1 show several examples of what could be built and all of the examples shown could be identically built under our proposal. The number of market rate units that could be built would remain unlimited if affordable housing is included. This proposal may reduce the number of expensive tiny market rate units built if developers stop building at the maximum market rate unit threshold, but it would increase the number of affordable units built and thus better accomplish our motivating principles.

Remove incentive to build McMansions in RM1

The BHD proposal fails to consider that, rather than middle housing, oversized single-family homes are possible thus making RM1 the new McMansion zone. Under the proposed rules, an oversized single-family home with an accessory dwelling unit (ADU) could continue to be built on 5,000 sf lots in RM1. In our popular neighborhood, ADUs are sometimes used as short term rentals and these do not contribute to the housing supply. If the housing market continues to favor development of oversized houses over middle housing, the RM1 zone could become a McMansion zone with the minor inconvenience of including a small minimal ADU. A small minimal internal ADU could easily be incorporated into the living space of the primary dwelling. A McMansion zone would contribute to economic segregation in the City. In addition, the smaller FAR limits proposed by the Residential Infill Project for single family zones incentivize McMansion construction in RM1 zones where FAR is greater. The Residential Infill Project includes a 0.8:1 FAR limit for detached homes with and ADU on R2.5 lots. To solve this problem, **add a 0.8:1 FAR limit for detached homes in multi-dwelling zones.**

Endorsements and other comments

The recommended BHD proposal does not limit the number of units but does convey how many units could actually be built. To make BHD a transparent process, **the maximum number of units that could be built should be provided and shown using fire and building standards.**

⁶ Jamie Jeffrey, PBOT, Tacoma Traffic Analysis, August 2017

Many of the BHD proposals will improve multi-dwelling housing in our neighborhood. **We endorse the 35-foot height limit for the RM1 zone in proposal 1. We would oppose increasing the FAR limits in proposal 1. We endorse proposal 5 that allows limited commercial uses along corridors.** North Westmoreland lacks retail businesses and thus is not a walkable neighborhood; this proposal would help correct this problem. **We endorse the overall concept of proposal 8, alternatives to conventional landscaping, but recommend that an eco-roof not be given equal weight as landscaping.** An eco-roof should not replace ground-level landscaping which enhances the pedestrian space near the building. **We endorse proposals 7 (shared outdoor space), 9 (limit impervious areas), 10 (parking), 11 (limits on garages and no parking in front of buildings), 12 (entrance orientation), 13 (front setback), 14 (side setback), 15 (height transitions), 16 (division of large building facades), and the Transportation and Parking Demand Management requirements.**

Confidence in City planning is eroded by regularly changing zoned density in North Westmoreland. Many properties in north Westmoreland were upzoned in the 1980s in anticipation of a light rail station at Harold Street. The Orange Line was built without that station so in 2018 the new Comprehensive Plan map downzoned much of this area yet many properties retained multi-dwelling zoning. Now BHD is effectively upzoning these properties. This yo-yo zoning erodes confidence in the City planning process. **In the future, broad brushed city planning processes should consider and be consistent with past planning decisions at the neighborhood scale.**

This testimony was discussed at public meetings of the SMILE Land Use Committee on September 4, 2019 and the SMILE Board of Directors on September 18, 2019. The SMILE Board of Directors unanimously approved this testimony on September 18, 2019. If you have any questions, please contact David Schoellhamer, Chair of the SMILE Land Use Committee, at land-use-chair@sellwood.org. Thank you for the opportunity to testify.

Sincerely,



Tyler Janzen
President, Sellwood-Moreland Improvement League

Michael Barrett

#42061 | September 19, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

We strongly support the shift from allowable dwelling units to a FAR model for the urban, transit focused sites identified within the BHBD areas. Current these sites only allow a handful of dwelling units, creating significant mobilization and construction costs for limited payoff. We found that these encouraged development of luxury attached housing only. BHBD flips the equation and encourages significantly better use of these medium density sites. After working on pre-development of one 6,000 sf R2 site, we found that instead of (3) units were were able to create an easy to build 3 story wood framed building with (8) units. The inclusion of affordable housing bonuses creates a reasonable incentive to push this to (12) maximum units. The requirement for a outdoor spaces and balconies assures that any design will incorporate human scale and with some design talent, will create joyful places to live. With the cost of site development and increasing construction costs, we see BHBD as a well written, thoughtful response and tool to address our housing shortage. It creates more allowable units on the same available land with more economies of scale making units more affordable, while thoughtfully addressing scale, neighborhood context and livability issues.

Testimony is presented without formatting.

Dianna Smith

#42060 | September 17, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I believe you are running Portland. I have lived here all of my life and I don't like Portland anymore. You continue building without adequate parking. Now you are considering building buildings that maybe a decrease in scale, but you are still not demanding a parking space for each unit. The parking in our neighborhood is a mess. People park illegally everyday, and they do not receive parking tickets. You built a whole new apartment building without a single parking space. You have added to our discomfort. You continue to build new huge buildings without updating the sewer pipes. Our garage has flooded twice because the added units are flooding the system. Your long range planning is the terrible. I talked to a very nice man about all of this, Bill Cunningham. But his excuse for not adding parking to the new buildings was the cost to the developer. If it was mandatory to add parking these buildings would still be built. What I am watching happening to Portland with the over building will be this cities ruin.

Testimony is presented without formatting.

Joseph Ierulli

#42059 | September 17, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I look forward to City Council adopting the Recommended Draft. The Draft does not address fees, which may not make any difference to the present crop of infill developers. However, if it is desired that BHD have maximum effect, then you might consider incentivizing non-developers (individual property owners, such as myself) by reducing fees and streamlining the permitting process at BDS.

Testimony is presented without formatting.

Amy Marks

#42057 | September 10, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

RM4 zoning is right for this lot. It will make a nice line of sight on the hillside and will fit in with the MAC garage and Legends building.

Testimony is presented without formatting.

Amy Marks

#42056 | September 10, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I agree with the RM 4 zoning proposed for this property. It is located across the street from the 5+ story MAC parking garage and backs unto the 9 + story Legends apartments. It is the best use of this location.

Testimony is presented without formatting.

Amy Marks

#42055 | September 10, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I agree with the destination for RM 4 for this property. It is across the street from Lincoln High school and next to an over 9 story building. This is the best use of such a downtown location.

Testimony is presented without formatting.

Vicki Skryha

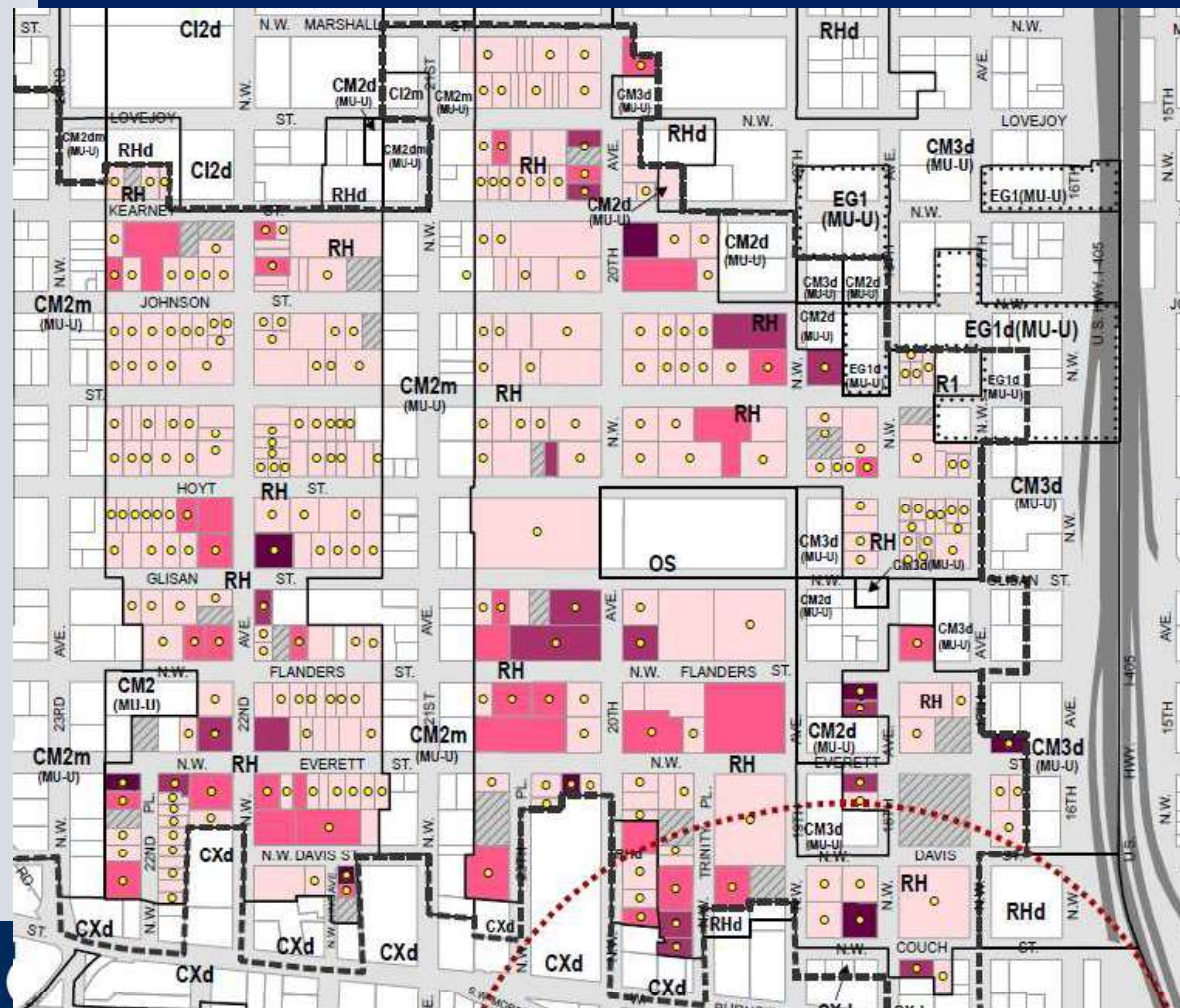
#42054 | September 9, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Our Alphabet District property is listed on the National Register of Historic Places. We have followed BHbD very closely and SUPPORT the proposed RM3 designation in the Historic Alphabet District east of 21st and north of Glisan for the following reasons: (1) The City did a comprehensive analysis of FAR in the Historic Alphabet District and found that almost all of the historic buildings in this area have a FAR of 2:1 or less (see the City's Dec 13, 2018 map titled 'Existing Building Floor Area Ratios – Alphabet Historic District'); applicable review criteria for new construction in historic districts require compatible development, so this change will reduce conflicts between base zoning and what is realistically allowed under the historic resource overlay zoning. (2) The Historic District was established in 2001 when RH zoning was in place; updating base zoning to be consistent with the historic context is long overdue, responds to the 2015 Comp Plan Policies 4.48 and 4.49, and is consistent with State Land Use Goal 5. (3) Those of us with contributing or listed historic properties are prohibited from making exterior alterations; most of us take pride in maintaining our buildings/homes; it is unfair to promote out-of-scale development in this context. (4) This area has very minimal new development potential; only 3 vacant land sites were identified by the City in this area, and they range in size from 5,000 to 10,000 square feet. (5) The proposed RM3 very modestly changes base development allowances consistent with other similar areas of the Historic Alphabet District (e.g. area west of 21st and north of Glisan). Thank you, Vicki Skryha and Allen Buller, 1728 NW Hoyt.

Testimony is presented without formatting.

Alphabet Historic District



December 19, 2019
City of Portland, Oregon
Bureau of Planning & Sustainability
Geographic Information System

Existing Building Floor Area Ratios Alphabet Historic District

Legend

Alphabet Historic District

Building FAR

- Up to 2:1 FAR
- >2:1 to 3:1 FAR
- >3:1 to 4:1 FAR
- More than 4:1 FAR
- Vacant Land

Contributing Buildings

Yamhill MAX station buffer

Zoning Lines

Comp Plan lines

The information on this map was derived from City of Portland GIS databases. Care was taken in the creation of this map but it is provided "as is". The City of Portland cannot accept any responsibility for errors, omissions or positional accuracy.

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Steven Szigethy

#42053 | September 7, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The BHBD proposal negates a series of compromises that were made between the city and the north Westmoreland neighborhood during the 2035 Comprehensive Plan process, and I therefore oppose the BHBD proposal as currently written. During the iterative Comp Plan process, it was recognized that the RH zoning that had been in place for years in anticipation of a light rail station near McLoughlin Blvd and Harold Street, was no longer appropriate given that construction of the light rail station was cancelled. After a series of neighborhood meetings in the mid-2010s, the city agreed to downzone the area to R2.5 to better reflect the existing scale and density of the neighborhood. Later in the Comp Plan process, the city decided that R2.5 was no longer appropriate in north Westmoreland because a number of apartment buildings had begun development at the RH density and would become non-conforming. The city then decided that R1 was the best fit, with isolated RH spot zoning at buildings under development. Most of us in the neighborhood accepted the R1 zoning that was ultimately adopted by Council. Compared to the R2.5 zone that was originally proposed, it was just three more units and ten more feet of height on a typical lot. But now, with the BHBD proposal, density will be allowed to return to the old RH paradigm, with virtually unlimited dwelling units. With a bonus FAR of 2.25:1, a typical residential lot could host a 11,250 sf building with anywhere from 3 to 68 apartments and no parking (that upper number is based on the Footprint Apartments in Hollywood that feature 165 sf micro-units). Or, more likely, we would continue to see buildings with 19 units – just under the trigger for inclusionary housing. In any case, I continue to believe that our area of north Westmoreland is not a suitable location for the proposed level of density. Approximately 60 apartments have opened in the immediate vicinity in the last several years, with nearly 200 more proposed. An overwhelming majority of the new residents own cars, making our streets cluttered with parking, blocked driveways and added traffic. People drive and own cars because our immediate neighborhood does not have goods, services and jobs within convenient walking distance (our Walk Score is 59), even with above average bikeway and transit access. Our area also experiences poor air quality and noise pollution related to Highway 99E and the Union Pacific Railroad Brooklyn Yard, calling into question the health outcomes of placing hundreds of additional residents here. In summary, I oppose the BHBD proposal categorically because it allows an inappropriate level of density in areas that are not well-suited to low-car lifestyles, particularly north Westmoreland. Meanwhile, many areas within one quarter mile of the Bybee light rail station remain zoned for single-family homes. My recommendation would be to propose an amendment that reconsiders base zoning in Sellwood-Moreland, placing higher density

near the two light rail stations and in our three neighborhood centers, while scaling down density in the extreme north and south ends of our neighborhood where walkability is lower. Thank you for this opportunity to comment.

Testimony is presented without formatting.

Elliott Gansner

#42052 | September 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

The Better Housing by Design code change project is one good step forward towards increasing density in the city, therefore increasing supply of housing and therefore creating a more competitive housing marketplace that will moderate pricing in the long term. I am a small independent developer and residential rental property owner in Portland. The city does many things that contribute to constraining the supply of new housing. For instance on a apartment development project I am currently working on the sundry city fees / taxes, plus the state taxes, plus costs related to code appeals will amount to roughly 15% of the total project cost. This is a huge cost that I have to pass on to future tenants in the form of higher rents. Construction costs have also increased dramatically in the past 5-7 years. This combined with the cost and time burden the city places on developers makes it extremely difficult if not impossible to build new middle market workforce housing. The other rules implemented during the city declared housing crisis - relocation fees and constraints on rent increases - increase the cost of supplying new housing and discourage further investment and therefore diminish potential future supply which in turn raises future rent prices. The BHBD project at least provides some minor relief as it will allow developers to build larger buildings and benefit somewhat from economies of scale. I urge the City Council to adopt this measure to take at least one positive step towards increasing housing supply. Please be sensible. Make it easier to build larger buildings. Increase density in the city. Allow larger buildings where people can walk, bike and take public transit to work. Allow buildings to be at least as large as the larger historic apartment buildings. This is a well thought out measure and I commend the city staff who worked on it. Please adopt it.

Testimony is presented without formatting.

Mary Ann Pastene

#42051 | September 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I own and reside in a single family home at 1704 NW Hoyt. I object to the proposed change in zoning of my home from RH to RM3. The decrease in allowable building heights is unnecessary and unwarranted. The Alphabet District already has a variety of buildings heights and the current FAR of 4 to 1 fits with the character and scale of the neighborhood. Please, do not change the zoning the Alphabet District from RH to RM3.

Testimony is presented without formatting.

George Crawford

#42050 | September 5, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

Today's Current Zoning R1,R2 really pin holes multi-family construction to only take place when high-end re-sell or rental value pencils out for the developer resulting with more expensive townhome style construction that most likely is valued at the high end of market rate for renting or owning. This construction generally maximizes allowed structure size and height already. I feel the proposed change to FAR in the zoning approach is positive as it will support increased development of mid-range options that would now pencil out to be developed. This change would result in more affordable rental options and owning options. Today you might see R1 zoning on 50x100 lot that usually maximizes with five townhomes attached with for example with 3 beds and 2 bath for each unit resulting in 15 bedrooms. This new proposal will likely see new mixes maybe that changes to 6 studios and 6 one bedrooms on the same site or various combos of mixed living options.

Testimony is presented without formatting.

Gerson Robboy

#42049 | September 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I wish to amend my testimony, which was very general. Portland For Everyone has submitted much more detailed and far-reaching testimony, and I support what they propose.

Testimony is presented without formatting.

Gerson Robboy

#42048 | September 4, 2019

Testimony to **Portland City Council** on the **Better Housing by Design, Recommended Draft**

I am a home owner in the Hosford Abernethy neighborhood. I have no connection to the development, construction, or real estate industries in any way, and own no real estate except the house I live in. I am supportive of the goals of the recommended draft. We urgently need more housing in inner Portland, not only affordable housing, but housing. The inner city has become gentrified to where it is a haven for the elite only, and a shortage of housing contributes to this. I specifically want to support the reduced requirement for off-street parking, and to say it is not strong enough. There should be no requirements for parking on residential property. If we're serious about making housing more affordable, then that should be obvious.

Testimony is presented without formatting.